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# THE KING

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# THE KING'S COLLECTORS' REGISTER.

I.—Advertisements in this Register must refer to some **specific** object or objects.

II.—The charge for advertising is at the rate of twopence per word, and no advertisement can be accepted of less than twelve words. The price of an article, or group of figures, count as one word.

III.—Should advertisers wish to illustrate their advertisements, blocks will be made free of charge, provided good photographs are supplied, but the space occupied by block must be paid for at the rate of 10s. per inch.

IV.—In all cases name and address must be counted and paid for.

V.—These advertisements must always be **prepaid,** and cannot, under any circumstances, be inserted unless accompanied by remittance for the amount.

VI.—In the event of advertisements being too late, or being crowded out of the ensuing issue, they will be inserted in the following issue.

VII.—**Advertisements must be written on one side of the paper only.**

VIII.—Advertisers can have replies to their advertisements sent c/o THE EDITOR, Antique Dept., THE KING, and in these cases, name and address (which must be paid for) should be written on the **back of the advertisement** sent for insertion.

IX.—If several objects of various kinds are included in one advertisement, it will be put under the heading of **Various.**

X.—Stamps will be accepted for sums up to 2s. 6d. Above that sum Postal Orders should be sent, made payable to George Newnes, Ltd., and crossed Capital and Counties Bank.

XI.—Remittances cannot be acknowledged unless a stamped addressed envelope is enclosed with the order.

XII.—In replying to "Wanted" advertisements, it is advisable to send the fullest particulars of the article mentioned, and, when possible, a rough sketch of same.

XIII.—The proprietors reserve to themselves at all times the right of refusing any advertisement, without giving the reason for so doing.

XIV.—All communications relating to the Collectors' Register must be addressed to THE EDITOR, Antique Dept., THE KING, 3, Southampton St., Strand, W.C.

**Before sending Money or any Article on approval, Advertisers are advised to satisfy themselves as to the *bona fides* of Correspondents, for which the Proprietors cannot be responsible.**

## WANTED.

### BOOKS.

"The Skull," a Poem, published about 1783.—136, THE KING'S EXCHANGE.

Wheble's Ladies' Magazine. £3 3s. given for the issues (about 1777-9) containing poems by George Crabbe.—137, THE KING'S EXCHANGE.

The second volume of *Real Life in London*.—139, THE KING'S EXCHANGE.

*Almanach de Gotha*. All numbers before 1800 and 1814.—140, THE KING'S EXCHANGE.

A small collection of "prophetic" Almanacks.—141, THE KING'S EXCHANGE.

Early works on conjuring and palmistry.—142, THE KING'S EXCHANGE.

Early copy of Beethoven's Sinfonia Eroica. First issued preferred.—145, THE KING'S EXCHANGE.

*Sporting Magazine*. The owner of a run of 26 volumes desires to exchange them for a complete set of the *Town and Country Magazine*.—150, THE KING'S EXCHANGE.

Cricket and Golf. Early books, views, and caricatures regarding.—151, THE KING'S EXCHANGE.

Cookery Books. A good copy of Mrs. Glasse's work.—152, THE KING'S EXCHANGE.

Any old Books or Pamphlets on America, especially re the Indian Tribes or early Settlers.—153, THE KING'S EXCHANGE.

Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

R. L. Stevenson's "An Inland Voyage," "Travels with a Donkey," "New Arabian Nights," "Virginibus Puerisque," and others same Author.—155, THE KING'S EXCHANGE.

### CHINA, GLASS, EARTHENWARE.

A pair of genuine Candlesticks in Battersea Enamel.—513, THE KING'S EXCHANGE.

Fine pair old pewter candlesticks.—514, THE KING'S EXCHANGE.

A genuine specimen of the groups of Staffordshire Ware known as "The Tythe Pig," and "The Vicar and Moses."—515, THE KING'S EXCHANGE.

Old Earthenware decorated with subjects relating to the Navy, Napoleonic Wars, or Freemasonry.—516, THE KING'S EXCHANGE.

Staffordshire Ware busts of Wesley and Whitfield.—518, THE KING'S EXCHANGE.

### PRINTS, ETCHINGS, Etc.

Good Impressions, with good margins, of engravings of old London, especially Covent Garden, the Temple, the Strand, Lincoln's Inn, etc.—220, THE KING'S EXCHANGE.

## WANTED.

### PRINTS, ETCHINGS, Etc.—continued.

Three good specimens of Caricatures by the late Sir Frank Lockwood.—228, THE KING'S EXCHANGE.

Portrait of Mr. Justice Yates, from a contemporary Magazine about 1765.—229, THE KING'S EXCHANGE.

Portraits of Sir Lewis Dives (about 1642) and Bishop Conybeare of Bristol (1757).—230, THE KING'S EXCHANGE.

Caricatures of Napoleon, published in France, Spain, Italy, Holland, Germany, or Russia, between 1807 and 1816.—230, THE KING'S EXCHANGE.

Italian or German Caricatures of Napoleon.—231, THE KING'S EXCHANGE.

Portrait of Mrs. Fitzherbert after Stothard, and Mrs. Siddons after T. Beach.—232, THE KING'S EXCHANGE.

Portrait or Caricatures of Case, the famous Empiric.—233, THE KING'S EXCHANGE.

Old Prints relating to Fairs and Shows.—234, THE KING'S EXCHANGE.

Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co., London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

Engravings wanted. Interior views of House of Commons, House of Lords, etc., before about 1840.—238, THE KING'S EXCHANGE.

Polyalbion, Drayton's. Loose Maps from Vol. I., especially Dorset.—239, THE KING'S EXCHANGE.

## FOR SALE.

### GOLD, SILVER, Etc.

Tea Caddy, very old, antique; rare bargain. View by appointment, or description sent.—Write SMITH, 61, Prittlewell Street, Southend-on-Sea.

Ceylon Precious Stones. Rubies, dark blue sapphires, pale blue sapphires, white sapphires, yellow sapphires, green sapphires, brown sapphires, red spinels, topazes, zircons, pink jacinths, pink, green, and yellow tourmalines, aquamarines, moonstones, opals, peridots, etc. List sent on application.—607A, THE KING'S EXCHANGE.

### BOOKS.

*Navy and Army Illustrated*. Complete set, 19 volumes; clean and perfect, except index for volumes 9 and 15; from commencement to present date; unbound; cost £11 7s.; early volumes are out of print and very scarce. Cash offers requested.—G. F. GROVES, Woodlands, Hexham-on-Tyne.

## FOR SALE.

### PRINTS, ETCHINGS, Etc.

Prints for Sale, all in first-class order, well framed, lately property well-known collector: The Valley Farm, The Cornfield, Brunet-Debaines, Constable, both signed artist's proofs, £20; The Blue Boy, Mrs. Graham, Ch. Waltner, Gainsborough, signed proofs, £7 7s. each; The Flight into Egypt, signed by Holman Hunt, £5; Westminster Abbey (The Dark Corner), one of series of etchings by Axel. Haig, proof signed, £5 5s.; The Evening Hymn, Waltner, Mason, remarque proof, signed, £6 6s.; The Wain (The Team), Macbeth, an etching proof, signed, £6 6s.; The Art of Peace, Appleton, after Lord Leighton, proof signed by both artists, £5 5s.; G. W. Reid, Works of Italian Engravers, 1884, first series only, india proofs, cir., £1 15s.; Turner's Celebrated Landscapes, 1872, quarto, £2; Album de Musée de Boulacq; Cairo, 1871, folio, cloth, photographic plates, £1 10s.; Ruskin's Notes on his Collection of Turner's Drawings, £2 10s.; Art of Peace, Appleton, after Leighton, proof signed by Appleton, £4 4s.; Turner's Picturesque Views England and Wales, by Lloyd, 2 vols., royal folio, 1838, etchings and proofs in duplicate, full calf extra, magnificently bound, collector's monogram, £60; Infanta of Spain, after Velasquez, signed by Waltner, £20.—217A, THE KING'S EXCHANGE.

Baxter Prints, also Le Blond's.—WITHEFORD, 89, Vincent Street, Birmingham.

### CHINA, GLASS, EARTHENWARE.

Derby, Worcester, Whieldon, Bristol, Lustre, Salt Glaze, Sèvres, Staffordshire figures, and other old China. Lists.—BRUCE, Gas Works, Shotley Bridge, Co. Durham.

### MISCELLANEOUS.

Two Indian swords, shield and dagger, 21s.; Zulu assegai, 3s. 6d.; Polynesian shield, 5s. 6d.; splendid case flint-lock duelling pistols, 63s.; Malay kris, carved ivory hilt, gold mounted, £5.—739A, THE KING'S EXCHANGE.

Antique Sheraton Sideboard, £15; six oak Chippendale chairs, old china cabinet, £5 10s.; old Sheraton table.—740A, THE KING'S EXCHANGE.

Buffet, massive antique Jacobean, also table, Jacobean Welsh oak dresser with shelves, antique oak settle.—741A, THE KING'S EXCHANGE.

Old books, old engravings, old etchings and drawings, caricatures.—R. MCCASKIE, 27, Marylebone Lane, London, W. Book catalogues free.

Ferns, 33 exquisite Irish and Killarney varieties, hardy plants, 1/6, free. 20 Ivies (varieties), 6d., free. 15 Honeysuckle plants, 1s., free.—Miss BENNETT, "Prospect," Rosscarbery, Cork.



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# THE GOLFERS' GUIDE.

FELIXSTOWE GOLF LINKS.


## CANARY ISLANDS.

**TENERIFFE (PORT ORATAVA).**

THE ENGLISH

## Grand Hotel,

Over 200 Rooms. Climate and situation unrivalled. Beautiful gardens and grounds. Pure Water. Electric light. Lawn tennis. Near golf links.

*Apply to the Agents—*

**Messrs. SINCLAIR, HAMILTON & CO.,**

**17, St. Helen's Place, London, E.C.**

THE LINKS, BOURNEMOUTH.

**BOURNEMOUTH.**

## HOTEL MONT DORE.

WITHIN TWO MINUTES' WALK OF GOLF LINKS.

**TUNBRIDGE WELLS.**

## THE SPA HOTEL,

FOR COMFORT, CONVENIENCE, AND LUXURY.

Surrounded by its own Park of 65 acres and with splendid views over the Common. One hour from London.

**BATHS** of every description, including **TURKISH, SWIMMING, AND ELECTRIC LIGHT.** *MASSEURS and MASSEUSE.*

1 minute's walk from **Golf Links.**

**Handsome Public Rooms,** including **2 LOUNGES and BIJOU THEATRE.**

Garage. Lift. Tennis Courts, Croquet Lawns and Bowling Greens. Warmed to a temperature of 60° in Winter. Postal Telegraph Office in Hotel. Telephone 56.

Terms from MANAGER.

**TENBY (South Wales).**

## THE COBOURG HOTEL.

FACING THE SEA. NORTH BAY.

LADIES' SPACIOUS COFFEE AND DRAWING ROOMS. PRIVATE SITTING ROOMS.

*Excellent Cuisine. Home Comforts. Moderate Charges.*

TERMS EN PENSION ON APPLICATION.

Ten minutes' walk from the Golf Links. Omnibus to all trains.

J. HUGHES, Proprietress; also at the Royal Hotel, Bath.

**WEYMOUTH.** **WEYMOUTH.**
The charmingly situated Seaside Resort on the Dorsetshire Coast.

**WEYMOUTH.** **WEYMOUTH.**
Unequalled for its Marine and Land Excursions. Also Fishing.

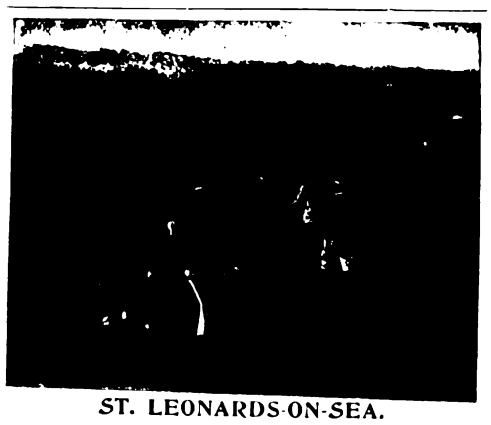
**WEYMOUTH.** **WEYMOUTH.**
*Beautifully Illustrated Guide sent free of charge by the Town Clerk, on receipt of cost of postage, 5d.*

THE LINKS, LLANGAMMARCH WELLS.

**LLANGAMMARCH WELLS, Breconshire.**

## LAKE HOTEL.

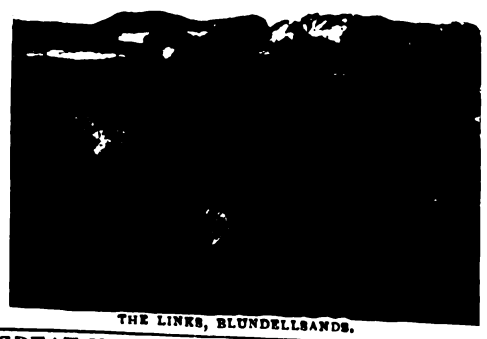
The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.



**ST. LEONARDS-ON-SEA.**

## THE SUSSEX HOTEL.

Alight at West Marina or West St. Leonards Stations. High-class Hotel for Families and Gentlemen. Due South, facing Sea. Most select and quiet part of Promenade. Comfortable Public Rooms, consisting of Coffee Room, Reading and Drawing Room, Smoking and Billiard Room. Perfect Sanitary arrangements. Hydraulic Passenger Lift. Electric Light throughout. Warmed in Winter. Table d'Hôte, Separate Tables, at 7. Nearest Hotel to New Golf Links. Motor Car Stabling. Petrol supplied.—Under the personal supervision of PROPRIETOR.



THE LINKS, BLUNDELLSANDS.

**GREAT YARMOUTH.**

## ROYAL HOTEL.

This Old Established Family Hotel has been greatly Enlarged and entirely Re-modelled.

THE DECORATIONS, ELECTRIC FITTINGS, AND COMPLETE RE-FURNISHING, by MAPLE & Co., of London.

A Spacious New PALM GARDEN for Outdoor Luncheons and Dinners.

Golf Links within easy distance. Fishing in the Broads. Tariff extremely moderate.

**BEXHILL-ON-SEA.**

## HOTEL RIPOSO.

MOTOR GARAGE. INSPECTION PIT.

Delightfully situated on Sea Front, two minutes from Golf Links.

Recognised as being one of the most perfectly appointed Private Hotels on the South Coast.

New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

*Week-End Tickets, including 1st Class Return Railway Fare, Hotel Accommodation, and Full Board,*

Saturday to Monday, 35/-; Friday to Monday, 42/-.

To be obtained from Thos. Cook, Ludgate Circus, or any of their offices.

Resident Proprietress, Mrs. GIBSON.

Telephone, 8 Bexhill. Telegrams: "Riposo, Bexhill."

## SEATON BEACH HOTEL,

**SEATON, DEVON.**

First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.

Misses E. A. and C. C. SMITH, Proprietors.

**BEXHILL.**

## THE SACKVILLE.

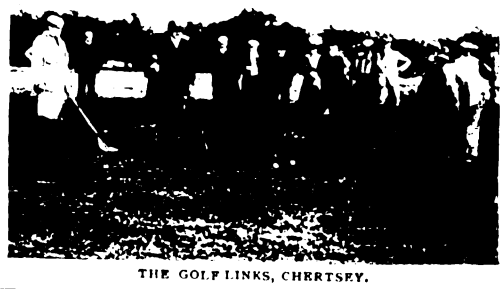
WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.

*Telegrams: "Sackville, Bexhill."* *Telephone: 10, Bexhill.*



THE GOLF LINKS, CHERTSEY.

**LEIGH-ON-SEA (Essex).**

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

**FARNHAM, SURREY,**

Within easy access of London.

## THE BUSH HOTEL,

Moderate Tariff. Special Week-End Terms for Golfers, inclusive of table d'hôte dinner. Saturday until Monday morning, £1 1s. The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable, being on sand.

**GOLF GARTERS,** NON-ELASTIC; Nickel Lever Buckle, no teeth; Fine Tan Webb, ⅞ in. wide; instantly adjusted to EXTENSION; ensures comfort and smartness in appearance, 1/- per pair post free.—**DAN MOODY & Co., Egyptian Works, TROWBRIDGE.**

Remaining advertisements in the above can be had on application to the ADVT. MANAGER, GEO. NEWNES, LTD., 5-12, Southampton St., Strand, W.C.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# THE GOLFERS' GUIDE.

THE GOLF LINKS, MUNDESLEY-ON-SEA.


## PNEUMATIC GOLF BALL

TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

**VULCAN WORKS, ST. THOMAS ST., S.E.**

SUNNINGDALE GOLF LINKS.

**ASCOT.**

## THE BERYSTEDE.

SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer)*

"'Is it a Private House or an Hotel?' is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

## RE-COVERING.

Haskell and other Cored Balls re-covered equal to new, and guaranteed at

Returned in 7 days. **PER 8/- DOZ.** Post Free.

**RE-COVERED** HASKELLS, ARLINGTONS, or WIZARDS

Post Free. **PER 14/- DOZ.** Post Free.

We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

SPECIALLY PREPARED GUTTA for Re-covering Supplied. Terms: CASH WITH ORDER. SPECIAL TRADE TERMS ON APPLICATION.

**A. MACKINTOSH & CO.,**

**Golf Ball Manufacturers,**

1, BURNT ASH HILL, LEE, LONDON, S.E.

**Club Houses can be efficiently and economically lighted by**

## ACETYLENE.

***Write* H. BAKER, 49, Victoria Street, S.W.**

THE LINKS, WHITLEY COMMON.

**CHERTSEY.**

## CROWN HOTEL.

Under Patronage Chertsey Golf Club, and Headquarters Chertsey Trout Re-stocking Association. "Old Times" Coach stops. Ordinary daily. Telephone No. 0196 Chertsey.

H. R. Cox, New Proprietor.

**BOSCOMBE.**

## THE HOTEL BURLINGTON.

WINTER GARDEN, 300ft. long.
MAGNIFICENT GOLF LINKS.

Most Moderate Tariff, specially revised, on application to Manager, or to the BURLINGTON and BUCKINGHAM PALACE HOTELS, LONDON.

*Telephone 750.*

**BOURNEMOUTH CENTRAL. — Brinklea,** Residential Hotel.—Beautiful Grounds. Nearest to Golf Links. Most Central, top of Richmond Hill, on now favourite East Cliff. Swimming Bath, Covered Fives Court, Tennis, Croquet, Library, Billiards. Moderate Terms *en pension*. Separate Tables. Tariff on application.—Mrs. C. M. CARRELL. Telephone, 01052.

**DEAL, adjoining Sandwich.**

## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

| | First Class. |
|---|---|
| Friday to Monday ... ... | £2 12 6 |
| Friday to Sunday ... ... | £2 0 0 |
| Saturday to Monday ... ... | £2 0 0 |

These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.

**CONWAY.**

## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.

Tennis, Croquet, and Putting Lawns, Boating, Fishing.

*Illustrated Booklet and Tariff on application to—*
Mrs. C. A. BAILEY.

Telephone, 25. Telegrams: "Oakwood Conway."

**SHERINGHAM, NORFOLK.**

## THE SHERINGHAM HOTEL,

ADJOINING GOLF LINKS (18 HOLES).

LARGEST HOTEL IN SHERINGHAM. Open all the year round. Handsome Dining Hall, 67ft. long. Numerous spacious Suites of Rooms commanding beautiful Sea and Land Views. Billiard and Smoking Rooms. Excellent and Improved Sanitary arrangements. Extensive Private Grounds. Lawn tennis, croquet. First-class Stables. Accommodation for Motors and Cycles. Through Trains from King's Cross, Peterborough, Birmingham, Leicester, etc.

*Telegrams:* "Sheringham Hotel, Sheringham."
*National Telephone:* No. 3. F. EDENS, Manager.

**ALDEBURGH-ON-SEA.**

## WHITE LION.

THE OLDEST FAMILY HOTEL.

Facing the Sea, with a frontage of 200ft.

Two new wings added, furnished by MAPLE & Co.

Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.

MODERATE TARIFF.

*Special Terms for Golfers and Families during the Winter months.*

Perfect Sanitary arrangements.

Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

**CLACTON-ON-SEA.—"The Towers" Private Hotel.**—Accommodation for over 100 guests. Large lawns for tennis, bowls, and croquet. Close to golf links. "The Towers" occupies the best position on the cliffs, facing sea, due south. All public rooms and most bedrooms overlook the sea and the private lawns.—Under the direct supervision of the proprietors EMMERSON & HARRIS.

THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**
Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit.

Apply MANAGER.

Telegraphic Address—"ATLANTIC, WESTON-SUPER-MARE."
National Telephone, No. 11.

**BARTON-ON-SEA, HANTS.**

## BARTON COURT HOTEL.

Nine-and-a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms*

Telegrams—"BARTON HOTEL, NEW MILTON."

**FRINTON-ON-SEA.**

## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

MAGNIFICENT GOLF LINKS ADJOINING THE HOTEL.

Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

ROBERT G. SETTARFIELD.

Rates for advertising in the above can be had on application to the ADVT. MANAGER, GEO. NEWNES, LTD., 5-12, Southampton St, Strand, W.C.




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MANY of the greatest masterpieces are so difficult that only one or two of the very foremost pianists can play them. The Paganini Etude No. 2 by Liszt, the arrangement by Rosenthal of Chopin's Op. 64, No. 1, and Leschetizky's Intermezzo in Octaves are instances. Yet to the Pianola they are just as easy as the simplest folk song, and wonderful as this may seem, it is by no means the chief of the Pianola's claims on your attention. With the Metrostyle Pianola you can play the rolls that Grieg and Bauer and Chaminade have interpreted, and in the same manner, at the same tempo, and with the same effects as these artistes rendered them. And another point, you are given every facility to interpret every one of the Thirteen Thousand different compositions contained in the Pianola repertoire, according to your own conception of them.

Musical knowledge is not the essential thing in Pianola-playing, but musical taste, and to a greater or less extent this is common to all.

You are invited to investigate the Metrostyle Pianola at Æolian Hall.

When writing for particulars, please specify Catalogue Q.

**The Orchestrelle Co.,**

**ÆOLIAN HALL,**

**135-6-7, New Bond Street, London, W.**

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**"CRAVEN"**—acknowledged throughout the World the Mixture of Merit and Purity. The Favourite Tobacco since its invention in 1857.

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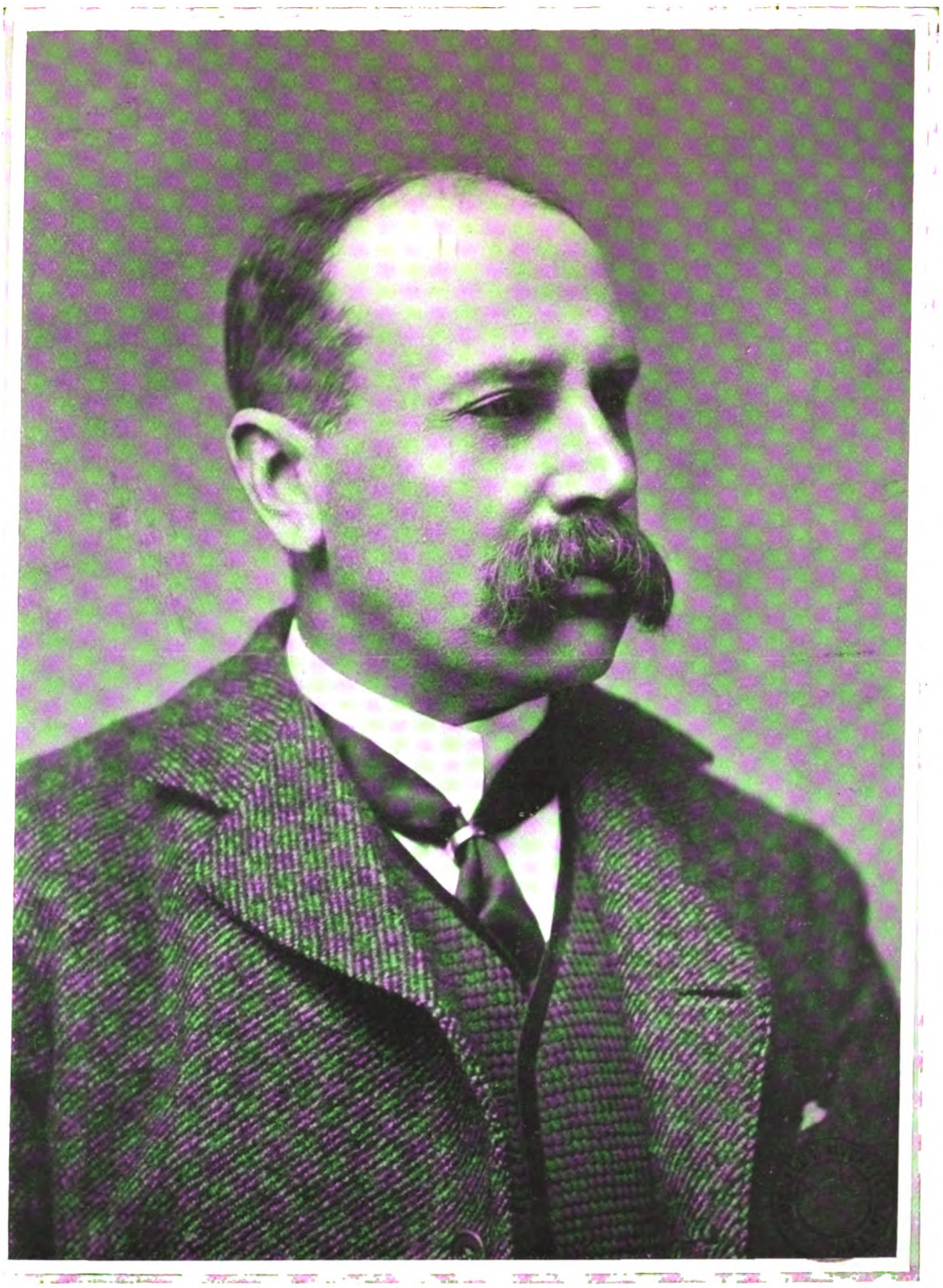
DR. JOHNSON'S BREWERY.


# THE KING

AND HIS NAVY & ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

Vol. XX. No. 426. SATURDAY, APRIL 1st, 1905. PRICE 6d.

Bassano.

SIR CARNE RASCH, BART., M.P.

Conservative Member for Mid-Essex.

(See page 13.)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

**Vol. XX. No. 426. Saturday, April 1, 1905.**

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING'S HEALTH.—The slight indisposition which kept King Edward indoors last week was probably caused by the mild form of influenza from which so many of his subjects have been suffering this winter. Recovery was, fortunately, only a question of a few days, and he was able to take a little outdoor exercise in the grounds of Buckingham Palace, in which, long years ago, he was first initiated into the mysteries of gardening. All the Royal residences have, naturally, memories of the boyhood of the King, but the grounds of the London home are most intimately connected with the middle period of the late reign. The Prince Consort took great interest in the reordering of the grounds shortly after his marriage, and it was under his direction that the famous Comus panels in the pavilion above the lake were painted. It must be some sixty years since the ten Royal Academicians who executed the panels started their labours, the "ten immortals," as a wit of the day called them; one of them subsequently became President of the Royal Academy, and all the others have indeliby left their mark on the history of painting.

THE EARL AND COUNTESS OF ROSSLYN *Bassano.*

**Who were married recently at St. Mark's, North Audley Street. Both the Earl and Countess are connected with the stage, the former being known professionally as Mr. James Erskine, and the latter as Miss Anna Robinson.**

THE QUEEN'S TRIP.—The warmth of the welcome given to Queen Alexandra in Lisbon is doubly gratifying to this country, and all the accounts of her visit contain some reference to the enthusiastic greetings of the crowds. Lisbon is a picturesque city, and the Portuguese nation has the knack of decorating its houses and streets to the best advantage on the occasion of any festa. The ancient and wonderful State barges, seven in number, which were used to row the Royal party from the "Victoria and Albert" to the famous landing steps at Black Horse Square, the decorations of the streets with rich cloths, banners, and shields, historically valuable and of the greatest interest to students of heraldry, the civic and military honours rendered by important personages in uniforms far more picturesque than the garb of our own Lord Mayor and City Sheriffs, combined to make up a pageant which the English Royal visitors will long remember. We cannot be surprised to learn that both Queen Alexandra and Princess Victoria, who has greatly benefited by the sea air, despite the somewhat boisterous treatment meted out to her by Neptune, were constantly using their cameras.

THE KING OF SPAIN'S GRAND TOUR.—The end of May has been fixed for the beginning of the European tour of King Alfonso of Spain, and it is now certain that France will be first visited, followed by England, and then probably Amsterdam, Brussels, Vienna, and Berlin will follow. Berlin is last, as it is the wish of both the Kaiser and King Alfonso that they should be present together at the autumn manœuvres of the German Army. The arrangements for the Paris visit are well advanced, and it is expected that one day at least will be devoted to a shooting party. Like the Prince of Wales, King Alfonso is a wonderful shot, and thinks nothing of a right and left at a covey of partridges, with one more for luck. During his minority the Royal preserves have had a very peaceful time, but since he has taken to giving shooting parties, pastures new have had to be sought, and when he gets a day's sport the King nearly always motors to the scene of the shoot. As with our own Royal family, most of the bag is distributed among the hospitals and other charitable institutions of the capital, and when the Royal motor is seen, it is no uncommon thing for the nurses to remark to the patients, "There is the King going out shooting for you again."



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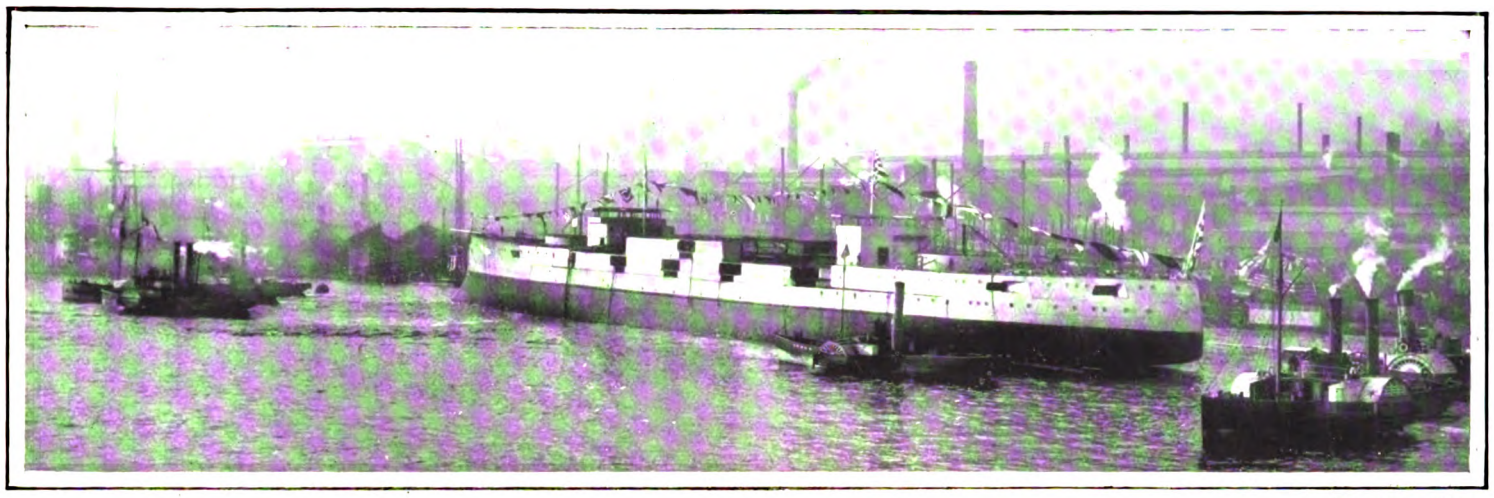


*Thompson and Lee.*

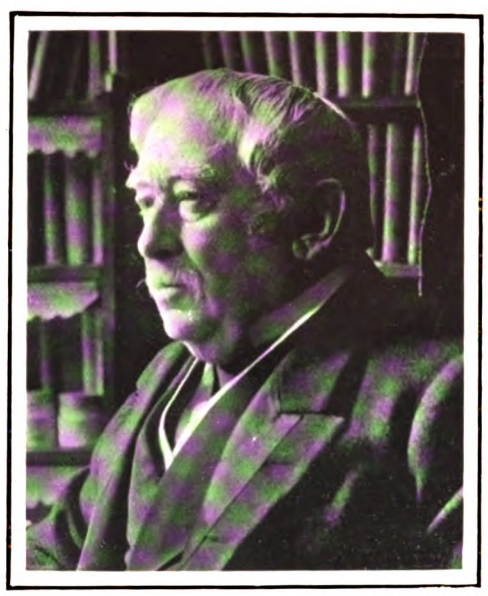
THE LAUNCH OF THE JAPANESE BATTLE-SHIP "KASHIMA."

The fine new war-ship for the Japanese Navy, which took the water at Elswick last week, is one of the most powerful battle-ships afloat. She has a displacement of 16,400 tons, and carries a very strong armament, including four 12-in., four 10-in., twelve 6-in., and twenty smaller guns. There is also plenty of protection, the main armour belt extending the whole length of the vessel, and, when completed, she will have accommodation for about 980 officers and men.

*Histed.*

MRS. ANTHONY DREXEL

A popular Society hostess, whose country home is at Wytham Abbey, Oxford.



*Russell.*

SIR WILLIAM HOWARD RUSSELL

The veteran war correspondent, who has just celebrated his eighty-fifth birthday.

*Lafayette.*

LADY MAXWELL

A leading member of Society, and much interested in local charities.

*Ellis.*

THE DUKE OF CONNAUGHT AT SANT' ANTONIO GARDEN, MALTA.

The Inspector-General of the Forces paid a visit to Malta recently in the course of his tour of inspection of our Military dispositions in the Mediterranean, and a number of reviews and inspections were held. From Malta the Duke of Connaught proceeded to Gibraltar, and thence he passed to Madrid on a visit to the King of Spain. The names, reading from left to right, are: Captain J. Buller, A.D.C., Princess Patricia of Connaught, Lady Colville, the Duchess of Connaught, Admiral Domville, Admiral Lampton, the Duke of Connaught, Lady Clarke, the Hon. T. Villa, Lady Domville, Captain Warrender, and Colonel Biancardi, A.D.C.



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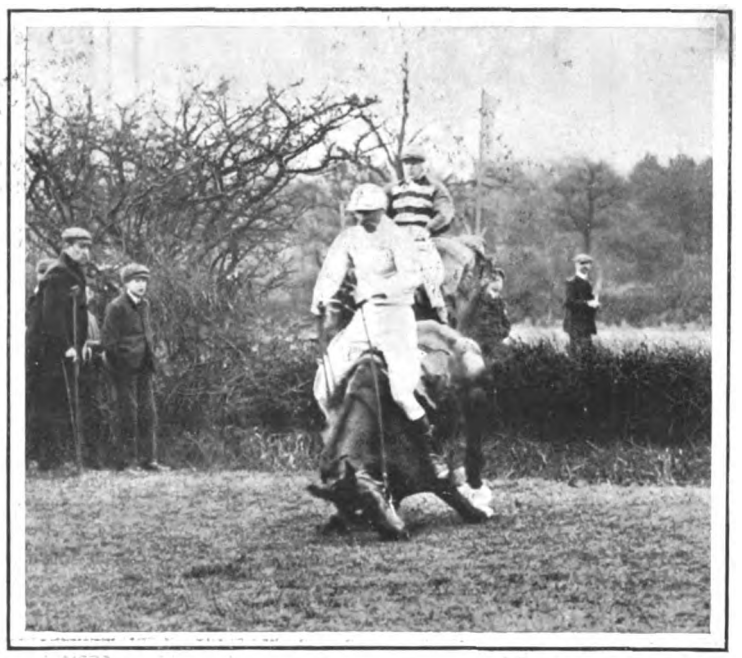
INTER-'VARSITY STEEPLECHASES.
Some of the competitors at Elton, near Peterborough.

THE KAISER AND FRANCE.—There has been much stirring of the political broth over the recent movements and utterances of the Kaiser, but some very ludicrous mistakes have been made by journalists unacquainted with the Court etiquette of Berlin. It has been stated, and quite solemnly, that the Kaiser's recent visit to the French Embassy was the first since the Franco-Prussian War, and, further, that the French Ambassador had "invited" the Emperor to dine with him. In point of fact, it is as impossible for the French Ambassador to ask the Kaiser to dine with him as it is for a commoner in England to invite the King to spend a week-end at his country house. The Kaiser may intimate to the Ambassador that he proposes to dine with him on a certain date, and this wish naturally amounts to a command. And, further, since the French Ambassador has been present repeatedly at the Court, it would be the height of discourtesy for the Emperor not to return the visit, and the Kaiser has been most punctilious in his visits to the French Embassy. He dines with each Ambassador in turn, and he has never made any difference between them. So far back as 1873, moreover, the then German Emperor and the whole Court were present at a ball given by the French Ambassador, a fact which emphasises the ridiculous misstatements which were recently circulated.

MR. CHAMBERLAIN'S ANCESTORS.—If Mr. Chamberlain were in need of advertisement, he would no doubt be grateful to the Rev. Stephen Barrass of St. Lawrence Jewry for the interesting discovery that he is a direct descendant of one of Queen Elizabeth's Lord Mayors of London, and that he and Mrs. Chamberlain are in some remote degree blood relations. The Chamberlain family, it appears, had property in Wiltshire a hundred years before the supposed arrival in the metropolis of the founder of the family fortunes, and the William Chamberlain through whom the family has now been traced was a prosperous cordwainer of Milk Street in 1769. There was an earlier Mr. Chamberlain, one George of that ilk, who married Ann Saltonstall at the Church of St. Lawrence Jewry on March 2, 1651, and Ann Saltonstall was the daughter of the Sir Richard Saltonstall who was a near relative of Governor Endicott, the founder of Massachusetts.



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THE RUGBY STEEPLECHASES.
Little David falls at the water jump.

No. 17, FLEET STREET.—The ancient house so long known as the Palace of Henry VIII. and Cardinal Wolsey is at present undergoing repair. If it cannot be claimed that it is connected with the bluff, much-married monarch, it has literary associations of some value. It is identical with Nando's Coffee House, where it may be remembered Cowper used to frequent, and next to which Shenstone lived in 1744, with on the other side George's House. In Nando's Coffee House it was, too, that Lord Thurlow in his young days was holding forth vigorously upon the merits of the Douglas suit, then a *cause célèbre*, and was overheard by two Scotch law agents who had the case in hand, and were so struck with the young man's eloquence that they retained him, and laid the foundations of his fortunes. There are not to-day so many of these old houses left that we can willingly see one of them fall into the house-breaker's hands.

CHEAP POSTAGE TO CANADA.—The movement to cheapen postage between the Mother Country and Canada has now got an able and energetic leader in Sir Gilbert Parker. It is, therefore, likely to receive the public attention it deserves. Like many other people, he is amazed at the figures given by Lord Stanley to the deputation which waited on him last week, and thinks that some permanent official is to blame. The question involves more than financial considerations, however. The high rates of postage on English periodicals enables the Republic to flood Canada with hers, and they are used as a medium for advertising American goods and popularising American ideas. It is actually a fact that English magazines are reprinted in the States, and forwarded to Canada with American advertisements. It is one of the defects of our political system that Ministers act as though their departments' interests precede those of the nation and Empire. Otherwise this postage question would have been settled long ago.

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LADIES' HOCKEY.
Play in the match between Newnham and Surbiton, which ended in a draw of 1 goal all.



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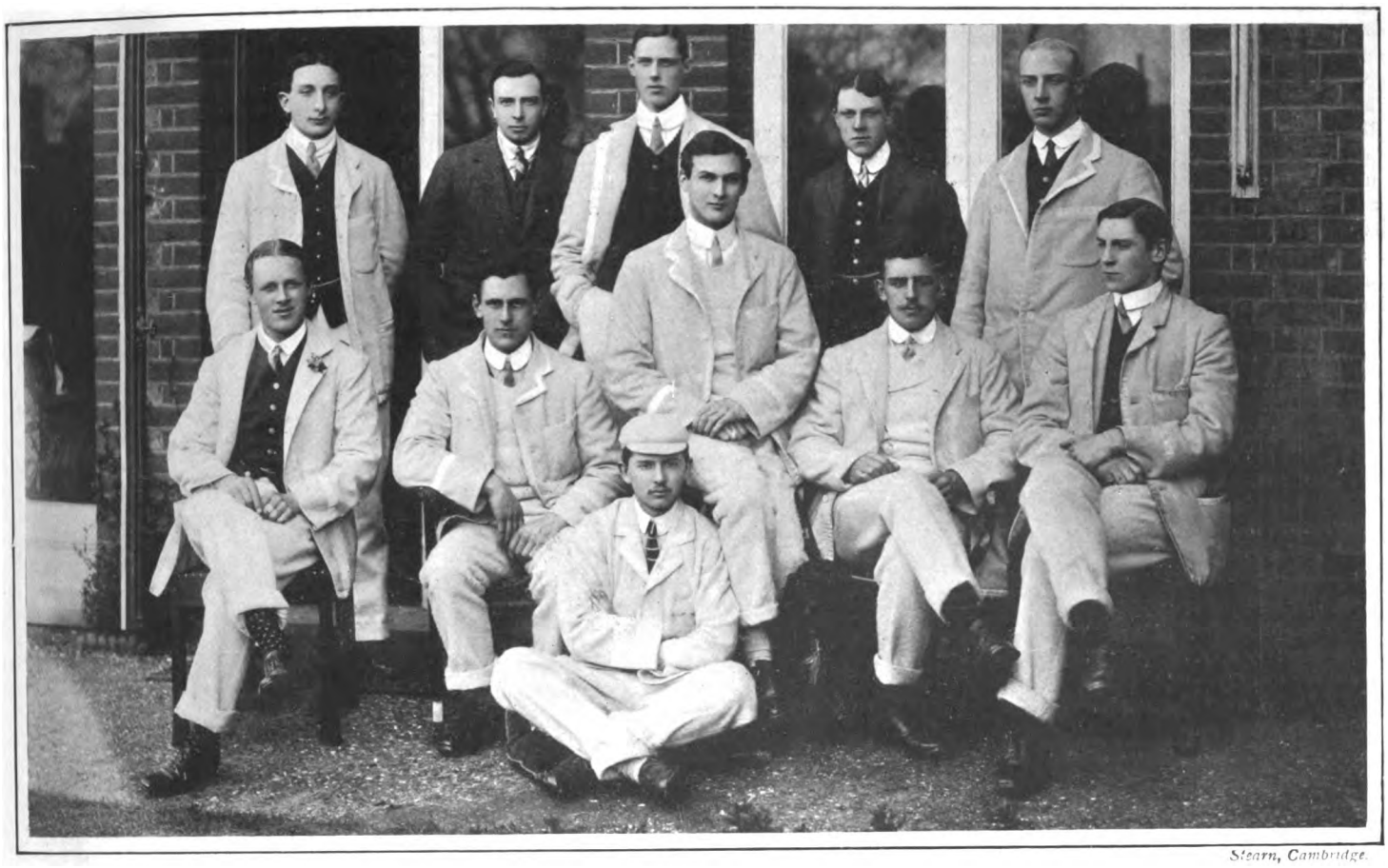
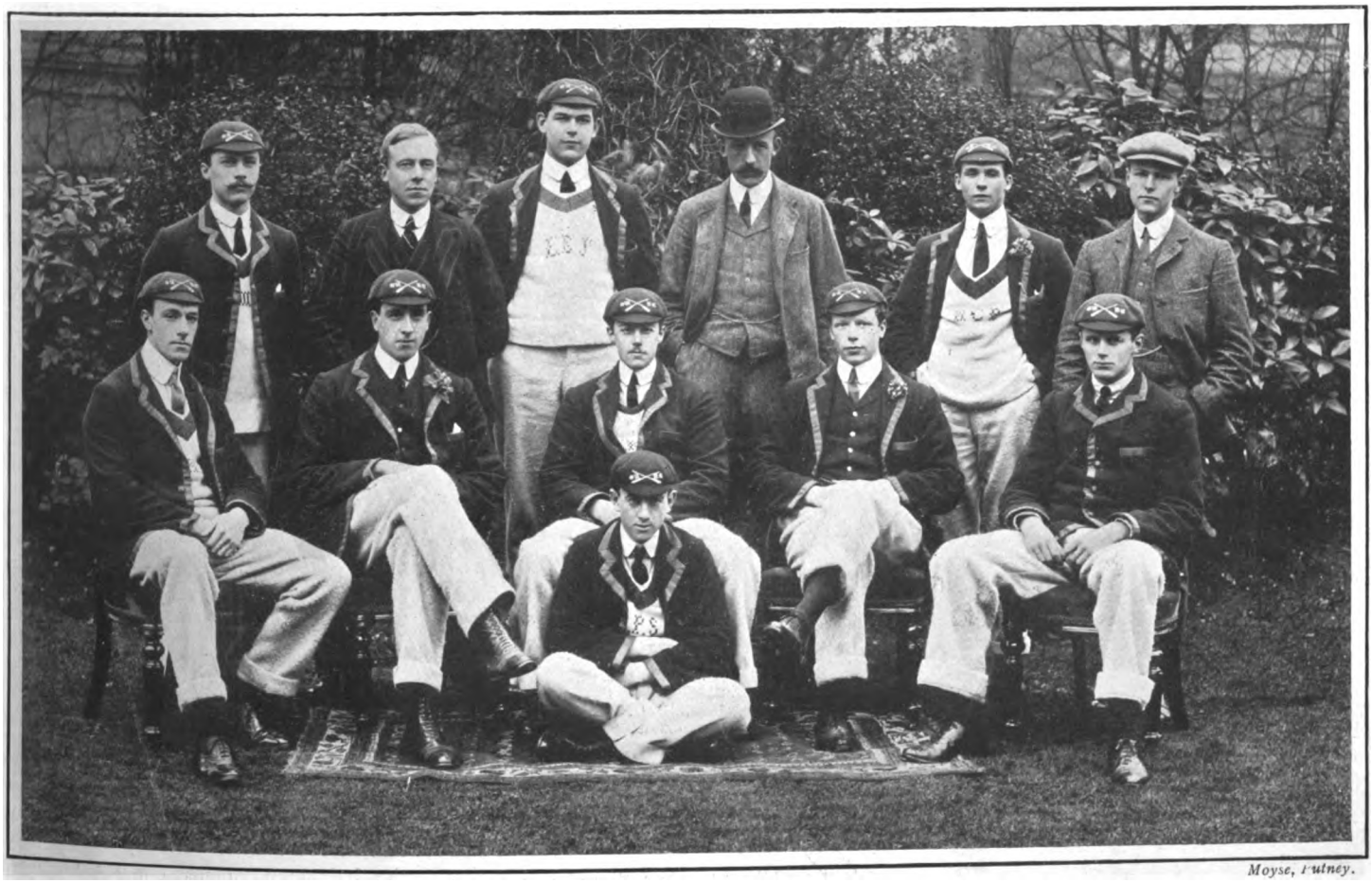
# THE UNIVERSITY BOAT RACE.



*Stearn, Cambridge.*

THE CAMBRIDGE CREW, 1905.

The names, reading from left to right, are: Back row—E. P. Wedd, F. J. Escombe (coach), W. B. Winthrop-Smith, G. D. Cochrane (reserve), and W. B. Savory. Front row—P. H. Thomas, H. Sanger (President), C. H. S. Taylor, B. C. Johnstone, and R. V. Powell. Seated on ground—R. Allcard (cox.)



*Moyse, Putney.*

THE OXFORD CREW, 1905.

The names, reading from left to right, are: Back row—H. M. Farrer, C. K. Philipps, L. E. Jones, W. A. L. Fletcher (coach), H. C. Bucknall (stroke), and A. H. Arbuthnot (reserve). Front row—A. H. Hales, E. P. Evans, A. K. Graham (President), A. R. Balfour, and R. W. Somers-Smith. Seated on ground—L. P. Stedall (cox.)

The prospects for this year's race between the rival Blues are all in favour of a close struggle, both crews having done excellent work at practice. The possibilities of a repetition of the result of 1877, when the umpire decided that the race ended in a dead-heat, have been much discussed, and in any case it is expected that a keener fight for victory will be seen than at any time during the past decade.



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THE YOUNG PRETENDER.—The romance which time has woven round the name of Charles Edward Stuart, the young Pretender, has in it all the makings of a good play, and if Mr. Duncan Tovey did not succeed, in collaboration with Mr. Sidney Sime, in writing a work which will become a classic, his "Prince Charlie," produced by the London Scottish Rifle Volunteers last week, made a very good evening's entertainment. The son of James III., as his adherents fondly called him, or Old Mr. Misfortune, as he was named in his solitary old age, is a romantic figure, with his eyes of rich dark brown, his hair of chestnut hue, his "body built for war," as Lord Elcho calls it, and all the charm of his personality was conveyed by Private J. A. Bentham. His evil genius, James Macgregor, found an admirable exponent in Sergeant G. Kerr Smith, ably seconded in his villainy by Pickle the Spy (Mr. Louis Weirter). Miss Mary Allestree made a winsome Flora Macdonald, albeit the part as written appears to have not enough to do with the play. We wanted more of Flora and less of the impossible Irish Colonel and the impotent Lord George Murray.

SOME INTERESTING NUNS.—The fact that the elder sister of Miss Augusta Bellingham, who, together with her *fiancé*, the Marquess of Bute, was received in private audience by the Pope last week, is a nun, has aroused considerable interest in these singular sisterhoods, the uniform of many being familiar to frequenters of London streets. But there are some orders that are but little known in this country, the Carmelite Sisters, for instance, into whose sanctuary a photographer has recently for the first time succeeded in penetrating, and the Nuns of the Lake of Love, at Bruges la Morte. This latter sisterhood is in many ways unique. The possession of a certain amount of money is a necessary qualification, and the members live in a community of small separate dwellings, for which they pay themselves. With the exception of the hours devoted to services in the chapel, they occupy their time as they please, and lead lives of peace and gentle abnegation. Every house has a garden, in which the sisters, or rather "demoiselles," as they are called, work diligently, and a large amount of liberty, both of mind and action, is retained. Such a community as this must surely appeal strongly to women of to-day distracted with continual social duties, and with no leisure to think, and no "old age of gracious peace" to look forward to.

WHITECHAPEL AND THE SIMPLE LIFE.—There was something rather incongruous in the fact of Sir William Richmond saying, in opening an exhibition of Victorian art at the Whitechapel Art Gallery last week, that "a return to the cultured and simpler life of old is desirable." One does not usually associate anything but simple and even meagre life with the denizens of that part of the metropolis, into whose drab existences the Whitechapel Art Gallery has done so much to bring a little light and brightness. It is a wonderful sight, that gallery at midday, packed with a slowly moving throng of factory girls and boys, arrayed in the everyday working garb toilers in the East End know them best in, and with none of that finery which bedecks Hampstead Heath on the glorious riot of a Bank Holiday. Whitechapel and the simple life are close acquaintances; that simple life which means sending the children hungry to school that the rent may be paid; that means the eternal ghastly round of toil and moil that life itself may be maintained; that means the dreary monotony of unending pinching and scraping. This is the simple life of old, of to-day, and of the future, that Whitechapel best knows; for culture it has little time to care.

*Langfier.*

MRS. LUMLEY CATOR

Who is a daughter of the late Sir John Ralph Blois, Bart., of Cockfield Hall, Suffolk, was recently married to Mr. C. G. Lumley Cator, grandson of the late Lady Louise Cator.

THE POWER OF THE PRESS.—The extraordinary interchange of telegrams between the Russian Minister of Finance and *The Times* last week, goes to show the enormous influence a widely read and generally respected journal can wield. The situation is, however, somewhat Gilbertian. *The Times* says Russia claims to have a certain amount of gold in store, but that that gold is, like the Humbert millions, somewhat imaginary. M. Kokovtsoff says the money does exist, and if the Editor of *The Times* will kindly come over and look for himself——? But the Editor of *The Times* declines to go, much, we are sure, to the regret of everybody, since it deprives the world of the opportunity of an article on "The Russian Treasure Chests; specially investigated by a prominent member of *The Times* editorial staff." He admits that the treasure exists, but wants to know how far it will go towards covering Russia's unsecured debts, which is encroaching on the regions of the *haute finance*, and does not appeal very strongly even to readers of *The Times*, in these days of "snippet journalism." But whatever scruples and sense of dignity *The Times* may have had in the matter, obviously did not affect the halfpenny papers, for one of them, at least, succeeded in rushing in where the angel had not dared to tread, and there is no evidence to prove that the Carmelite Street authorities were the only ones who fished for invitations to visit the national treasure of Russia.



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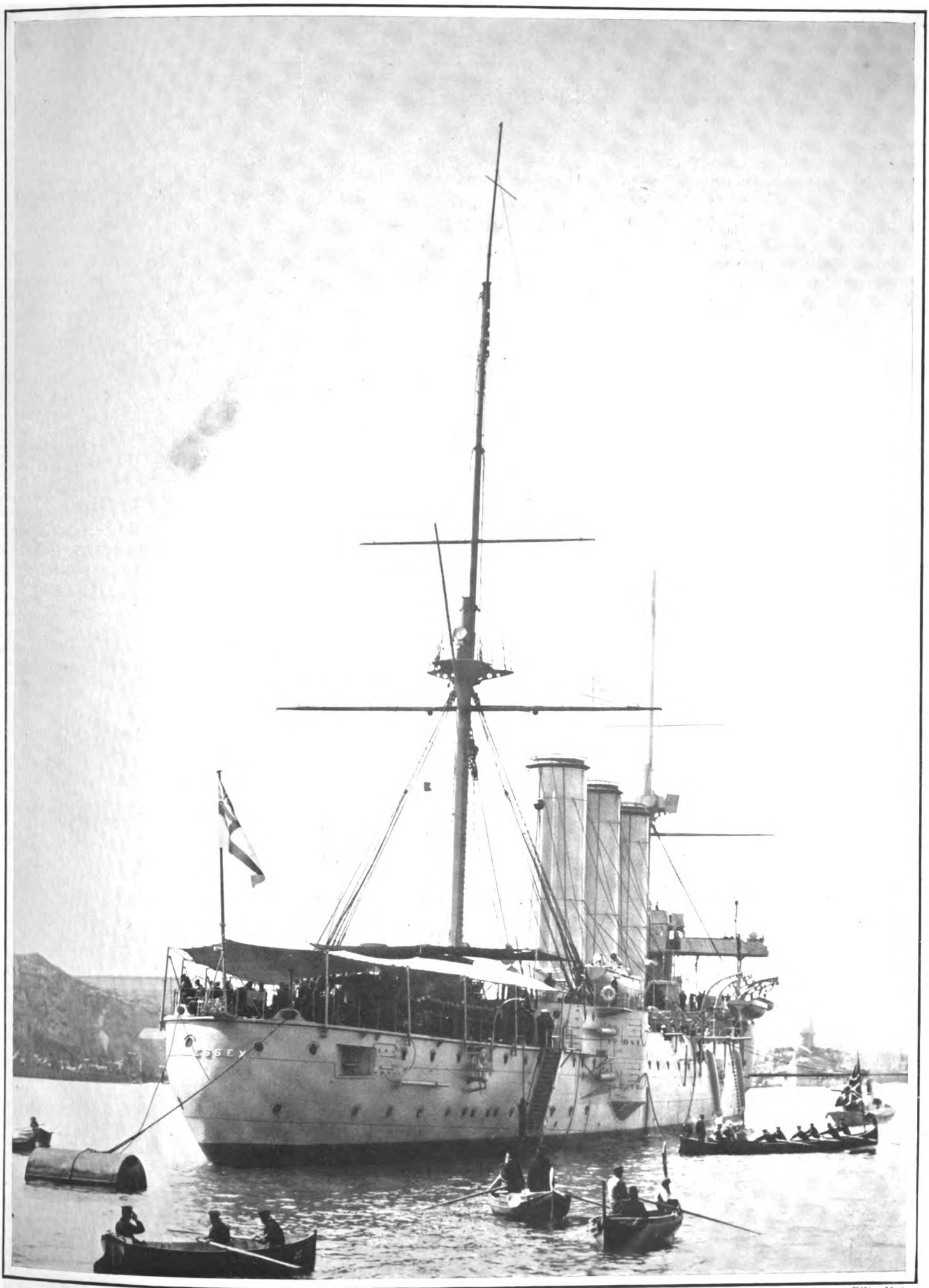
# THE TOUR OF THE DUKE OF CONNAUGHT.




*Ellis, Malta.*

THE "ESSEX" AT MALTA: THE GOVERNOR'S BARGE LEAVING FOR THE SHORE.

**The recent visit of the Duke and Duchess of Connaught to Malta was part of the comprehensive tour of our Military dispositions in the Mediterranean now being made by the Inspector-General of the Forces. The visit was the occasion of much festivity in the island.**



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE members of the London Scottish Golf Club had a most interesting gathering at their annual dinner, held on Thursday evening last week at the Trocadero. Mr. D. Stanley Froy, the captain of the club, occupied the chair, being supported by upwards of 100 members of the club, and a fair representation of visitors from a few other golf clubs. The gathering was essentially patriotic, and the proceedings throughout the evening were characterised by all the perfervid enthusiasm of the Scot. After the guests had assembled in the adjoining reception-room, Pipe-Major David Laing of the 1st Scots Guards, attired in the beautiful kilted uniform of his regiment, headed with his bagpipes the procession of guests, leading the members to their seats at the dinner-table, to the strains of "Pibroch o Donald Dhu" and "Highland Laddie." Then when the haggis appeared, Pipe-Major Laing led the procession of giggling Swiss waiters round the room, each carrying a haggis on a platter above his head, with a bottle of "Highland Dew" in his right hand, and the cheers of the golfers mingled with the Pipe-Major's spirited pibroch strains of "Brose and Butter." Indeed, the handsome figure of the Pipe-Major in his kilts, and his skill as a player of the bagpipes, was one of the notably attractive features of a particularly interesting golf dinner. So fervent was the expression of national feeling that many of the members rather complained that the Pipe-Major and his bagpipes were not sandwiched between every song on the long musical programme. At various portions of the evening Pipe-Major Laing played, by request, the famous march, "The Barren Rocks of Aden," the Strathspey "Tullochgorum," "The Reel of Tulloch," "Lady Elspeth Campbell's March,"

*Esslemont, Aberdeen.*

THE INVERALLOCHY FISHERMEN.

G. Buchan ("Joe"), the fifth player in the team match against the House of Commons.

the Strathspey "Miss Drummond of Perth," and the reel, "Mrs. McLeod."

* * *

The speeches, which were interspersed throughout the musical entertainment of the evening, were commendably short and to the point. The chairman was much more interested in giving the gathering the benefit of a rich and varied musical programme than in scattering flowers of rhetoric before the members for their amusement. Two admirable speeches were delivered, by Captain Blake, R.N., for the Navy, and by Captain St. John for the Army. The last-named speaker gave it as his opinion that there was no better training for a young Army officer than golf, because it taught discipline, and, above all, the wholesome and useful lesson that a man was never beaten until conclusive proof was forthcoming that he really had been beaten. The radical difference, however, between golf and the Army was, that in the game on the links you are always trying to get into a hole, while in the Army you are always trying to get out of one—and the ripple of laughter which passed round the room showed that the epigrammatic force of the simile had both been realised and appreciated. The smooth working of the evening's arrangements was due in no small degree to the vigilant care with which Sergeant W. Milne, the popular steward of the club at Wimbledon, watched over them. Among the artistes who sang or played in the course of the evening were Herr Meisel and Mr. Roche, Mr. Leo Stormont, Mr. John L. Shine, Messrs. Earle and Earle, Mr. David Brazell, Mr. Bransby Williams, Mr. Arthur Prince, the ventriloquist, Mr. Richard Green, and Mr. Watkin Mills.

*Esslemont, Aberdeen*

THE INVERALLOCHY FISHER TEAM.

A group of the famous Inverallochy fishermen golfers, showing the captain on the left and the secretary at the end of the row on the right.



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# *On the Links.*

*Jacks.*

THE LONDON SCOTTISH GOLF CLUB DINNER.

The annual dinner was held at the Trocadero on Thursday evening last. Mr. D. Stanley Froy, the captain, presided over a large gathering of the members and their friends



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# *On the Links.*

**The match between Taylor and Braid over the Nazeing Common Course at Broxbourne on Saturday, showed that Taylor is in particularly fine form at the present time. To beat a player like Braid in a thirty-six holes match by 8 up and 6 to play is a feat of no ordinary importance. While Braid never seemed to be able to get into his proper game, Taylor, on the other hand, was quite at ease in playing almost perfect golf. In the first nine holes Taylor led by 6, eventually finishing the first round 5 up. Taylor was round in the record score of 73, which is four strokes lower than the record of the green hitherto established. If Taylor maintains this form during the next few months there ought to be a good many surprises, not only in the important open professional tournaments, but in the Open Championship itself.**

* * *

There was an interesting four-ball match at Huntercombe last week, in which Willie Park and Mr. Cecil Hutchison played Taylor and Mr. F. W. Maude, the Middlesex cricketer. The weather was delightfully fine, and a great deal of excellent play was seen. Mr. Maude and Taylor won by 5 up and 4 to play, the play of Taylor being particularly brilliant. In the afternoon an ordinary two-ball foursome was played, and a stubbornly contested match was decided on the last green in favour of Mr. Maude and Taylor by 1 hole.

* * *

It is proposed to open the Isles of Scilly links, which were laid out and finished last year, with an open amateur competition at Easter. The competition will be played on Easter Monday and following days. Gentlemen intending to compete are desired to send in their names ten clear days beforehand. A cup will be presented by the president, Mr. T. A. Dorrien-Smith, Tresco Abbey, and other prizes will be given.

* * *

The Frinton Golf Club have simultaneously taken a new lease of life, and of their excellent course, Mr. Cooper, the proprietor, having granted them a tenancy of forty years, with the option of purchase. Willie Park was down a short time ago and advised upon the extension of the course to championship length, and he speaks most highly of the links. The handsome new club-house recently erected is to be opened at Easter. Messrs. Homer and Sharp of Frinton are the architects.

*Esslemont, Aberdeen.*

THE INVERALLOCHY FISHERMEN.

J. Buchan, the leading player in the team match against the House of Commons.

* * *

Mr. George A. Riddell, a member of the Press Golfing Society, has offered £25 for prizes for a Foursome Competition amongst the members. The committee has accepted the generous offer, and adopted Mr. Riddell's suggestions: (1) that the competition should be under handicap; (2) that competitors should choose their own partners (and enter as pairs); and (3) that a draw should be made to decide which couples are to compete against each other in the first round, which can be played over any course the competing pairs may agree between themselves.

* * *

A list of the society's fixtures for the season includes matches against the Bar, the Solicitors' and the Free Church Ministers' Societies; competitions for the Captain's Prize, the Leicester Harmsworth Prize, the Society's Challenge Cup; and a week-end match with Le Touquet Club at Le Touquet, near Boulogne.

## GOLF IN BRAZIL.

THE game of golf has only very recently come into vogue in Brazil, and even now is practically confined to the English-speaking races (British and Americans). The first club, founded some five or six years ago, if I am not much mistaken, was in Sao Paulo, and from a small beginning has now developed into a flourishing concern.

The next to follow suit was Para, in the north, but I understand that the game had to be abandoned there for the reason that the Brazilians did not seem to appreciate the fact that a golf ball in flight claimed the "right of way," and objected to being forcibly reminded and convinced of this by a sudden sting in some part of their anatomy. It therefore remains for Sao Paulo and Bahia to "keep the ball rolling." As far as Bahia is concerned, we started from very small beginnings—two members, two clubs, and two holes. The game, however, took hold, and our membership increased to twelve, all provided with the necessary paraphernalia. Our course consists only of four holes, the longest being 287-yds., and the shortest about 250-yds. Four times round, however, with two more holes thrown in, gives a course of over 4,700-yds., with an abnormal number of natural hazards. On this latter point I can speak with some authority.

I learned golf some twenty-five or thirty years ago, on the old Bruntsfield links in Edinburgh, and have played over a great many of the well-known Scottish greens, but seldom, I might say never, in my experience have I encountered such exasperating natural difficulties to contend with as we have on our short course at Bahia.

I send you a set of photographs of the links, particularly of the greens or "browns," as I understand they are called in other parts of the world, where grass is scarce and golfers have to adapt themselves to circumstances.

With regard to the question of greens, I should be very pleased if any of your readers could give me a hint. Ours are of a clayey nature, with a top-dressing of sea sand, but even with this sand we find that there is no "bite," and a well-pitched iron shot will overrun the hole for many yards, although a similar shot on a home green could practically be counted as "laid dead."

THE CAPTAIN.

*Esslemont, Aberdeen.*

THE INVERALLOCHY FISHERMEN.

A. Ritchie ("Sang"), who plays second in the team against the House of Commons to-day at Sandwich.

*Esslemont, Aberdeen.*

THE INVERALLOCHY FISHERMEN.

A. Ritchie ("Skeel"), who plays third in the team match against the House of Commons.

*Esslemont, Aberdeen.*

THE INVERALLOCHY FISHERMEN.

J. Whyte ("Beembie"), the fourth player in the team match at Sandwich.



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# *On the Links.*

*Copyright.*

GOLF IN BRAZIL.

A view of the 1st, 5th, 9th, 13th, and 17th greens, the length of the hole being 265-yds

*Copyright.*

A GENERAL VIEW OF BAHIA LINKS.

The square in the foreground represents the 3rd, 7th, 11th, and 15th putting greens, the distance from the tee being 287-yds.



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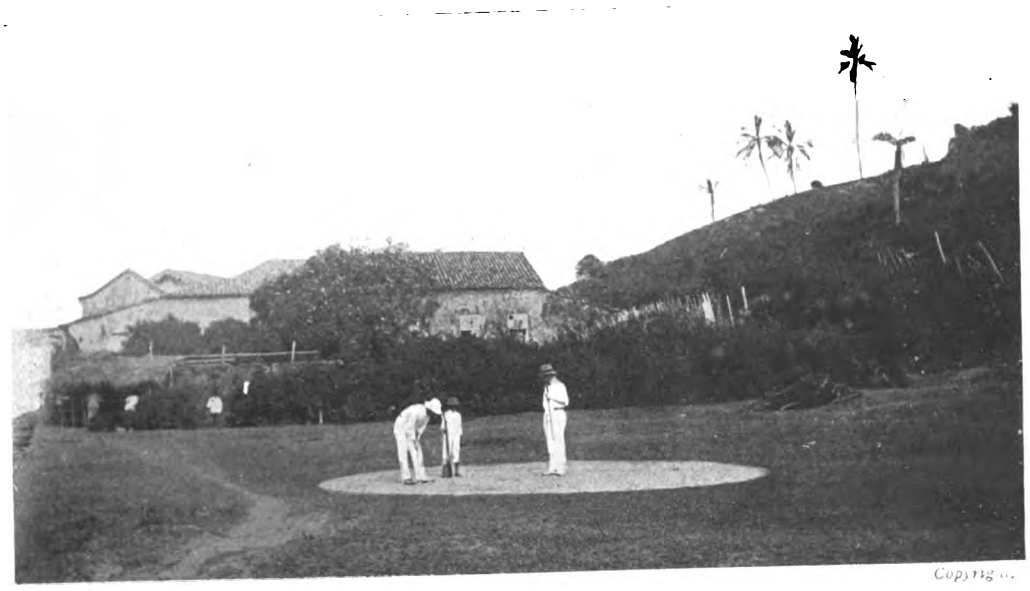
# *On the Links.*



THE BAHIA LINKS.
One of the "prepared" putting greens, which serves as the hole for the 2nd, 6th, 10th, 14th, and 18th greens; distance from the tee 250-yds.

## *Correspondence.*

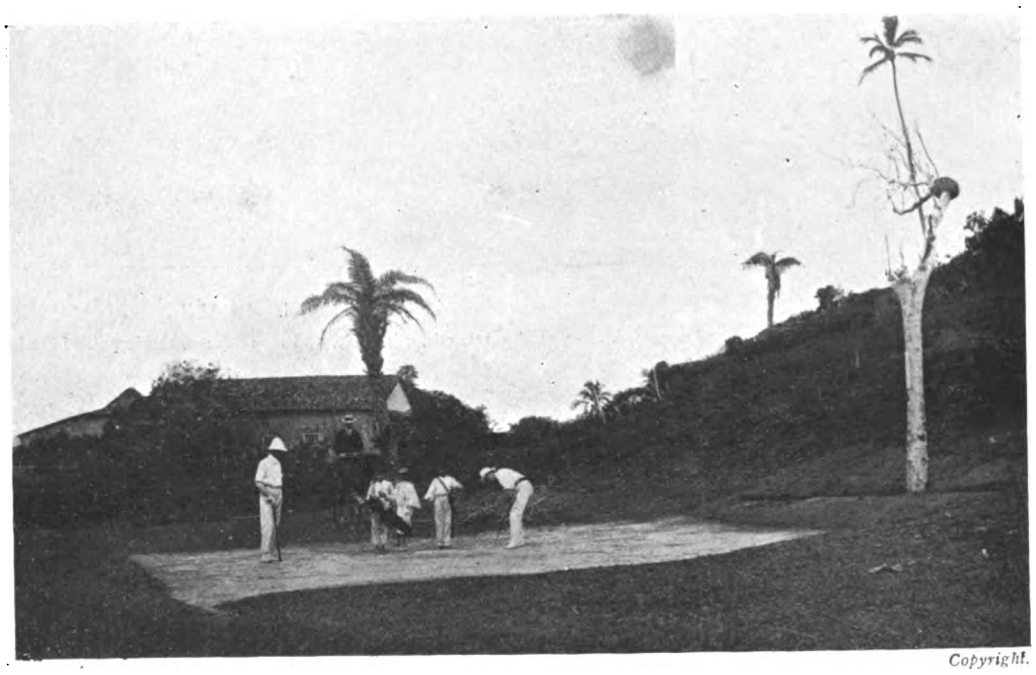
### WHEN IS A BALL OUT OF BOUNDS?

To the Editor of "The King."

Sir,—A discussion which I heard the other day at a golf club, as to the conditions under which a ball should be treated as being out of bounds, seems to illustrate the curiously confused notions which prevail in the minds of many golfers in their interpretations of rules. I heard it seriously argued, for example, that a ball driven deliberately over the corner of a boundary fence, with slice or pull, so as to profit by the direction and strength of the wind, should be treated as a ball driven out of bounds. The reason upon which this curious argument is founded, is that it was the deliberate intention of the player to play his ball out of the course, and that, for a certain portion of the flight of the ball, it was travelling over territory which did not belong to the club, though at the end of the flight the ball fulfilled the intention of the striker by coming back on to the course.

The argument arose out of a close match between two players, wherein the ball of one golfer behaved exactly as described above—that is to say, in order to play over a hazard and reach a narrow putting green, the player struck his ball over the boundary fence into the teeth of the wind, which was blowing from that direction, with the result that, when the force of the blow was expended, the wind brought the ball back on to the course and allowed it to roll not far from the hole. The opponent, however, claimed that the ball so played was out of bounds, and his assertive dogmatism compelled the player, with inexcusable weakness on his part, to drop another ball on the course and play the ball, this time within the limits of the boundary fence. Needless to say, the result of this peculiar method of interpreting the rule about a ball being out of bounds was that the player lost the hole, and in the end the match.

The curious point of the controversy is, that many players backed up the contention of the opponent, who asserted that a really scientific shot played so as to take advantage of the wind came within the definition of a ball being out of bounds. In my view no dispute could be waged under more illogical conditions. The rule has nothing to do with a ball in the course of flight, as it is obviously impossible to legislate for what may happen in such a case. Penalties only come into force when the ball drops and lies dead. If, therefore, a semi-circular shot is played across a boundary fence, the rule only becomes operative when the ball drops and is at complete rest. Besides, it has always been the practice of the game among professionals and amateur players to take all kinds of risks of this description, in the hope of profiting by a favourable wind. If the shot comes off, no one can deny that it is a scientifically brilliant one, while, if it fails, the player has to pay the penalty of his boldness. Nothing to my mind seems to be more legitimate than the playing of a ball out of bounds in such circumstances; but the point of interest to me, as I am sure it must be to many other players, is that there should be any doubt about the subject, and that acute and intelligent minds should differ so materially in their reading of one of the most simple and plain-spoken rules regulating the conduct of the game.—I am, etc., London Scottish.



GOLF IN BRAZIL.
A view of the 4th, 8th, 12th, and 16th greens, the length of the hole being 252-yds.

THE LINKS AT BAHIA, BRAZIL.
Mr. Steel driving from the 1st tee.

## *FIXTURES.*

April 1.—Rye, Monthly Medal (score play).
April 1.—Rye, Silver Cleek (Bogey).
April 1.—House of Commons *v.* Inverallochy Fishermen, at Sandwich.
April 1.—Vardon, Braid, and White, at Farnham.
April 5.—Vardon, Taylor, and Herd, at Broadstone.
April 6.—Biarritz, Monthly Medal *v.* Bogey.
April 7.—Pau, Ville de Pau, Monthly Medal.
April 8.—Glasgow (Killermont), Final Medal Competition; Stewart Cup (handicap).
April 11.—Barnehurst Ladies' Open Meeting.
April 12-13.—Ranelagh Ladies' Open Meeting.
April 15.—Glasgow, Spring Meeting (Gailes).



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XXXVI.—Sir Carne Rasch, Bart., Conservative M.P. for Mid-Essex.**

THE electors of Essex have always evinced a strong predilection for being represented in Parliament by men of their own kith and kin, soldiers and sailors of renown for choice. A century ago the great eastern county (then one undivided constituency), in accordance with its time-honoured traditions, sent to Westminster as Knights of the Shire, John Bullock of Falkbourn Hall, the Father of the House of Commons, whose first commission as Colonel of the East Essex Militia dated as far back as 1780, and Admiral Sir Eliab Harvey of Rolls Park, Chigwell, who greatly distinguished himself on board the "Temeraire" at Trafalgar, and whose wife made excellent political speeches during the enforced absence of her husband at sea.

Essex is now split up into no less than eight separate divisions, all of which "went" Conservative with no uncertain voice in 1900, a majority of the successful candidates being, as of yore, men of Essex, living amongst those who gave them their suffrages and support. Many years have rolled by since Sir Carne Rasch's Danish ancestors migrated from Flensburg (now in Schleswig-Holstein) and settled in England, the present popular head of the house receiving a Baronetcy two years ago at the hands of King Edward VII.

The Carnes came to Essex originally from Cornwall, and married into the Rasch family, and the record of Major Frederic Carne Rasch in, as well as out of, Parliament is eminently worthy of both the ancient races from which his forbears sprung. His father, a successful Chancery barrister, lived in the old house at Woodhill, Danbury, where his son was born in the memorable year which gave England and Europe so many well-known men and the best port wine of the century. At an early age he was sent to Mr. Stone's house at Eton, and during his stay there could number amongst his school-fellows the present Prime Minister, as well as Mr. A. Akers-Douglas, Mr. John Hutton (member for the Richmond Division of Yorkshire), and Mr. James Round, who will shortly retire from the Harwich Division of Essex. From Eton, Frederic Carne Rasch went in due course to Cambridge, where he spent three years at Trinity, in the palmy days of "Billy Whistle." While at Trinity he rowed in the 'Varsity boat, although he did not take part in the historic contest at Putney, and won a goodly number of cups and other trophies by his prowess as a pedestrian, a runner, and an oarsman.

Having taken his degree, he received a commission in the Carabiniers, at the time when the regiment was commanded by Colonel Napier, and the identity of the Tichborne claimant as one of the old subalterns was a burning question. This was in 1867, and for a whole decade the future member for Mid-Essex devoted his attention to the discharge of his military duties in Ireland and elsewhere, tempered with that amount of sport which his previous achievements at school and the 'Varsity would lead one to expect. In the year after he joined the Carabiniers he established a record by walking seven miles in fifty-seven minutes in Phœnix Park, and the victory of his crack mare, Cocotte, in the regimental races at Kingsbury is not yet wholly forgotten. At the end of ten years he exchanged "his sword for a pruning hook," and settled down to the tranquil enjoyment of a country life, tempered by an active interest in one or two great commercial enterprises, in which he has displayed his constitutional energy and ability. In 1879 he married Miss Griffinhoofe, who, like himself, belongs to one of the old Essex families. For many years Major Sir Carne Rasch was identified with the Essex Militia, from which he has now retired. He is the father of two sons, both of whom were Etonians. While the elder is now an officer in the Carabiniers, the younger holds a commission in the Essex Militia.

WOODHILL, DANBURY, ESSEX

The residence of Sir Carne Rasch, Conservative member for the Mid-Essex Division.

In 1885 Sir Carne Rasch led a gallant but unsuccessful attack on that Radical stronghold, the Elland Division of Yorkshire. A few months later, however, he was invited to contest South-East Essex, which seat he wrested from his Liberal opponent by a majority of 842. He was again successful in 1892, and in 1895 he was nearly 2,000 votes ahead of his antagonist, Mr. D. M. Watson. Five years later he was invited to fight the battle of Conservatism in his own Mid-Essex Division, for, unlike most men, Frederic Carne Rasch is a prophet in his own country and neighbourhood. In the result he was returned by a majority of 3,129 over his Liberal competitor, Mr. Solomon Henry, the "Copper King," the victory being by far the most decisive of those won throughout the Eastern Districts.

Sir Carne Rasch is Chairman of the Chelmsford Magisterial Bench and Secretary of the Service Members' Committee of the House of Commons. It is nine years since he left the Essex Militia, and for some time he has been no longer seen in the hunting-field. There are very few private members who command more respectful attention in the House of Commons, where he is regarded as a redoubtable authority on questions relating to Army Reform, Agriculture, and Short Speeches in Parliament. He is heart and soul in accord with Mr. Arnold-Forster in the matter of Army Reform, believing that efficiency is in reality of far greater importance than numerical strength. He voted against the Education Bill on economical grounds, and induced the Government to come to the aid of the sorely-tried ratepayer by an annual Treasury grant of £1,250,000. He is, as far as the Fiscal Policy of the future is concerned, in perfect accord with Mr. Balfour. He would unquestionably vote against any tax on corn or food, though he has no objection to a duty on manufactured goods. Sir Carne Rasch, having resolutely put his hand to the plough in the matter of the limitation of what Lord Beaconsfield would have called "irresponsible eloquence" at Westminster, has no intention whatever of turning back. "One hour for Front Bench members and ten minutes for all others" is the gist of the motion he has once carried by three to one. "Everything comes to him who waits" is his motto, and he applies this to the crusade he is waging, with a dogged determination to succeed, in favour of the enforced curtailment of Parliamentary speeches.



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# The Parisians of Paris.

## THE GUARDIAN ANGEL.

"L'ANGE DU FOYER" is the name MM. Caillaret and de Flers have given to the peculiar type of man, the leading character, in their three-act play just produced at the Nouveautés. The Guardian Angel! A pretty and appropriate title. He is the friend of husband and wife, and, as a natural course of things, should be the wife's lover. But by some extraordinary freak of Nature he fails to convince the charmingly sceptical Marianne Chardin that her infidelity is necessary to her happiness. Chardin has almost as many "little friends" as cravats, and changes them equally unconcernedly. This is the man's *rôle*—on the stage. But until the bald facts are brought directly under the wife's notice, she ignores them. M. and Mme. Chardin are not particularly interesting to follow in their worldly pleasures. Tea and small talk in Paris, tea and small talk in Nice, surrounded by the noisy set called "smart." But there are sundry scenes of observation, small studies of Paris life, that make the play amusing and instructive.

The Guardian Angel is very Parisian, a character more frequently seen in real life than is generally supposed. The most obliging of men, he will carry your dog, execute your commissions, dine with your mother-in-law, do all the small things that someone must do, that you never expect from your husband. And he does them without any further reward than a smile and an occasional permission to kiss your hand. He takes advantage of the situation in a way, certainly; but it is not of much importance, and, after all, every position has its perquisites. He styles himself *l'amant*, without either the nerve or the experience to justify the title. But he is called a lucky dog by his friends, and satisfies himself on appearances. This sort of man spends the best years of his life in a woman's shadow, and when, from some cause or other, husband and wife begin to appreciate each other, he passes out of their lives and takes a similar place in another household. Useful things in their way, guardian angels. No home should be without one. This is the pith of the play.

MLLE. CARLIX
Who is playing Chouquette in "L'Ange du Foyer" at the Nouveautés.
(*Photographed by Boyer, Paris.*)

The character of Sigismund is not, however, sufficient to draw an audience as essentially Parisian as the *clientèle* of the Nouveautés. There is too much subtlety about it for the pleasure-seeking theatre-goer. There must be the touch that makes all the world kin, the something that appeals to women of all degrees; and the clever authors have introduced a couple of scenes between the woman of the world and the woman of the half-world that each will want to see.

Chouquette is an unsophisticated little stage cocotte, who explains to Marianne her inexperience of the hearts of men. And Marianne, the Society woman, gives her a lesson. Tells her of the one or two hackneyed phrases that never fail to capture them. "Comme vous savez parler aux cœurs des femmes!" ("How well you understand women!") In all languages it is the same, and it always works. Look at the stalls. See the women smile, and the men pull their moustaches and seem to remember having heard something of the sort before. Chouquette profits by her newly-acquired wisdom, but, unfortunately, her first victim is Marianne's husband, and Marianne repents having given the secrets of one world into another. Chouquette, however, is not ungrateful, and when the opportunity occurs, as it somehow or other does occur in this wildly-constructed play, she gives Marianne a lesson in her turn. She explains to her how necessary it is to make a man jealous; how she must be exacting, capricious, unbearable; how she must make him miserable. And then he will be her slave, but not otherwise. "You have never made him unhappy?" "Never," says Marianne. "And you expect him to love you. . . . how is it possible?" The scene continues in this strain for some little time, always amusing and new, winding up with a delightful outburst on the part of Chouquette that convulsed the house. "You taught me some very useful things for a good little cocotte. I am teaching you some very necessary things for a good little wife." And Marianne holds out her hand and says, "We are quits." The play is full of smart things, sometimes brought in naturally, sometimes a trifle forced; but nobody criticised the work seriously—there was too much fun in it. The audience was amused from beginning to end. Amused at the incidental introduction of Mass at the Madeleine, and the appointments made during service; amused at the present the husband brings his wife after he has supped *en cabinet particulier;* amused at the family who make a solid meal at the five o'clock teas. And if some of us had the sensation of a patchwork quilt with irregular joins, we began to believe that patchwork is the style of work that suits a Boulevard audience. They like to imagine themselves at the Capucines, and take their play in scenes; each charming, but with no connection to the other. How they laughed at the allusion to Caruavalet, and the museum that everybody knows of, but that nobody has seen! You might have asked each individual from the stalls to the gallery, on the first night of this play, and each would have laughingly answered, like the couple on the stage, Caruavalet is *La femme légi ime.* Too near to be appreciated.

MM. Caillaret and de Flers are the authors of many brilliant comedies, and will probably continue to write, jointly, many more. Let us drink to their next success, and make a proposition. They show us admirably how women should fascinate their husbands, how women should fascinate their lovers. Will they now show men how they shall captivate and keep their wives! A subject equally important if less popular. But they will know how to treat it.

FRANCES KEYZER.



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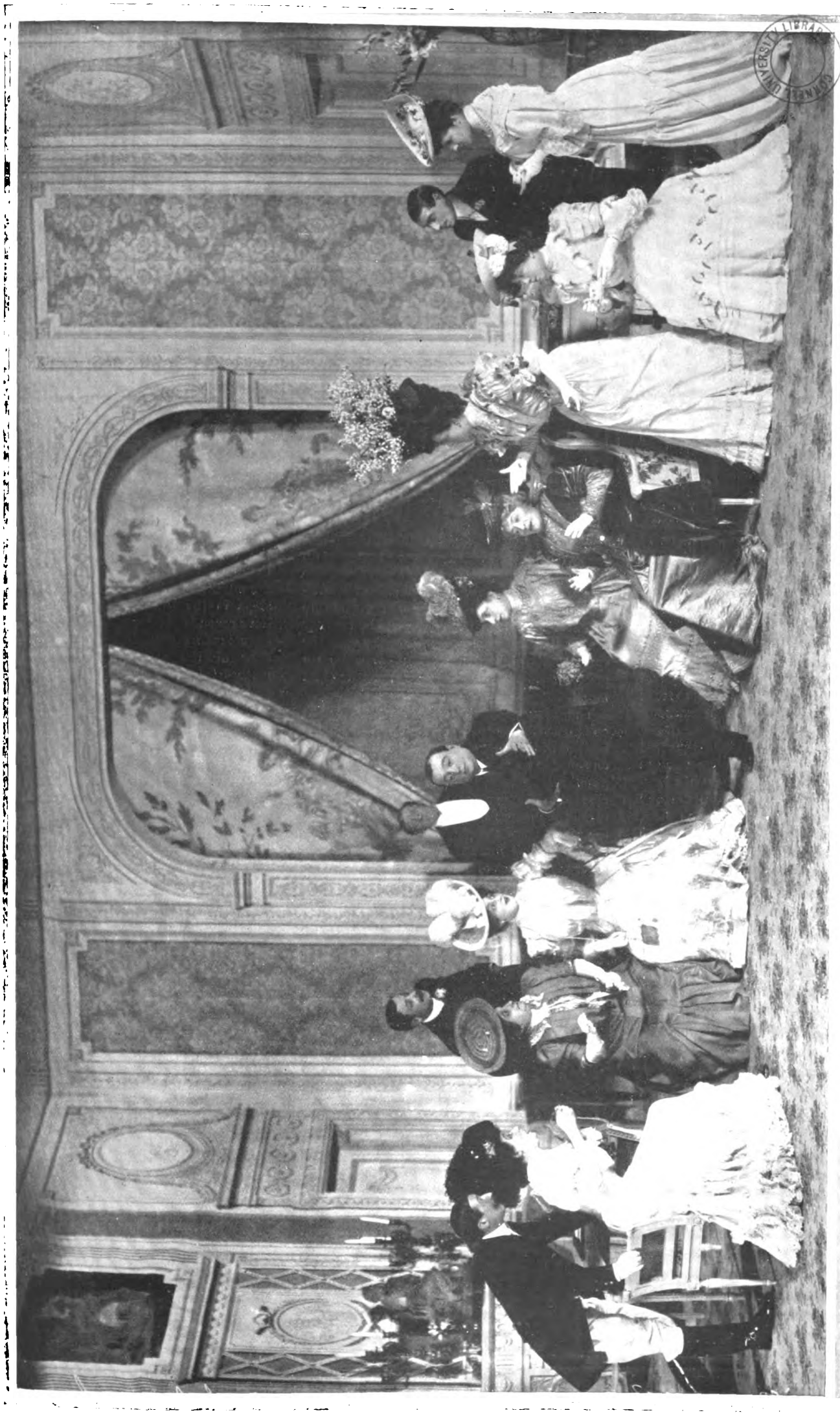

A SCENE IN "L'ANGE DU FOYER," AT THE NOUVEAUTÉS, PARIS.

Sigismund, the leading part in the piece, is played by M. Torin, who is in the centre of the picture.

(*From a photograph by Paul Boyer, Paris.*)



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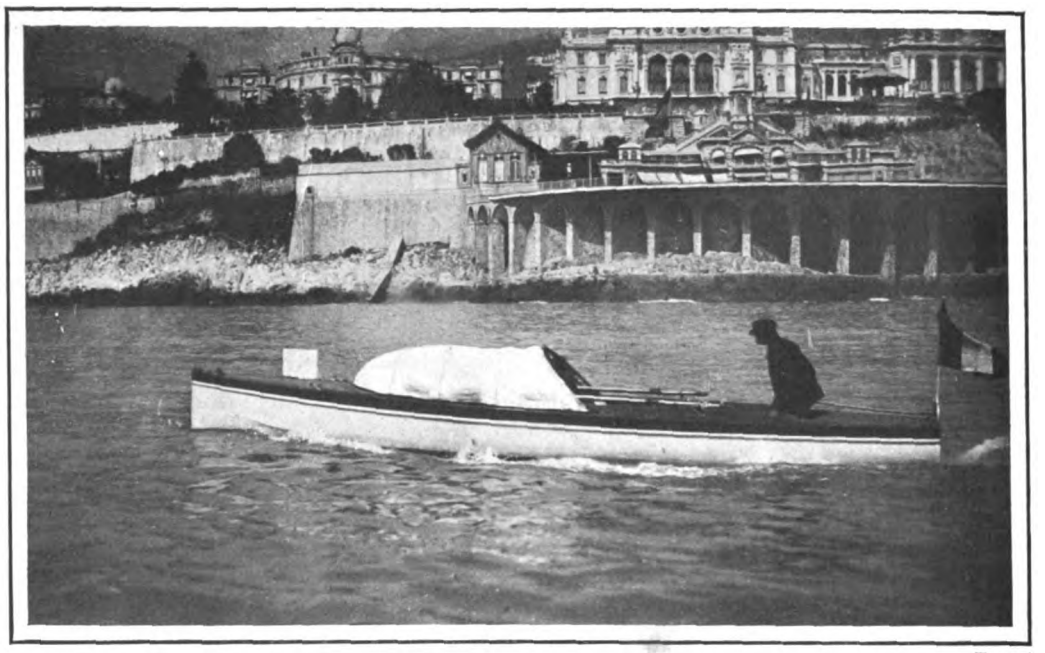
# The Motor: On Highway and Seaway.

ONE of the leading trade organs in France has been lamenting the fact that the comfortable medium-powered car still remains beyond the reach of the great middle class, a state of affairs which it ascribes to the waste of money entailed by racing, and to the disturbing effect of exhibitions. As to the former, it points out that the automobile world has apparently lost all conception of the value of money. The manufacturers pay huge sums simply to enter their vehicles for a single race; they build special machines, and upset the whole organisation of their factories for weeks on end, and go to an expense of thousands of pounds without the certainty of any return. "And the three or four hundred thousand francs thus squandered on publicity of doubtful value—who pays for it?" says our contemporary. "The public, of course. If a firm builds 400 cars a year, a fixed charge of 1,000-fr. is thus added to the cost of each vehicle."

The annual exhibition is given an even larger share of blame, though perhaps with less justice. It is argued that every maker feels compelled to change his model every year, with the result that expensive alterations of questionable value are often introduced, while purchasers are left in a state of uncertainty, knowing that every model is rendered officially obsolete in a year's time, and thereby seriously depreciated in its market value. This is doubtless true of the majority of makers, but the journal in question loses sight of the fact that several big firms, both in this country and abroad, are showing a marked tendency to resist the fashion of alteration for mere alteration's sake.

The article, nevertheless, is an important one, as showing that the trade is beginning to feel the strain of sensational methods of advertisement, and to desire a period of calm and steady development. One big French firm, formerly pre-eminent in the racing world, has publicly explained its withdrawal from the Gordon Bennett, on the ground that it wishes to devote its energies purely to the interests of its ordinary customers. In this country racing has never played an important part in the industry. The danger, if danger it be, lies in the ever-increasing multiplicity of exhibitions, with which it is now the fashion to surfeit the public in all parts of the country during the winter months. Happily with the close of the Islington show there will be a respite from these displays for seven or eight months.



*Topical.*

THE COMING MOTOR-BOAT RACES AT MONACO.
A typical boat of the cruiser class.

The Monaco Motor-boat Meeting, which commences to-morrow (Sunday) with an exhibition of the competing craft, seems arranged on sensible lines. There are competitions for practically every type of motor-vessel at present in existence, which will serve both to teach the makers useful lessons, and to draw the attention of the public to the capabilities of the marine motor. Either from want of enterprise or lack of money, the British makers are poorly represented at Monaco, very few entries having been made from this side of the Channel. What they lack in numbers they may, however, make up in quality. We are admittedly the finest builders of boats and ships in the world, and our motor-makers have recently given ample evidence that they have made up the leeway lost in the early days of the automobile movement. The motor-boat trade should, therefore, be an easy prize for British manufacturers if only they realise its possibilities and have the enterprise to take advantage of them. The arguments against road-racing do not apply in the case of the motor-boat. In the first place, no one denies that racing was of immense service to the motor-car in its early days, before it had reached the limit of practical speed on the road. The motor-boat at the present time is in need of the same advertisement and incentive to development, and, moreover, speed has never been regarded as a vice on the high seas. To this day the great liners race across the Atlantic, and the fastest ships secure their reward in the shape of crowded passenger lists and valuable mail contracts.

*Topica*

MOTOR-BOAT RACING AT MONACO.
The launch of the "Mercédès-Charley," a new type of racer.

A very large section of the public clings to the notion that the motor-car of the future will be driven by electricity, and I have heard many people say that the petrol vehicle is bound to be supplanted in the near future by the long-distance electromobile. In fact, I believe that quite a large number of persons are hesitating to buy a motor on this account. Their illusions will be rudely dispelled by the paper recently read before the Automobile Club by Mr. T. G. Chambers, who, as the managing director of the largest electric carriage company in London, may be regarded as not unduly prejudiced in favour of the petrol car. Mr. Chambers fairly and frankly states that electricity can never compete with petrol as a motive power for the touring car. No existing element seems capable of supplying the necessary battery, and even if a feather-weight accumulator were produced, there would still be the necessity for charging, and the risk of unexpected exhaustion of current from a hundred different causes. Moreover—and this is perhaps the most important point—he admits that for touring purposes the modern silent and smooth running petrol car equals in comfort



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the electric carriage itself. For town use the electromobile has its own peculiar advantages, and until the garage system, by which an owner can calculate his expenses almost to a penny, is adopted for the petrol motor, I agree with Mr. Chambers that electricity will more than hold its own.

The electric brougham or landaulette is admittedly expensive in first cost and upkeep, but it is hardly fair to compare it in these respects with a single horsed carriage. The electromobile, now that the system of interchangeable batteries is in vogue, can run all day and every day, and its capacity for work is only limited by the endurance of the driver, who is at liberty directly he returns with his carriage to the garage. Mr. Chambers is of opinion that in a few years' time it will be possible to hire an electric brougham for £250 a year without a driver. Assuming that an efficient driver will then be procurable at £75 a year, the total cost will be £325, which would compare favourably with the expenses of a London stable when rent, rates, lighting, the wages of a couple of men, forage for two or more horses, shoeing and veterinary charges, and the upkeep of harness and carriages are taken into consideration.

For ambulance work the electric carriage, with its entire absence of smell, noise, and vibration, is peculiarly fitted, and there is much to be said on behalf of the suggestion that the police and fire brigade organisations should be utilised for the purpose. At present there is no proper ambulance service, even in London, and a person who is injured in the streets often has his chance of recovery seriously jeopardised by being thrust into a jolting cab for conveyance to the hospital. Every police and fire brigade station could have its electric ambulance, and the street fire-alarms could be fitted, in addition, with ambulance calls. The initial expense might be considerable, but the running expenses need not be great, as every constable and fireman could be taught to drive an electric ambulance in three or four lessons, and the instruction could form part of the "first aid" course. The only difficulty would be the recharging and care of the batteries; but this could be overcome by a system of travelling inspectors and special vehicles carrying spare accumulators.

RADIATOR.

*Argent Archer.*

MRS. DICKS ON HER NAPIER.



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# Under the Burgee.

TWO weeks ago, I made a passing reference to the resolution adopted at the annual meeting of the Solent Classes Racing Association, recommending a new handicap class for that district. The matter promises to excite the liveliest interest amongst yachtsmen. The resolution, of course, only applied to the Solent, but many are inclined to view the matter in its broader aspect—the influence of handicap racing on the sport generally.

Whatever may be one's views on the question, one cannot but regard it as a healthy sign that so much interest is being evinced in it, although one fails to detect any signs of an immediate revival in any of the classes that have declined during the past few years. Everyone is agreed that, so far as the racing side of the pastime is concerned, nothing can compare with class racing, in which the first past the post is winner. The point upon which opinion is divided, is whether the best interests of yachting are served by encouraging handicap racing as a substitute for the higher form of sport, in years comparatively barren, so far as the latter is concerned. Many enthusiasts contend that, inasmuch as it is the duty of the Y.R.A. to cultivate class racing, it should not countenance any other form of sport, as by so doing, it would only be postponing further a revival of racing such as we had during the last decade of the past century.

The chief point for consideration, and one difficult to express a very definite opinion upon, is whether handicap racing will help to keep alive an interest in yachting, and so gradually lead to a revival of the pastime generally. One thing is very certain—that the majority of keen racing men soon tire of handicap sailing, and very few take to it after having indulged to any extent in class racing.

For the past five years, the programmes at all our principal regattas have consisted chiefly of handicap races, and with only one class of "thorough-breds" doing the round of the fixtures, the sport would have been very tame but for the inclusion of the cruiser matches in the various programmes, notwithstanding that they may be but poor substitutes for those grand fleets of 90-footers, forty and twenty raters, which we were accustomed to see at all the big regattas during the closing years of last century.

An effort was made some little time back to induce the Y.R.A. to specially provide for the cruisers in the absence of racing craft; but the governing body took no steps in the matter, and early last year a meeting of representatives of clubs was convened to consider what could be done to improve the handicap racing. The result of that meeting was the adoption of a scheme of classification of cruisers, and racing in these classes undoubtedly benefited by it.

The very conditions of yachting, however, are such that it is impossible to make handicap racing interesting where the vessels engaged vary to any considerable extent in size. In other forms of racing, handicaps are framed with the object of bringing the competitors as nearly together as possible at the winning-post. In a yacht handicap, the only time at which the vessels are in sufficiently close company to put a premium upon smart handling, is at the start, and it is difficult in the extreme to work up any enthusiasm or excitement over a close finish—on time allowance—between boats separated by a mile or two.

This, of course, is impossible of improvement, although many years ago some French committees in the Mediterranean advocated the experiment of starting the boats according to their time allowances, the scratch boat being, of course, the last to start. The committees had evidently in view the making of a close and exciting finish. Obviously, such an experiment was doomed to failure, for many reasons; but the fact of it ever having been tried or even contemplated, is evidence that a yacht-race under handicap conditions is lacking in that interest and excitement which one naturally looks for in all contests.

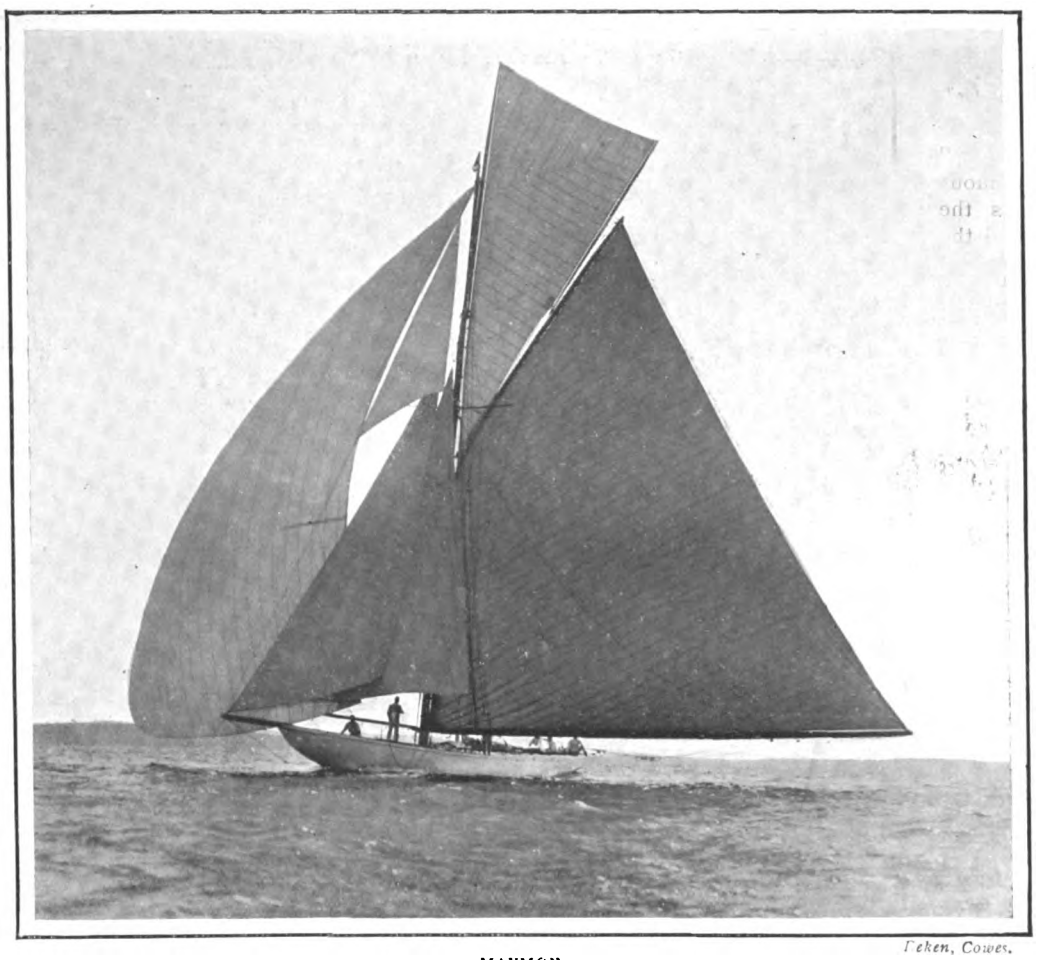
The particular resolution adopted at the Solent Classes R.A. meeting was, however, not aimed at still further fostering cruiser and handicap classes as we at present recognise them, but to provide races for outclassed racers. The inclusion of these craft in ordinary cruiser handicaps is always unsatisfactory; but if a special class be formed, it is hoped, by the promoters of the idea, that some good racing may be obtained amongst craft which, while not being quite fast enough for their original classes, have yet a few seasons' good work left in them. It ought to be possible to achieve this object without affecting prejudicially the interests of the Y.R.A. classes.

When owners are compelled to build almost every year to have a fair chance of success in their classes, the fact of there being a market for the old boats should rather tend to induce men to continue in the sport. The formation of a handicap class of ex-racers of the 52-ft. class two years ago, has not in any way injured the 52-footers, of which there will be stronger fleets in commission this season than at any time during the past five years.

A suggestion has been made that if handicap racing is to be encouraged, it should be in a more classified form, and that boats should sail throughout the season on a recognised allowance, instead of, as at present, being handicapped specially for each contest. The adoption of some such classification could hardly fail to improve the tone of this branch of racing. Then, again, such a scheme is still open to the objection that it would unduly foster the handicap classes, perhaps to the further detriment of the racer classes.

It is of interest to note that this method is already in force in Germany. There are occasional handicaps in German waters; for instance, the race from Eckernforde to Kiel—last year for King Edward's Cup—is usually a handicap. But the German method is to divide their fleets into racers and cruisers, and in whichever class a vessel happens to be placed, she sails on her rating allowances.

CORINTHIAN.



Beken, Cowes.

MAYMON

Champion of the 52-ft. class, 1904. Built at Fairlie, from W. Fife's design, for Mr. S. Butler. She was sailed last year by Charles Bevis, a well-known South Coast skipper. This year she will be in charge of A. Hogarth, who sailed Shamrock I. in the 1899 Cup races.

MEDITERRANEAN INTERNATIONAL REGATTAS.

| | |
|---|---|
| April 8 .. .. .. .. .. .. | Cannes. |
| April 9 to 13 .. .. .. .. .. | Monaco. |
| April 14 to 18 .. .. .. .. | Mentone. |
| April 20 to 30 .. .. .. .. | San Remo. |



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# Dr. Johnson's Brewery.

## *THE ROMANCE OF A GREAT LONDON BUSINESS.*

MALT and hops have played an important part in the annals of Southwark ever since those far-off times when the Canterbury Pilgrims foregathered at the Tabard, and the dramatic glories of the Globe, the Rose, the Hope, and the Swan, and the halcyon days of William Shakespeare, Ben Jonson, and William Alleyne were as yet undreamed of. The Tabard, the Falcon, and the White Hart were in all probability famous long before the Bankside theatres arose one after another, and Southwark became the playground of the metropolis as well as the home of her most noted maltsters, brewers, and hop merchants. When Anthony Van den Wyngerde limned his panoramic view-map of London in 1543, "Southwerke" was little better than a rural village, but in the productions of Agas (1575), Visscher (1616), and Cornelius Danckers (1647), the Globe Theatre and the "Beare Bayting" Ring are almost as conspicuous objects in the landscape as the tower of St. Mary Overy and the architectural splendour of Winchester House. Bankside had become a densely-populated district, and John Stowe names several eminent brewers amongst its inhabitants. The Globe is said to have disappeared before 1666, but in the contemporary view of the Great Fire, now reproduced, its flag is still flying, just as Visscher depicted it in the year that Shakespeare died.

"The nappy strong ale of Southwirke
Keeps many a gossip from the Kirke"

is an adage which dates from the epoch when Chaucer's miller "dronken was all pale." The poet himself had evidently a weakness for "the ale of Southwark," of which he often speaks. Doubtless in due course it found favour in the eyes of the light-hearted Bankside player-folk. In all human possibility it was not entirely disdained by Hogarth when he made his sketch of Southwark Fair, or by Oliver Goldsmith when he practised medicine close to the side of the vanished Globe. For two centuries it found ready consumers within "the precints" of the King's Bench and the Marshalsea, but history has omitted to record any partiality for Southwark ale on the part of Richard Baxter and John Bunyan when they held forth in Zoar Street. The Episcopal palaces of Winchester and Rochester have disappeared, although a Bishop of Rochester has within the last few weeks become the first Bishop of Southwark; gone, too, are the four famous theatres, the three great inns, the two debtors' prisons, the bear gardens, the bull-ring, the Hogarthian Fair, and a dozen other memorials of ancient Southwark; but the fame of Southwark ale has survived them all, and Barclay and Perkins's "entire" is as much appreciated at the beginning of the twentieth as it was at the end of the eighteenth century, when the genteel Boswell recorded the fact that "Foreigners are not a little amazed, when they hear of brewers, distillers, and men of similar departments of trade, held forth as persons of considerable importance." Whatever Boswell's foreign friends might think on the subject was evidently matter of complete indifference to the honest payers of "scot and lot" in Southwark, who persistently returned an "eminent" brewer to Westminster, and on one occasion at least were encouraged to do so by an harangue from the great Dr. Johnson in favour of his friend and host Henry Thrale, winner on several occasions of the seat formerly occupied by his father Ralph Thrale, who some time in the reign of George II. had purchased from Mr. Edmund Halsey (whose daughter had married the Lord Cobham of that generation) the Anchor brewhouse, and the business originally founded by the Childs more than a century before, and ever since 1782 known by the familiar names of its present possessors.

THE LICENCE TO BREW

Granted to the predecessors of the Thrales in the early part of the reign of Charles I.

It was with Henry Thrale that what may be described as the romantic period of the eventful history of the Anchor Brewery may be said to have commenced. Thrale married Hester Lynch Salusbury, the daughter of a Welsh squire, condescendingly described by Boswell as "short, plump, and brisk, of lively habits, improved by education." For a time they inhabited a house adjoining the brewhouse, but subsequently they nearly entirely abandoned it in favour of "Streatham Villa," where they constantly entertained Samuel Johnson, Joshua Reynolds, and all the great *literati* of the day, down to a certain memorable Saturday at the beginning of April, 1781, when Johnson (who had also been their constant guest at Southwark) dined with his old friend for the last time, "Mr. Perkins, who had the superintendence of Mr. Thrale's brewery, with a salary of £500 a year," being of the company. Only four days later Johnson sent the following brief note in reply to a "call" from the Literary Club: "Mr. Johnson knows that Sir Joshua Reynolds and the other gentlemen will excuse his incompliance with the call, when they are told that Mr. Thrale died this morning." Johnson was by his bedside to the last, and accepted the position of executor under the will, by which, to the surprise of everybody, he only benefited to the extent of £200. Boswell fathers on Lord Lucan the story that Johnson was present at the sale as one of the executors, and that when it was going on he appeared bustling about, with an ink-horn and a pen in his button-hole, like an exciseman, and on being asked what he considered the value of the property which was to be disposed of, answered, "Sir, we are not here to sell a parcel of boilers and vats, but the potentiality of growing rich beyond the dreams of avarice."

The brewery was bought by Mr. David Barclay, jun., then the head of the banking firm of Barclay and Co., for the sum of £135,000. That gentleman placed at the head of the newly-acquired business his nephew from America, Mr. Robert Barclay, who afterwards settled at Bury Hill, and Mr. John Perkins, who had been for some years the mainstay of Thrale's establishment. From this happily-planned combination originated, 124 years ago, the firm of Barclay and Perkins. The witty and well-dowered Mrs. Thrale was for a brief period the talk of the town. The portrait now reproduced shows her as she was in the days of the romance, not as she appeared in the days of her second widowhood, when a "confirmed Bath cat." Many expected she would marry the learned executor, who never ceased to take an affectionate interest in her welfare and entertain feelings of deep respect for John Perkins, who had now removed from his house at Bush Lane into the old home of the Thrales, bordering Park Street, Southwark. Not a stone of it remains to-day, but a plan of 1774, which still hangs in the waiting-room of the modern building, enables you very easily to conjure up a vision of it, and Johnson's favourite chair as well as some other articles of furniture have been preserved. There was a "parlour" on either side of the central hall, and at one extremity an octagonal "accompting house." It was here that honest John Perkins hung up a fine proof of the mezzotint of Johnson by Doughty, after Reynolds (like that now reproduced from the collection of Mr. George Rimell). Boswell relates that, when Mrs. Thrale asked somewhat flippantly, "Why do you put him up in the counting-house?" he answered, "Because, Madame, I wish to have one wise man there." "Sir," said Johnson, who was present, "I thank you. It is a very handsome compliment, and I believe you speak sincerely." His regard for John Perkins only



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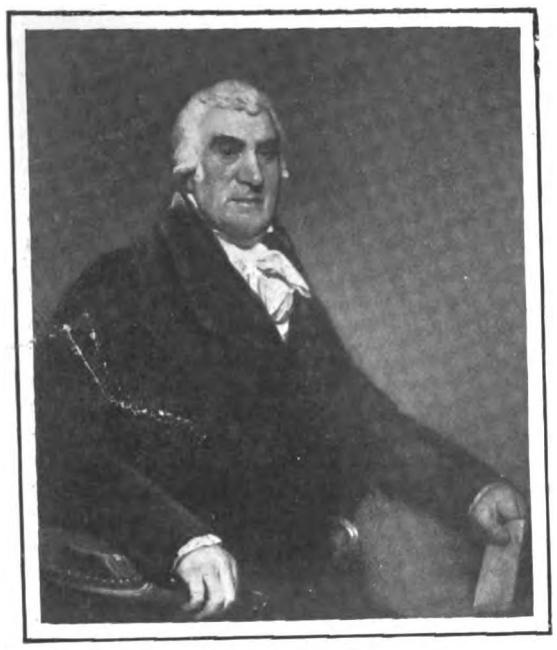
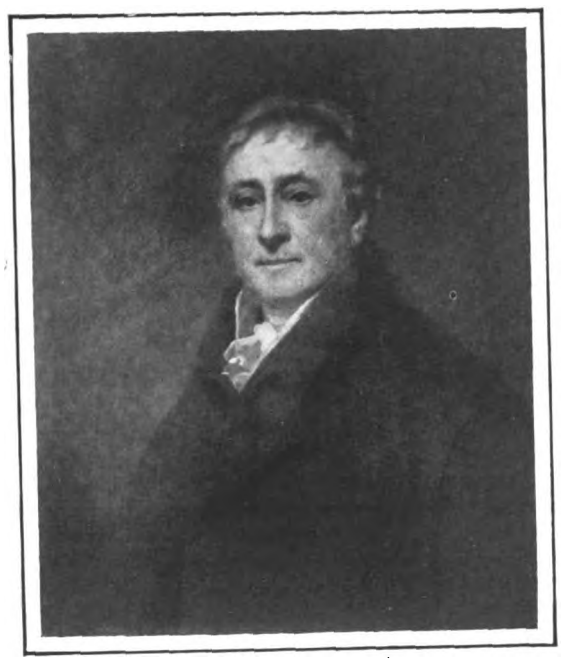


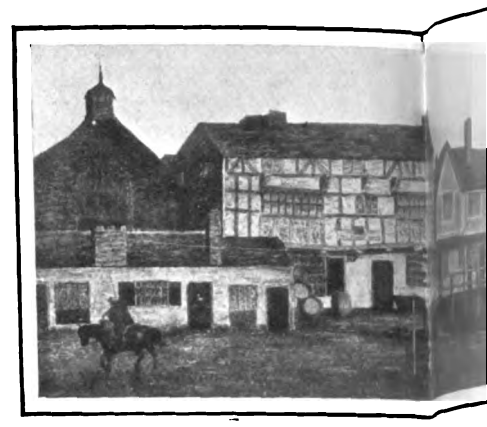
JOHN PERKINS

Having served for some years as the most active assistant of Henry Thrale, he became one of the joint purchasers of the brewery from his executors in 1781.



ROBERT BARCLAY

A great-grandson of the "Apologist for the Quakers," and the purchaser of the Anchor Brewery in conjunction with John Perkins in 1781.



A CORNER OF OLD SOUTHWARK EA

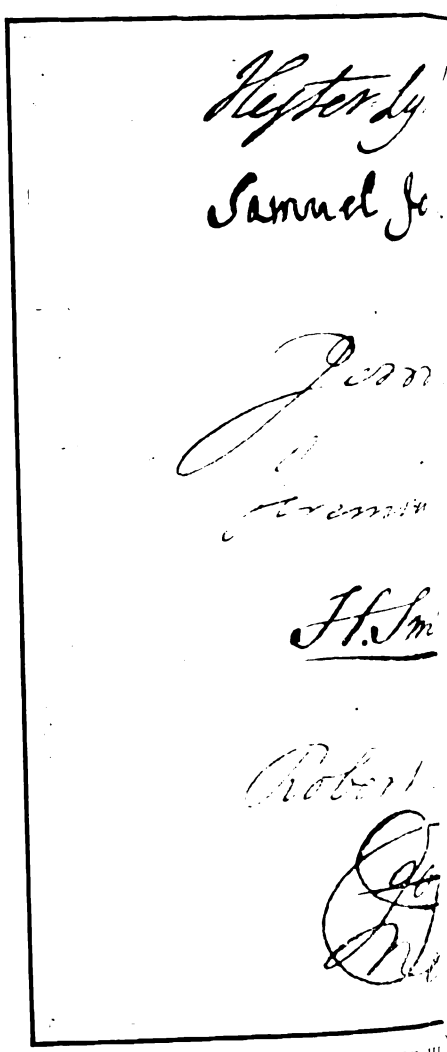
This was near th

THE HAYNAU INCIDENT A

From a contem

A VIEW OF SOUTHWARK IN 1575.

The site of the Anchor Brewery is a little to the left of the Globe Theatre.

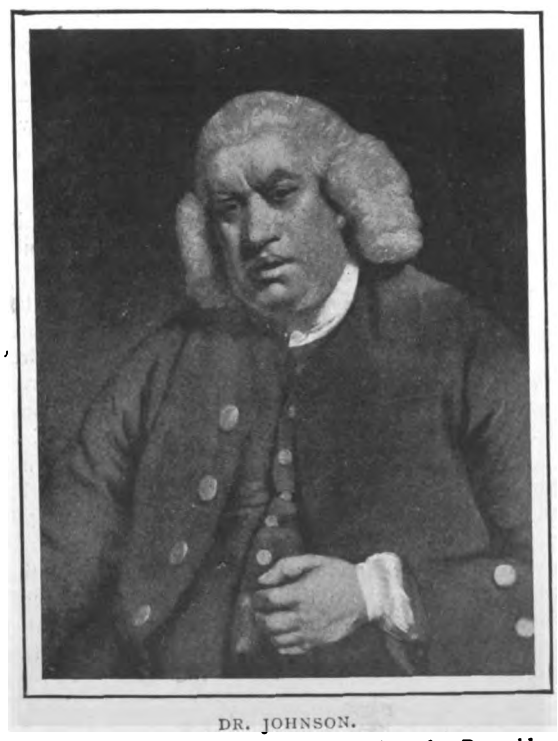


THE SIGNATURES TO THE H

By which document the brewery was s

RALPH THRALE

Member for Southwark, and owner of the Anchor Brewery in the middle of the eighteenth century. From a picture by Sir Godfrey Kneller.



DR. JOHNSON.

From a photograph of Doughty's mezzotint, after Reynolds, like that hung by Mr. John Perkins in the "accompting house" at Southwark.



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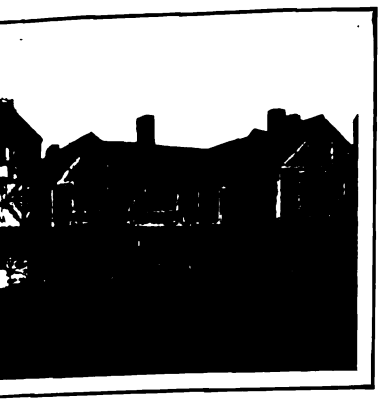
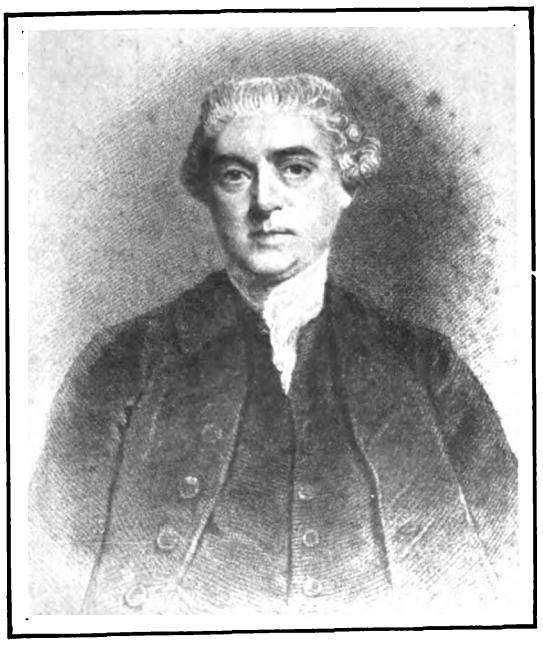


LY IN THE SEVENTEENTH CENTURY.
site of the brewery.

T THE ANCHOR BREWERY.
porary woodcut.

TORIC DEED OF SALE IN 1781
the ancestors of its present administrators.



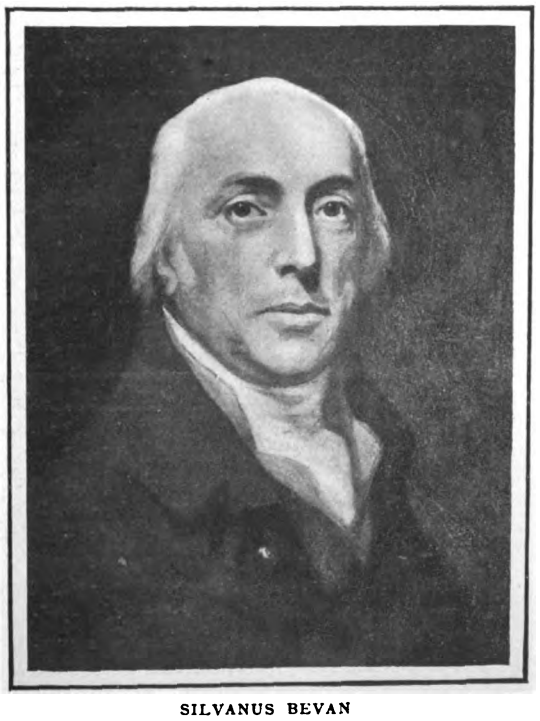
MR. HENRY THRALE

Member for Southwark, friend and host of Dr. Johnson, at whose death the brewery was sold to Messrs. Barclay and Perkins.

MRS. THRALE

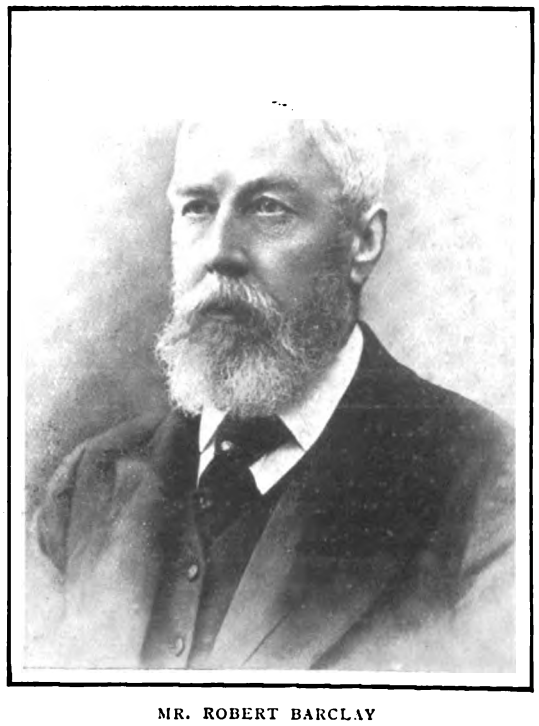
Afterwards Mrs. Piozzi, the famous wit and letter-writer. From an engraving after the portrait by Sir Joshua Reynolds.

A VIEW OF THE GREAT FIRE AS SEEN FROM SOUTHWARK
Showing the Globe Theatre still standing.



SILVANUS BEVAN

Joined 1782, retired 1801. Mr. Bevan joined Messrs. Barclay and Perkins in the year succeeding their purchase from the executors of the Thrales.



MR. ROBERT BARCLAY

Present chairman of the firm of Messrs. Barclay and Perkins, Limited, and a descendant of the Barclays associated in the original purchase of the Anchor Brewery.



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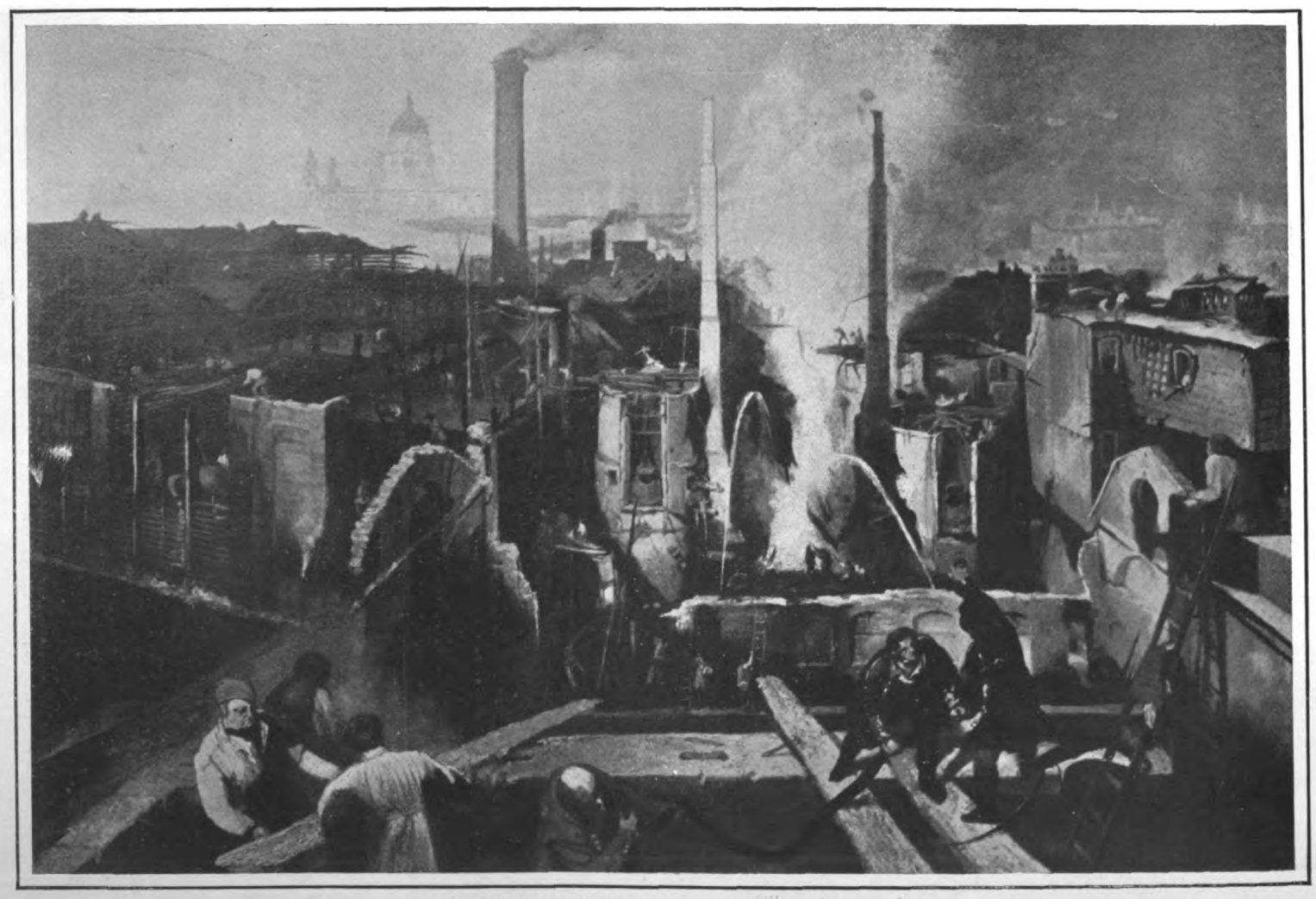
JOHN LEECH'S CARTOON
Of a Barclay and Perkins's drayman, after the Haynau incident. "Mr. Punch" sided frankly with the draymen in their assault on the Marshal.

DR. JOHNSON'S CHAIR
Now at Messrs. Barclay and Perkins's brewery, Southwark, where it is very carefully preserved by its present possessors.

MR. HERRING
Who succeeded his father sixty years ago as chief sign-painter to the firm. He sang in the choir at the Coronations of 1838 and 1902.

ended with his life. On October 4, 1784, he writes thus from Litchfield to John Perkins at the Anchor: "I cannot but flatter myself that your kindness for me will make you glad to know where I am and in what state. . . . Please make my compliments to Mrs. Perkins and to Mr. and Mrs. Barclay." Nine weeks later he died. If this great business has its romance, it can also boast of its comedies. Henry Thrale was still alive when the Gordon rioters laid siege to the brewery in June, 1780. It is recorded that "the mob was pacified at the first invasion with about £50 in meat and drink, while at the second they were driven away by the soldiers."

"I know what Barclay and Perkins mean, I hope," writes the late Mr. George Augustus Sala in "Gaslight and Daylight." "They mean BEER—beer the brown, the foaming, the wholesome, and refreshing. . . . That oblong board, all blue and gold, has no mystery for me. Plainly it says Beer." He goes on to explain why the above-named patronymics are possibly better known than any in the United Kingdom; but curiously enough the precise whereabouts of the Anchor are, as a rule, a mystery to the averageWest End cabman, who is, of course, perfectly familiar with the names, and keenly appreciates "the brown, the foaming, the wholesome," but knows nothing of Gwilt's plans or Howard's map, any more than he does of Johnson, Boswell, or Mrs. Thrale. If on leaving Blackfriars Bridge you turn sharply off to the left, instead of passing through Southwark Street, you find yourself in a maze of narrow lanes, where such inscriptions as Bear Garden or Rose Alley remind you of Southwark's eventful past. At last, after many enquiries, Park Street is reached, and the general aspect of the premises differs little from what it was in 1823 (nine years before the fire which blotted out many an ancient landmark), when the Wolstenholmes devised the large aquatint described as "a correct view of the Anchor Brewery belonging to



THE GREAT FIRE AT BARCLAY AND PERKINS'S IN 1832.
From a contemporary print in the possession of the firm.



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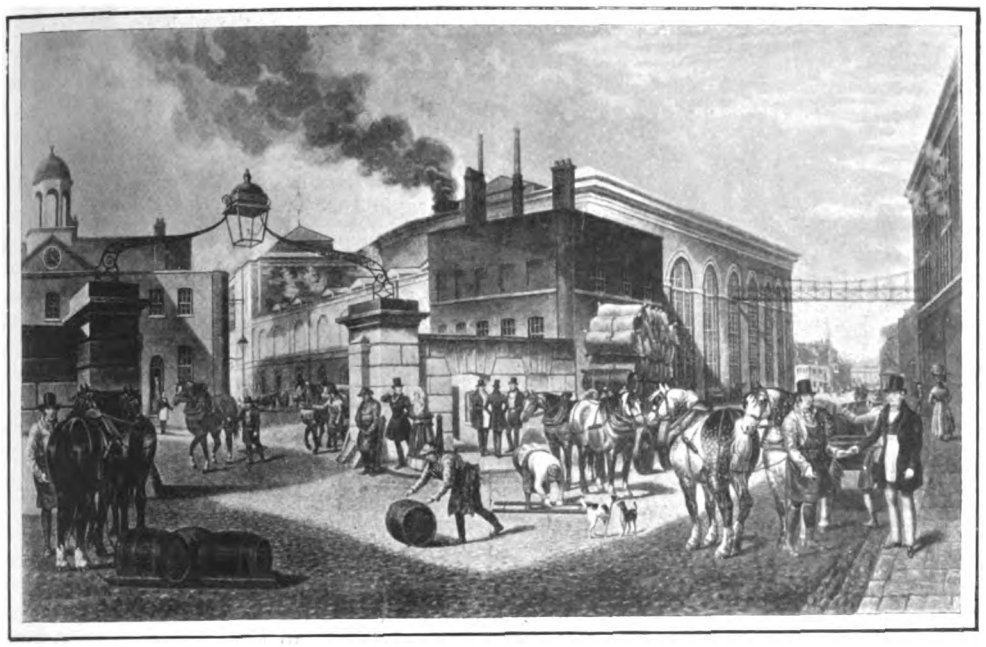
Messrs. Barclay and Perkins." The scene is one of phenomenal activity. Horses of massive build are harnessed to drays and waggons. The very atmosphere is such as would have delighted the soul of "G. A. S."

In the panelled luncheon-room beyond are portraits of the founders of the present firm, and the various directors who have succeeded them down to the present day. Over the mantel-piece is a trophy of the arms



MESSRS. BARCLAY AND PERKINS'S BREWERY AS IT WAS IN 1829.

After inspecting the vats and boilers, upon the possibilities of which Johnson lavished his eloquence, you come to the painting-room, where Charles Herring is hard at work on one of the creations in chocolate, black, and gold, which Mr. Sala erroneously describes as blue and purple. He was doing exactly the same in 1850, when the Haynau comedy occurred, for he has been an institution at the Anchor for three score years and four. He is the nephew of J. F. Herring, the renowned animal painter, and his father was in command of the studio in Park Street before him. He was a Westminster School boy seventy years ago, and sang both at the coronations of Queen Victoria and King Edward VII. He took part in Wellington's funeral, and half-a-dozen other public solemnities.

The descendants and representatives of the Barclays and the Perkinses of 1781 are fully alive to the charm of the historical traditions and associations which must ever cling to "Dr. Johnson's brewery." In the waiting-room, Mr. Charles Perkins (the lineal descendant of Johnson's "respected friend") shows you the original plans of the Thrale Brewery, together with a case in which are preserved the relics constantly coming to light, including Roman drinking-cups, as well as the "black jacks" and portly "bellarmines" in vogue when Shakespeare must have trod the very soil upon which you stand, and the cups and flagons of Lambeth pottery which Johnson and Mrs. Thrale may possibly have used. Beside them are placed an entire set of Elizabethan bowls (only just discovered) with which the "Swan of Avon," or Alleyse, or Ben Jonson, may very well have played with in the intervals of business. Here you see also John Leech's famous cartoon of the typical Haynau-flogging draymen of 1850, and the *Punch* caricatures and other illustrations relating to the same event. The papers of the day ranged themselves frankly on the side of the aggressors. Suspend them? Perish the thought. "Mr. Punch" revelled in the whole business as a prodigious joke—"Here's to your speedy amendment, Baron Haynau, and lest new acquaintance should be forgot, perhaps you will pledge us in Barclay, Perkins and Co.'s Entire."

and accoutrements worn by the Anchor Company of the Southwark Volunteers in the stirring times of 1797 and 1803. It is in the board room, however, that some of the most valued relics of the past are carefully preserved. Here are the Johnson and Thrale chairs; the fine portrait of Ralph Thrale, M.P. for Southwark, attired in blue velvet, by Hudsons; pictures of typical dray-horses by the Herrings, and "licences to brew" granted to the first owners of the Anchor under the great seal of Charles I. Both Mr. Granville Bevan and Mr. Hubert F. Barclay are, like Mr. Charles Perkins, enthusiasts as to the annals of the Anchor. From a strong room is brought out the original deed of sale

THE BREWERY AS IT IS TO-DAY.

of 1781, from which the signatures of the principal parties to it are now reproduced. Silvanus Bevan, David Barclay, and Richard Gurney all came into the business at the end of the first quarter. Robert Barclay, who figures in the deed as purchaser along with John Perkins, was the great-grandson of Robert Barclay of Urie, the "Apologist for the Quakers." His father, Alexander Barclay, had gone to America with William Penn. The Anchor Brewery has always ranked as one of the sights of London. Our present King, Napoleon III., Ibrahim Pasha, Garibaldi, Bismarck, and Jenny Lind have all signed the visitors'-book in turn. One signature only has been blotted out. It is that of Marshal Haynau. Not a scrap of paper seems to have been lost since 1781. There is the "hop-book" with entries of the purchases of innumerable "pocketts" from the great hop dealers of the time, Bolland, Golding, Thackrah, Dawson, and Peter Broadley, chairman of the Surrey Magistrates and a warden of St. Saviour's, who delivered in his official capacity a solemn attestation of good behaviour to Richardson the showman. But the archives of the Anchor go back further still, to the reign of Queen Anne, when Thomas Halsey, having succeeded the Childs, was at the helm. He must have been a great gentleman in the days he lived in, for he bought plate to the amount of £145 18s., indulged in frequent purchases of Florence wine, and gave £9 for long wigs and £5 for short ones. One will not probably look in vain much longer in Park Street for one of the Doughty mezzotints of Johnson, the presiding genius of the past, placed in the "accompting house" with pious care and profound veneration by John Perkins. While respecting the ancient landmarks of the Anchor, the present managers are keenly alive to the exigencies of the present, As to the statistics of the business and its gradual development, they are to be found in Hadyn's "Book of Dates." Dr. Johnson spoke of "vast possibilities" in 1781. In 1905 you learn that these "possibilities" have been satisfactorily realised by the representatives and descendants of those to whom he handed over the interests of the "gay widow," who preferred the companionship of the sprightly Italian *maestro* to the ponderous attentions of the venerable sage of Bolt Court.

Come what may, the romance of Johnson, the Thrales, and the brilliant coterie of Streatham Villa must always be associated with the eventful history of one of London's most prosperous enterprises. A. M. B.



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# The Ladies' Clubs of London.

## I.—*THE LADIES' AUTOMOBILE CLUB.*

IT is strange how readily one grows accustomed to innovations. Fifty years ago the spectacle of a bevy of ladies assembled in a club-room sipping their coffee and scanning the newspapers like mere men—and this in the heart of Clubland, and cheek by jowl to the institutions sacred to the "superior" sex—would have been—well, Utopian, to say the least of it. The prejudices of the early Victorian period are fast disappearing, however. Club life has ceased to be a masculine monopoly, and nowadays nearly every up-to-date woman can claim membership of one or other of the numerous clubs devoted to her sex.

The Ladies' Automobile Club of Great Britain and Ireland owes its inception to Lady Cecil Scott-Montagu, and its history since April, 1903, when the idea originated, until the present day, if brief, is decidedly interesting.

It began with Lady Scott-Montagu personally writing over 100 letters to her friends. Such a zealous display of enthusiasm and industry could not pass unrewarded, and the idea speedily caught on. The first general meeting of the members took place at Lady Beatrice Rawson's house in Park Street. This was really only a preliminary gathering of those interested to consider the advisability of forming such a club. In May and June of that year two more meetings were held to discuss ways and means. The financial position was not such as to justify the committee in acquiring a club-house, and it was, therefore, decided to rent a room at the Hans Crescent Hotel for six months, and at the end of that period to obtain larger premises should the situation warrant such a course.

Mrs. Gerard Leigh, one of the vice-presidents of the club, offered to act as hon. secretary during the six months of probation, and much of the success of the club is undoubtedly due to her valuable efforts.

In February, 1904, the club was made into a limited liability company, and the directors appointed Miss d'Esterre Hughes secretary to the company and to the club. During the six months that the club headquarters were at Hans Crescent Hotel the membership increased from 130 to 219.

*biograph.*

THE DUCHESS OF SUTHERLAND
President of the Ladies' Automobile Club.

In April, 1904, the club moved into its present quarters at Claridge's, and the membership is now 325, and is rapidly increasing. The progress and importance of the movement was further marked by the appointment of the Duchess of Sutherland as president, and in May the club proudly held their first meet in Waterloo Place, an historic event duly illustrated in THE KING. It will be remembered that the cars, numbering sixty-five, proceeded *viâ* Pall Mall, the Mall, Buckingham Palace—where the King and Queen watched them pass—to Hyde Park and Ranelagh. The Duchess of Sutherland led the procession, driving her own car.

Emboldened by the success of the scheme, several other runs were planned and carried out, these including a delightful outing to Coombe Farm, Addington, Surrey, the residence of Mrs. Herbert Lloyd. Shortly after this event Mrs. Gerard Leigh organised a trip to Homburg. This was the first official club run of the L.A.C. The party started for the Hague on June 13, and after a three days' journey, by Utrecht, Nijmegen, Bonn, and Frankfort to Homburg, arrived on the evening of the 15th. The club was favoured with lovely weather throughout, and the tour was entirely successful, and hugely enjoyed by all those who took part in it. It will be gathered from these notes that the members of the L.A.C. are not of the fireside stay-at-home type, but keen practical motorists.

During the winter season which has just concluded, a series of lectures, accompanied by practical demonstrations of motor mechanism, were arranged and well attended by the members. The lecturers included Lieutenant Wyndham, on "Good and Bad Points of Motoring," Mr. R. Sedgwick Currie, who delivered a course of six lectures on "The Internal-combustion Engine as Applied to Self-propelled Vehicles," and Captain Deasy, on "Motor Mountaineering in the Alps."

*Copyright.*

LADY SCOTT-MONTAGU.

*Thomson.*

LADY BEATRICE RAWSON.

*Lafayette.*

LADY EDWARD CHURCHILL.

Three of the original members and Vice-presidents of the Ladies' Automobile Club.



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The club also paid an official visit to the Motor Show at Olympia on the invitation of the promoters, and reciprocated by inviting their hosts to tea at the show.

The social side of the L.A.C. is by no means neglected. The club is quite famous for its biograph teas, and as all the catering is done by Claridge's, one can understand why an appreciative male visitor expressed the characteristically male opinion that it was the only ladies' club he cared to visit.

The circumstance of the club having its headquarters at an hotel was looked upon at first in the light of an experiment, but everything has justified the selection, and the experiment has proved an unqualified success. Situated in a convenient neighbourhood, the club is at once isolated from the hotel proper, and yet so arranged as to afford all the facilities which a luxurious modern hotel can offer.

The club occupies a beautiful suite of rooms. The White Room, a large sitting-room, which is open to members and friends, is a veritable lotus-land. Luxurious couches and easy chairs, and an ocean of soft billowy cushions. Serviceable little green-stained writing-tables with their complement of writing materials, and on each a tiny green vase of fresh-cut flowers. The Red Room is a small sitting-room reserved for the use of members. The scheme of colouring here is delightful. Upholstered in pink water-silk, the walls draped in *couleur de rose*, and on the floor a splash of bright blue, making a most harmonious blending of colour. The bedrooms are light and roomy, and furnished in the same delicate taste. Dinner is taken in the *salle à manger* of the hotel, a section being reserved for the club. A special tariff is offered to members and their friends, by which they can dine or book rooms, in the event of the club accommodation running short, at 25 per cent. off the usual prices.

Much of the active management of the club falls on Miss d'Esterre Hughes. She is an indefatigable worker, but laughingly disclaims all hardship in the work of management.

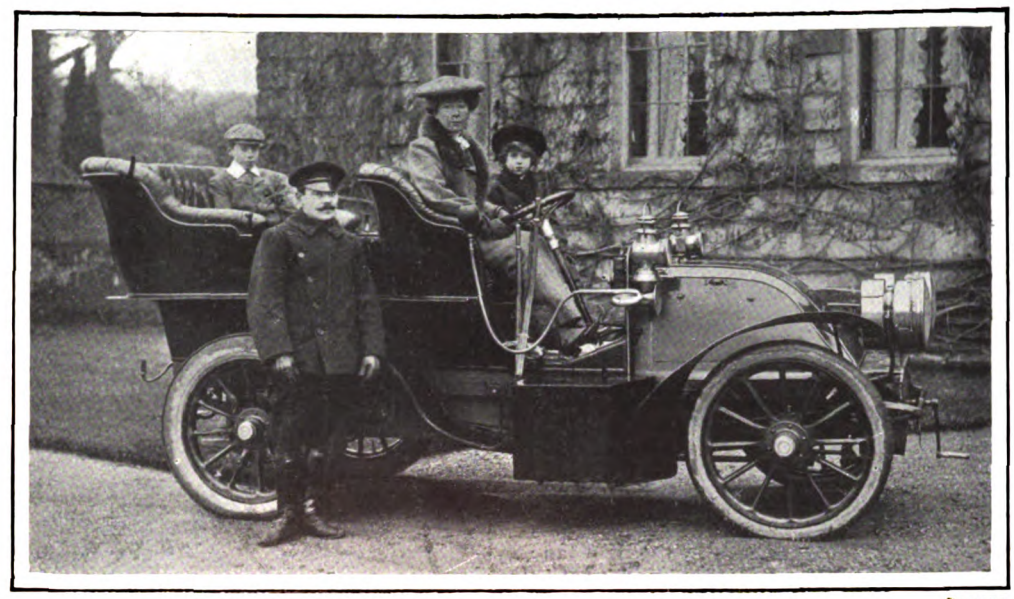
"It is all system," she says, "and we have no fussy rules to irritate the members." This is not the least of the lessons which some of the men's clubs might copy with advantage. Another is imparting some brightness and colour to club-rooms. Many of the West End clubs are dull and sombre to a degree.

Miss Hughes's efforts are ably supported by a hard-working committee, who sit in judgment upon everything connected with the club's welfare.

The vice-presidents of the club are Lady Cecil Scott-Montagu, Lady Beatrice Rawson, Lady Edward Spencer Churchill, and Mrs. Gerard Leigh, and the committee include the names of all the foremost lady motorists in England, amongst them being the Duchess of Beaufort, the Duchess of Marlborough, Consuelo Duchess of Manchester, the Marchioness of Winchester, the Countess of Dudley, and the Viscountess Castlereagh.

The club is essentially a member's club and a social centre, and members have the advantage of being able to get practical advice on matters pertaining to motor-vehicles. In addition to this the club is affiliated to the Automobile Club and to the Motor Union, and members participate in most of the advantages and privileges of both these bodies. This includes legal defence and the benefits of the hotels and repairers appointed by the club, and, what is more important, information and assistance in passing cars through the Custom Houses of foreign countries without the usual formalities.

The club intends holding a gymkhana at Ranelagh in July.



*Bassano.*

MRS. GERARD LEIGH
A Vice-president of the Ladies' Automobile Club.

*Hodsoll.*

THE "RED ROOM"
At the Ladies' Automobile Club, Claridge's Hotel.

*Hodsoll.*

THE "WHITE ROOM"
At the Ladies' Automobile Club, Claridge's Hotel.



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# *Hamlets of Three Centuries.*

## FAMOUS IMPERSONATORS OF THE PRINCE OF DENMARK, FROM RICHARD BURBAGE TO HARRY IRVING. 1603-1905.

"HAMLET is the crowning point of an actor's career," is one of those dicta which, in other words if not these, can be found in the writings of every great Shakespearian critic; and from the day on which Richard Burbage first spoke the famous soliloquies, first handled Yorick's skull, and first leapt into the grave, "suiting the person, which he seemed to have, of a mad lover with so true an eye, that there I would have sworn he meant to die," as a contemporary elegist has it, Hamlet has been the goal and aspiration of every actor of any pretensions to greatness. And now the son of one of the most famous Hamlets of the English Stage has come forward, prepared with a reading of the character for our consideration, and the appearance next week of Mr. Harry Brodribb Irving at the Adelphi is awaited with considerable interest.

Of Burbage's Hamlet we know but little. That it fully embodied Shakespeare's own conception of the character we may be sure, for the two men were fellow-artists, and Burbage was an actor with a genius for assimilating ideas. He was the original exponent of no less than twelve Shakespearian characters, and with Thomas Pope, the successor to Tarleton, who died in 1588, was the leading actor at the Globe and the Blackfriars. This latter was one of the unlicensed theatres, of which it was complained some twelve years later that "there is so great a multitude of coaches, whereof many are hackney coaches bringing people of all sorts, that sometimes all the streets cannot contain them."

Two other actors have been frequently set down as the original impersonators of Hamlet —John Lowin and Joseph Taylor. The former did appear in some Shakespearian characters, but there is nothing to connect him with Hamlet, and Taylor was certainly not the leading tragedian of the Blackfriars company until after the death of Burbage in 1618-19; and unless it were as understudy, he could not have played Hamlet during that actor's life. But since it is distinctly stated that he was "instructed by the Author, Mr. Shakespeare," it is quite conceivable that he may have appeared on occasions in place of Burbage.

Copyright.

MME. SARA BERNHARDT.

One of the very few women who have successfully appeared as Hamlet. Her finest scene is generally accepted to have been that where Hamlet watches the King, during the progress of the play scene.

It was from Taylor that Betterton obtained his instruction in the part, and of his playing in 1662 we have an admirable description by Colley Cibber. Pepys, too, has recorded in his Diary, under two separate dates, that he had been to see "Hamlet," "giving us fresh reason never to think enough of Betterton." "The best part, I believe, that ever man acted," he adds.

Between the decline of Betterton and the rise of Garrick, there was no great Hamlet; but with Roscius as the Prince of Denmark, and Peg Woffington as Ophelia, the tragedy took on a new lease of life in 1742. That his Hamlet was very grand is obvious from the many fervent accounts we have of his appearances in the character, but it does not stand out conspicuously among his many fine impersonations. At the time he and Peg were appearing together in the play, they, with Macklin, were keeping house together at No. 6, Bow Street, but this arrangement did not endure. Peggy, in the words of a contemporary wit, made the tea too strong; she was extravagant, and Garrick, remembering his childhood's days in Lichfield, when every little counted in the needy officer's family, never could endure wastefulness. Not that he was, as Foote and so many others said of him, parsimonious or miserly. On one occasion he was asked to give two guineas to a fund for a poor widow, but said he could not. "Well, then, what you please," said the solicitant, and he gave £30. And even Foote did not scruple to avail himself of the purse of the man he so continually reviled in print.

Some years before the death of Garrick, a new Hamlet appeared, in John Henderson, who played the part in Bath. In 1777 he was engaged by Colman for a round of Shakespearian parts at the Haymarket, and in thirty nights put £4,500 into the pockets of the management. His Hamlet was scholarly, but he had the memory of Garrick to contend against, and it is by his Falstaff that he is best remembered.

John Philip Kemble, the eldest, and most famous Hamlet of the three brothers, made his first appearance in the character at Drury Lane on September 30, 1783. Miss Field was the Ophelia, and the performance aroused fiercer and more contradictory criticism, possibly, than any other production of the play. But, in the words of Hazlitt, he was a sweet, graceful, and gentlemanly Hamlet, and withal a sensible lonely man. It may be noted, also, that he played Hamlet dressed in a modern Court dress of rich black velvet, with a star on the breast, a garter and pendant riband of an Order, deep ruffles, a mourning sword and buckles, and with the hair in powder. His brother Stephen, on the other hand, dressed himself in an old black coat, breeches and vest, with shoes and buckles, and a large flowing auburn wig.

Charles Mayne Young was another famous Hamlet, who first appeared in the part in 1807, and made an instantaneous success. During

MASTER BURKE.

Born in Dublin in 1818, Joseph Burke made his first appearance at the age of six. He had considerable dramatic instinct, and played with ease, vivacity, and correctness a number of parts, among them Hamlet, Young Norval, and the Irish Tutor.

JOHN HENDERSON.

Born 1747 died 1785. He made his first appearance as Hamlet at Bath in 1772, and was an immediate success. He subsequently came to London, and played that and other parts at the Haymarket Theatre under Colman's management.



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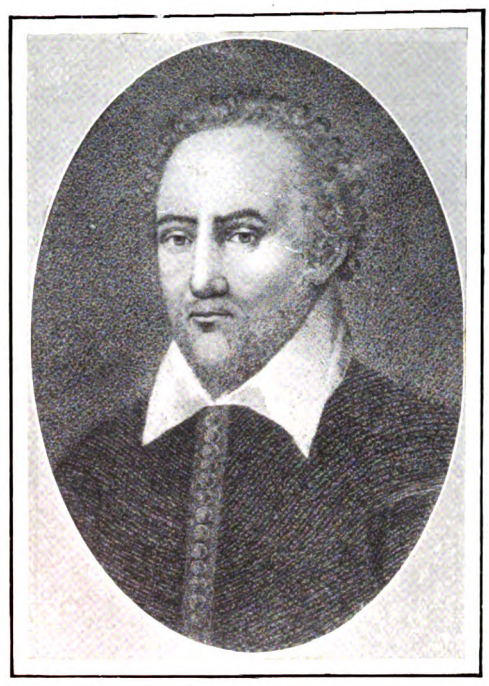
THOMAS BETTERTON

Born 1635, died 1710. He was the son of Charles I.'s under-cook, and became early acquainted with Rhodes, the licensee of Drury Lane. He was coached in the part of Hamlet by Joseph Taylor, who in his turn had been taught by Shakespeare.

DAVID GARRICK

Born 1716, died 1779. Like Mr. Martin Harvey, Garrick first played Hamlet in Dublin, making his appearance in the part during his season there in 1742, with Peg Woffington as Ophelia. In London he repeated the performance with equal success.



RICHARD BURBAGE

Born about 1566, died 1618-19. The original Hamlet, and Shakespeare's fellow-worker at the Blackfriars Theatre. He was the original exponent of twelve Shakespearian tragic *rôles*, and Shakespeare left him 26s. 8d. to buy a memento of their partnership.

his twenty-five years' connection with the stage it remained one of his favourite parts.

Although Edmund Kean always considered Hamlet one of his best impersonations, it was not by any means fitted to rank with his Shylock, his Othello, or his Iago. The prominent motives of his Hamlet, in which he first appeared in March, 1814, were tenderness, affection, and earnestness. Hazlitt considered his Hamlet a magnificent performance, but it was too strong, too pointed; there was not enough of the dreamer, or the "weakness and melancholy" that really characterise Hamlet.

Between Edmund and Charles Kean there comes the Hamlet of Macready, a studied and careful performance, but marred again by monotony, harshness, and severity. Yet Macready himself said more than once, "Hamlet has brought me more money than any play in America."

Charles Kean's Hamlet was first seen in 1838, and was a careful, polished, and efficient performance, but it was probably more melodramatic than Shakespearian.

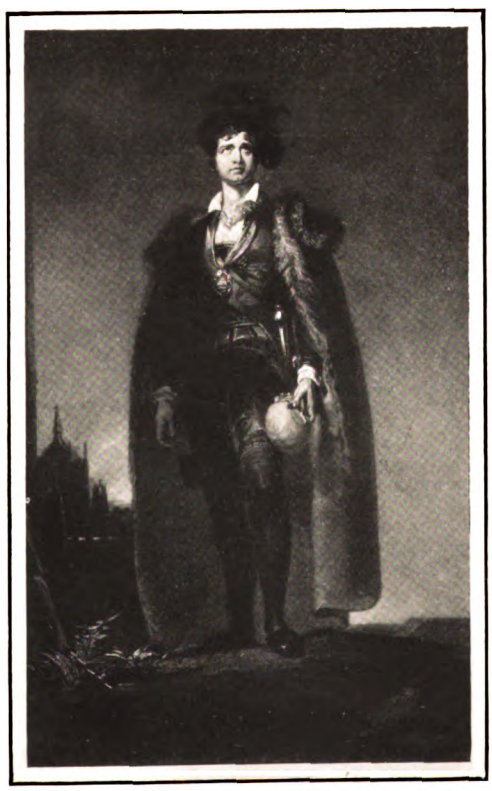
The great Hamlet of that period was, of course, Charles Albert Fechter, than whom, perhaps, no more natural and unaffected Hamlet has ever been seen. Original to a degree, marked by exquisite beauty of thought, high refinement, and excellent taste, was the performance of Hamlet by Fechter, and he triumphed over all difficulties of foreign tongue and weird mispronunciations.

Since Fechter there have been many Hamlets, good, bad, and indifferent, and it is not for this age to judge how far contemporary actors are qualified to rank with Burbage, Garrick, and the others. To give a new reading of Hamlet to-day seems well-nigh impossible, but it may be that a great man has arisen among us, who will revolutionise once more the accepted stage traditions of the greatest poetical character even Shakespeare ever conceived.

F. E. R.

CHARLES JOHN KEAN

Born 1811, died 1868. He first played Hamlet when twenty-seven years of age, but made no very great effect in the part. His scenic representation of the piece was magnificent, but the actor appears to have been too lachrymose and deliberate.



JOHN PHILIP KEMBLE

Born 1757, died 1823. His first appearance in London was in the part of Hamlet, at Drury Lane in 1783. Miss Field was the Ophelia, and his performance gave rise to an enormous amount of discussion, showing that a really original actor had appeared.

CHARLES ALBERT FECHTER

Born 1823, died 1879. He gave a perfectly consistent and natural performance of Hamlet, in which he first appeared in 1861. Being an actor of the French school, he naturally gave more polish to the less important scenes than the earlier English exponents of the part.



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# THE RACING SEASON.

## *LINCOLN HANDICAP AND GRAND NATIONAL.*

THERE is a stir among the followers of racing. The opening of the Lincoln Meeting announces that the dark and dreary days of winter are past and over. From many parts of the world and from far and near the racing clan is gathering together. There will, alas! be gaps in the ranks; some old friends will be absent when the saddling bell rings out. They will not be forgotten. But the ranks will close up, and we shall, perhaps, make more of those who are left.

There are people who do not approve of racing, and who look upon it as the source of all evils. Everyone is entitled to his own opinion, and with the shady side of racing, if there be one, we have nothing to do; but it may perhaps be well to point out that the breed of thorough-bred horses in this country is an asset of national importance, and that without racing there would be absolutely no means of arriving at the survival of the fittest; for the horses which not only win races, but are capable of supporting the stress and strain of training, are clearly those which are possessed of the strongest constitutions and the soundest limbs. Beyond and completely removed from all questions of racing, the thorough-bred horse is of the greatest value. Shire and other breeds of heavy draught horses have their own sphere of importance, but for the very large class of horses employed in hunting, hacking, and for Military purposes, a strong infusion of the thorough-bred is almost a necessity.

As far as one can see, some twenty horses will face the starting barrier this year, and, as far as age is concerned, they include ten four year olds, five five year olds, two six year olds, one three year old, and two aged horses. The Irish-bred Hackler's Pride, who will doubtless be remembered as the brilliant winner of last year's Cambridgeshire, was looked upon by many good judges as the probable winner of the first important handicap of the season. But the pen has gone through her name, to the intense disappointment of a large number of backers. The air is full of rumours of trials, and Vedas, last year's Brocklesby winner, appears to have regained his temper and his speed. If such is the case, there is no need to look further for the winner; but the record of the race is against the three year olds, though such horses as Tomahawk, Sauce Box (the winner of the St. Leger), and Wolf's Crag are brilliant exceptions to the general rule. Among other candidates who are likely to run well are Andria, Csardas, and Grey Green. But the history of the race has been a disastrous one for backers ever since its inauguration, and the best advice that can be given to anyone who may be meditating a bet upon the race is—"Leave it alone."

Following close upon the heels of the Lincoln Handicap comes the Grand National Steeplechase, which has not its like in the world for testing the speed, endurance, and jumping powers of the very best chaser that ever looked through a bridle. So keen is the desire to win this race, that many horses are invariably sent to the post which have no conceivable chance of even getting safely round the course; a good many of them are, moreover, not a little in the way, and would be far better in their stables. But the sight, as some twenty of the best chasers in the world come swinging round the bend and stride on to the jumps, with a gleam of sunshine glinting on the silk jackets of the riders, is one to set the pulses beating, and to linger long in the memory of those who witness it.

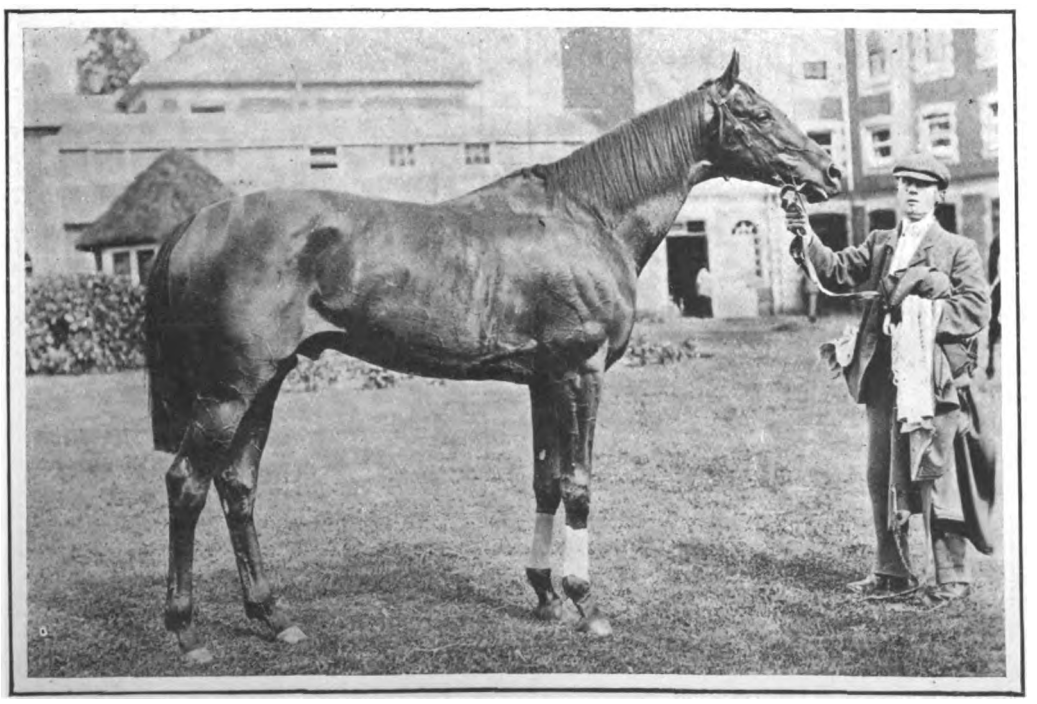
The world is getting very small, and it seems strange that last year the Grand National should have been won by the New Zealand-bred horse Moifaa, and that this year he and Seahorse II., another New Zealander, are both strongly fancied for the big race. The latter of the two has been seen fairly often on English race-courses, but it may, perhaps, have escaped notice that he is absolutely one of the very best-bred animals engaged in the Grand National. He was bred in 1895 by Major George, and is by Nelson (a grandson of King Tom) out of Moonga, by Goldsborough (sire of the dams of Trenton and Abercorn), her dam Kernel, by Angler, a son of Fisherman. In his own country, Seahorse II. showed very brilliant form, and there are many good judges who confidently anticipate that he will win this year's Grand National.

Space will not permit of taking into consideration the claims of all the probable starters; but as far as one can see, Kirkland, Aunt May, and Dearslayer are nearly sure to get safely over the big jump, and if they can beat Moifaa, any of the three may be returned the winner. It is a curious fact, by the way, that Moifaa is not in the Stud Book, but he is a magnificent fencer, and he won in a common canter last year. He will, on this occasion, carry the Royal colours, and if, as I confidently expect will be the case, he should win yet another Grand National for his Majesty, the victory will be most enthusiastically received by all classes of society, and most assuredly so by all readers of THE KING.

CAURIRE.

VEDAS: FLORIZEL II.—AGNOSTIC.

Bred by Lady Meux and leased to Mr. de Wend Fenton, in whose colours he won the Brocklesby and many other important races during the past year.



CSARDAS: LADAS—POLKA.

The winner of the Royal Hunt Cup in 1904, the property of Mr. H. Keswick.



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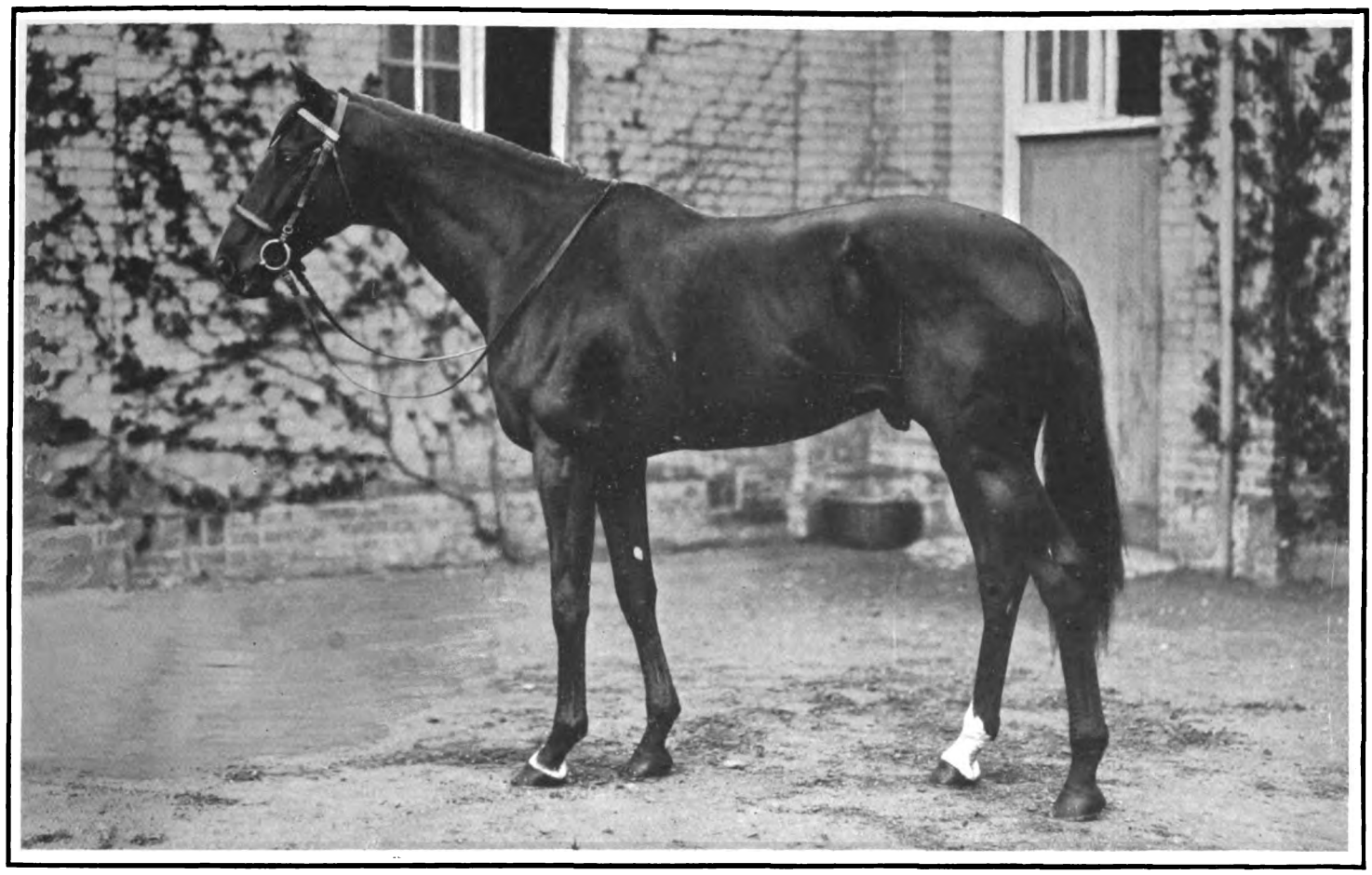
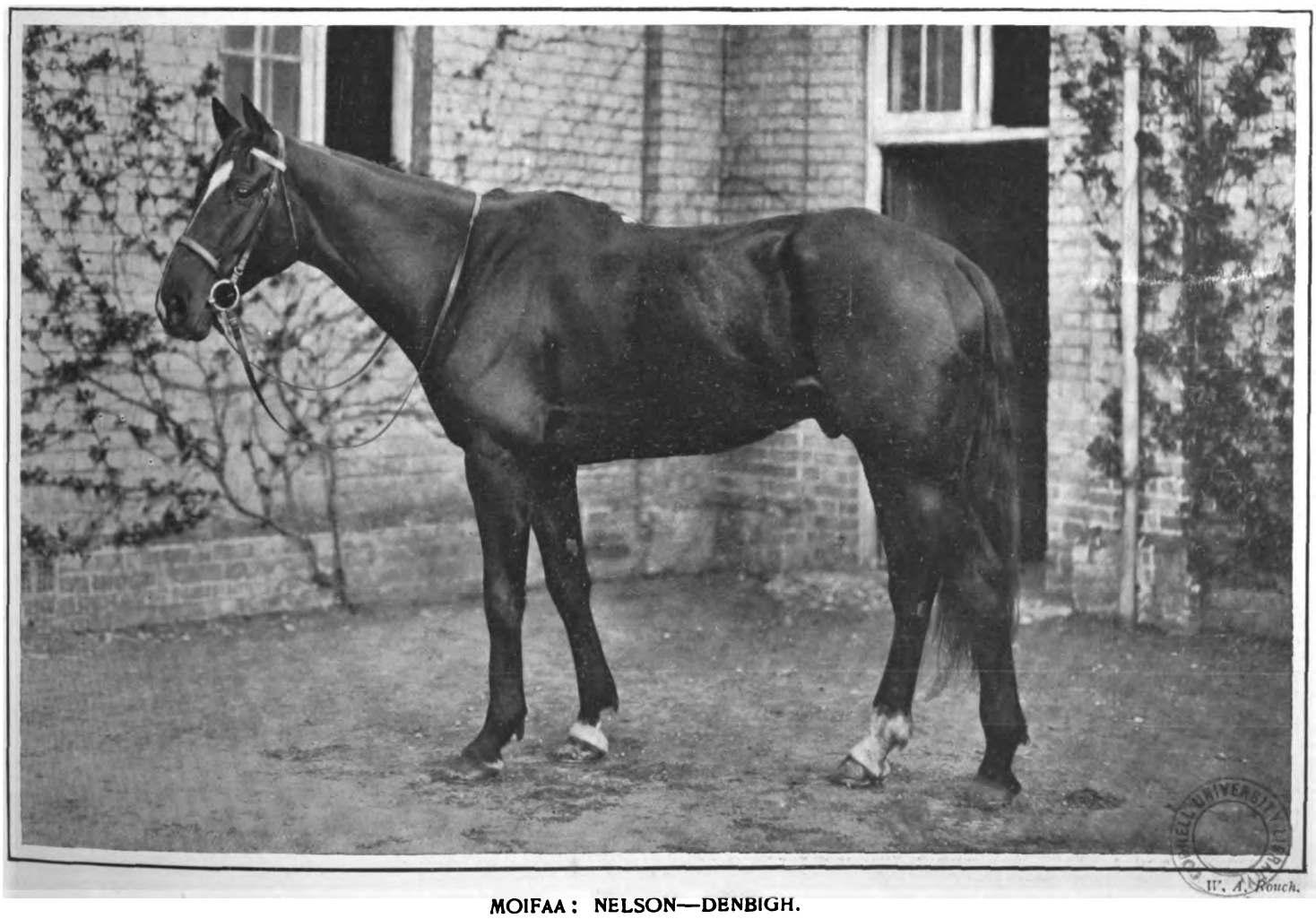
# THE RACING SEASON.



*W. A. Rouch.*

SEAHORSE II.: NELSON—MOONGA.

Bred in New Zealand by Major George, and imported to this country by Mr. Spencer Gollan.



*W. A. Rouch.*

**MOIFAA: NELSON—DENBIGH.**

The winner of last year's Grand National. Bred in New Zealand, and imported to this country by Mr. Spencer Gollan, and sold by him to his Majesty the King, whose property he now is.



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# The Traveller.

## A HOLIDAY ON THE LONDON AND SOUTH WESTERN RAILWAY.

DEVONSHIRE has always enjoyed a well-merited reputation for picturesque scenery and interesting associations; and if for no other reason than that of being connected so closely with the famous author Charles Kingsley, will ever remain a favourite haunt of the holiday-maker. Who has not read "Westward Ho!" without being seized with a longing desire to visit some of those very spots which Kingsley so graphically pictures to the reader?

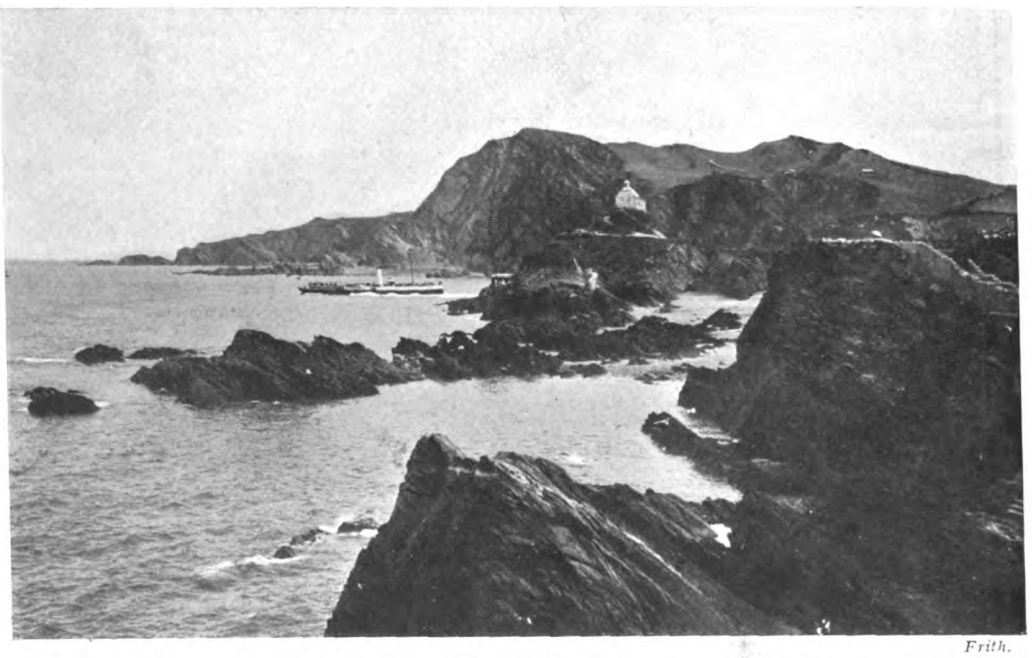
A more enjoyable holiday could scarcely be conceived than a ramble round this corner of Devonshire. Ilfracombe, which can be reached in a little less than six hours from London, is the terminus of the South Western Company's line to North Devon; it forms by far the most convenient starting point for no end of interesting excursions, by rail, coach, and steam-boat. An alternative route is by the Great Western Railway, whose system extends as far as Barnstaple. From London, however, one can travel through by either route without change of carriage.

Of late years Ilfracombe has undergone many changes and improvements, especially in the direction of its hotel accommodation. Nevertheless the following description, which was written by Kingsley many years ago, still holds good even to-day: "Be sure if you are sea-sick, or heart-sick, or pocket-sick either, there is no pleasanter place of cure (to indulge in a puff of a species now well-nigh obsolete—the puff honest and true) than the same Ilfracombe, with quiet nature, and its quiet luxury, its rock fairyland, and its sea-walks, its downs and combes, its kind people, and, if possible, its still kinder climate, which combines the soft warmth of South Devon with the bracing freshness of the Welsh mountains."

The famous "combes of the Far West," referred to in "Westward Ho!" can be seen by strolling along the rocky coast, and "its kind people, and, if possible, still kinder climate," have undergone little, if any, change.

The town itself is most picturesquely situated, and well justifies the description of "rock fairyland." The houses are piled up in the form of terraces on the hillsides above the old fishing village, whence the most charming views of the Bristol Channel, and, on clear days, of the Welsh Coast twenty miles away, may be obtained. The finest views of all, however, are probably seen from the Tors, situated at the west end of the town. These hills, six or seven in number, rise to a height of about 600-ft. A series of steep winding paths lead to the summit, from which point magnificent views open in almost every direction. There are numerous other hills in the neighbourhood, notably the Capstone, a tremendous rock, around the base of which a fine promenade has been constructed. Adjoining the Capstone is a pretty little cove called Wildersmouth Beach, which is literally studded with rocks of all shapes and sizes. Near by is the sumptuous Ilfracombe Hotel, standing in five acres of lovely grounds.

The principal charm of Ilfracombe, however, lies in its convenience as an excursion centre. Lynton and Lynmouth, two of the most beautiful spots on the North Coast of Devon, are distant only about seventeen miles, and can be reached either by coach or by steamer. The journey is most delightful by which ever route is selected. The scenery, which includes Watersmeet, the pretty waterfalls at Glen Lyn, and the Valley of the Rocks, is beautiful beyond description. A favourite day's outing is to Combe Martin, which is about five and a-half miles from Ilfracombe. The road takes the traveller through some beautiful scenery typical of Devonshire. Although one may not care for visiting old churches, yet the one at Combe Martin should on no account be missed. Some portions of it are of very great age, the fine old tower being at least 600 years old, while the key has done service for the past 500 years. The oldest portion, however, is the carved screen, which is said to be 800 years old.



*Frith.*

LANTERN HILL AND HILLBOROUGH HILL, ILFRACOMBE.

The town is practically surrounded by hills, of which Lantern Hill is one of the most interesting, from the fact of its being crowned by a small lighthouse, originally used as a chapel some hundreds of years ago. Hillborough Hill, seen in the distance, stands 459-ft. From this point a splendid view of the town is obtained.

Morthoe and its famous Death Rock, spoken of in Kingsley's "Prose Idylls," is also well worth a visit. A little further on and Woolacombe is reached. Woolacombe is celebrated for its magnificent stretch of sands, nearly three miles in length, an unusual thing for the coast of Devon. Woolacombe is fast becoming a favourite seaside holiday resort, particularly among those with young families. A splendid hotel—the Woolacombe Bay Hotel—stands close to the sea, and is always well filled during the season. There are some first-rate golf links, which afford good sport, all the hazards being natural ones.

An excursion which everyone should endeavour to make is the steamer trip to Lundy Island, which lies about twenty-three miles off Ilfracombe. It can also be reached by steamer from Clovelly, the sea trip being shorter by some seven miles. The trip is one full of interest, and during the tourist season a steamer leaves Ilfracombe twice a week. Lundy is only three and a-half miles long, with an average breadth of half a mile. It is composed of granite, and is the private property of a clergyman.

A delightful coach ride can be taken from Ilfracombe to Barnstaple, the commercial capital of North Devon.

The South Western Company have two stations at Barnstaple, which is the junction for the branch line to Ilfracombe and the Bideford and Torrington branch. The terminus of the Barnstaple and Lynton narrow-guage line also adjoins the town station.

Barnstaple is a town of great historical interest. The markets held every Friday, and the great fair, which usually takes place towards the end of September, are among the principal attractions for visitors. Barnstaple is itself an excellent excursion centre, Bideford, among other spots, being within a comparatively short journey.

*Frith.*

LYNMOUTH FROM THE SEA.

Lynton and Lynmouth, which are connected by cog-wheel railway, are considered to be two of the most beautiful spots on the coast of North Devon. From Ilfracombe one can go either by coach, steam-boat, or railway. The journey is equally delightful by either means.



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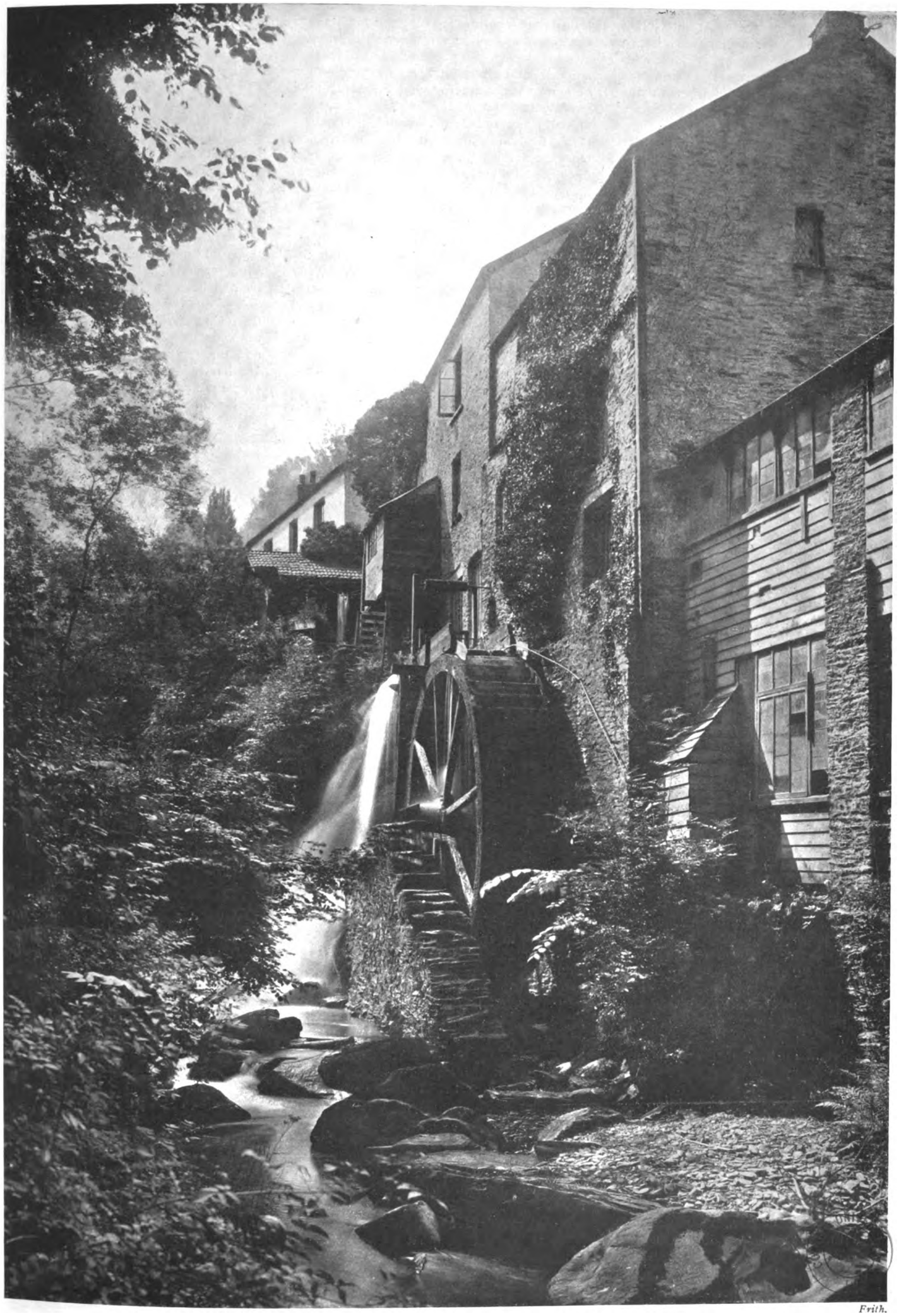
# ILFRACOMBE AND LYNTON.



*Frith.*

LYNDALE MILL, LYNTON.

One of the old-time water-mills, which, with the wind-mills, are so fast disappearing throughout the country. The building, with its time-stained walls and quaint projecting windows, has been a favourite subject for artists during many generations.



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# THE SERVICES.

QUITE one of the most interesting features of the memorandum issued the other day by Mr. Arnold-Forster in connection with the Army Estimates was the allusion to the efforts which are being made to bring about a closer co-operation with the Navy. The writer of these notes had something to say on this matter at the time of the Essex Manœuvres, and he gladly seizes this opportunity to recur to a subject not only of great attractiveness from the personal and social standpoint, but also of peculiar significance in view of the extended acceptance of the only sound and rational doctrine of Home defence. In the past, although decade after decade expeditions went forth in which co-operation between the two Services was essential, and was forthcoming, too, as a rule heartily and to excellent purpose, the distance between the Navy and Army was always preserved, if not widened, by fanciful military operations presupposing a Naval defeat, and representing our soldiers as engaged within this island in opposing an invader who had landed in very considerable force. If Mr. Balfour's Administration had done nothing else it would have been remarkable for its endeavours to explode this doctrine, and to render such steps as Mr. Arnold-Forster in particular has taken to bring the Army into closer intercourse with the Sister Service, both practically important and likely to have permanent results.

FOR with the defence of the United Kingdom reduced to sane proportions, and putting aside the broad questions of co-ordination which the Imperial Defence Committee has to deal with, it now becomes evident that in at least nine out of every ten future wars the Navy and Army will have to work together, not as a matter of chance, as was formerly supposed to be the case, but as a mathematical certainty. Wherever one turns the same prospect presents itself, if only the rotten theory that the British Army exists chiefly to secure these islands from invasion be eliminated. Most clearly is Naval and Military co-operation indicated in that tremendous contingency to which Mr. Balfour has often and so frankly alluded, a possible attack, namely, upon India. At the present moment there is absolutely no Service question of more various interest and more potential gravity than that of the harmonious working of the Navy and Army, assuming a sudden demonstration against our Indian Frontier. On each Service there would be, of course, a distinct and separate strain. But there would also be a broad basis of work and endeavour common to both. It is not the function of the writer of these notes to adopt any lofty tone in regard to such matters. But he may be permitted to emphasise the hope that the *personnel* of both the Navy and the Army will be prompt and willing to assist the measures adopted in high places to lessen friction, and promote swift and silent running of the combined machinery, in the event of any such trouble as that alluded to.

TALKING of Naval and Military co-operation, a pleasant story is told by the Hon. J. W. Fortescue in his account of the expedition to St. Lucia in 1778, which is happily included in his volume of lectures and essays just published, dealing with the British Army in the period of the younger Pitt's first administration. The British squadron was under Admiral Barrington. The latter had caught a glimpse of the French Fleet outside Cul-de-sac Bay, and having swiftly made the necessary dispositions to protect the transports he was convoying, had "retired to rest in a hammock among his ship's company." General Grant, in command of the troops already landed, had also seen the French ships, and, fearing the Admiral would be caught napping, sent an A.D.C. to him in hot haste. The A.D.C. was taken to the Admiral's hammock, and ventured to rouse him. "Young man," said Barrington, drowsily, "I cannot write to the General at present; but tell him that I hope he is as much at ease on shore as I am on board." And with that "he laid his head on the pillow and went to sleep again." That is one sort of Naval and Military co-operation, but hardly a sort adapted to latterday requirements.

*Lafayette.*

LORD ROBERTS AND THE OFFICERS OF THE IRISH GUARDS.

THE Royal Engineers, having in the persons of Kitchener, Gerald Graham, Macdonald, Talbot, Swayne, and sundry others, left their mark on the East Coast of Africa, the Soudan, and Egypt, are now busily engaged in making fresh records on the West Coast. Only the other day we recorded the movements of Captain Guggisberg, in connection with the local survey, and now we have to chronicle the appointment of Captain (local Major) Alan Watherston, R.E., C.M.G., to be Chief Commissioner of the Northern Territories of the Gold Coast. Major Watherston was formerly Chief Boundary Commissioner on the Gold Coast, where he has been steadily at work since 1898. For four years previously he had been an Instructor at the Chatham School of Military Engineering. The new Chief Commissioner has been a Royal Engineer for eighteen years, and is still between two and three years on the sunny side of forty. He has the C.M.G., and is pretty certain of future promotion in that great Colonial Order. He is also, *in esse*, the drawer of the comfortable sum of £1,250 per annum. Truly there are compensations for service, even on the West Coast of Africa.

REAR-ADMIRAL SIR WILLIAM DES VŒUX HAMILTON, who is going to China to act as Sir Gerard Noel's Second-in-Command in succession to the Hon. Assheton Gore Curzon-Howe, has a great latterday reputation in connection with the Mediterranean Squadron, but he had previously done admirable work, both at sea and on shore, in several remote quarters. He won his promotion to lieutenant specially for services rendered in the suppression of the slave trade, and, later, took a distinguished part in the Kaffir War of 1877-78, and the Zulu War of 1879. He was shut up with Pearson at Ekowe, and afterwards marched with Crealock to Port Durnford. He was lieutenant again in the "Alexandra" at the bombardment of Alexandria, and was with the Naval Brigade at the occupation of Port Said. Emphatically he is one of those strong all-round men who are always inestimable, but are never more likely to display their real worth than on such a station as the China.



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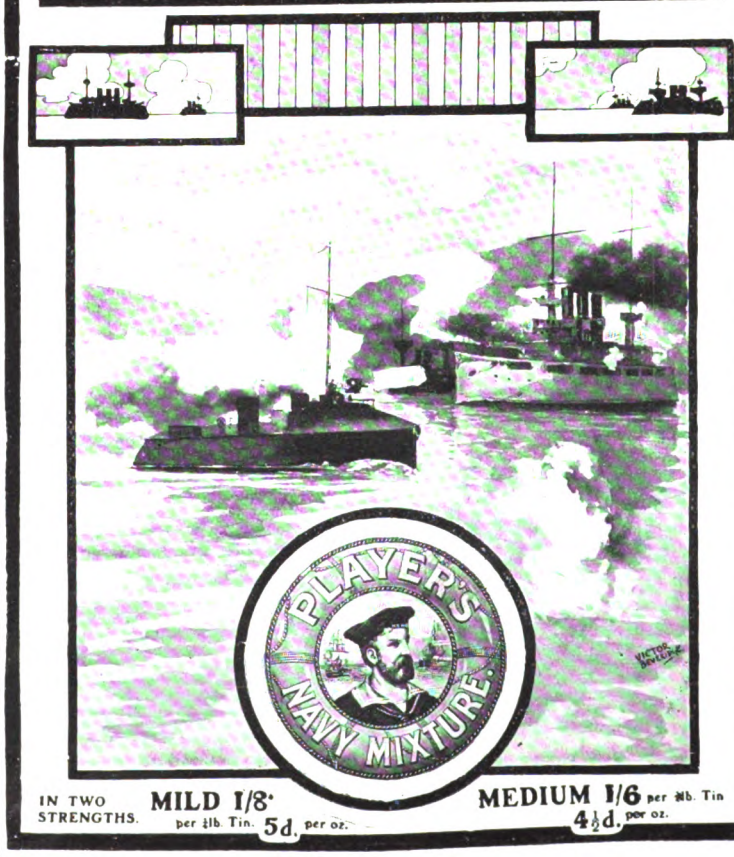


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# LITERARY NOTES.

THE latest volume in Messrs. George Newnes's Library of Applied Arts is "English Embroidery," by A. F. Kendrick. Mr. Kendrick is well known as an authority on this subject, and his book will do a great deal to straighten out a tangled and obscure subject. He starts with the Anglo-Saxon period, and brings his story down to the end of the eighteenth century. Of the nineteenth century he says nothing. His book has an excellent index, a useful list of books of reference, and it is hardly necessary to say that, as with the rest of this series, the illustrations, of which there are some sixty-four, are superb. They include two plates of the famous Ascoli Cope, which Mr. Pierpont Morgan has recently returned to the Italian Government, and others of the Syon Cope, which has recently been elaborately analysed in the *Burlington Magazine*. The four coloured plates are all exquisite examples both of needlework and of colour printing, and the book is a joy to handle.

**English Embroidery.**

* * *

THE numbers of people who visit the Zoo and feel that they would enjoy it more if they had some little further knowledge of the creatures they see, had better order of Messrs. Constable a book called "Natural History in the Zoological Gardens," by Mr. Frank E. Beddard. Mr. Beddard describes 117 different kinds of animals, with references to some others, and places them in due relation to each other by a few scientific details, so that a visitor can see the connection between the various houses or cages that he may visit. The book is admirably illustrated with characteristic and often humorous plates by Gambier Bolton and Winifred Austen, and makes most interesting reading; and considering the form of the book, which is at once handy and handsome, we find the price of 6s. net remarkably cheap.

**In the Zoo.**

* * *

WHEN M. Tissot's work was exhibited at the Doré Gallery some years ago, the crowds that visited the exhibition were enormous, and all who appreciate his wonderful illustrations of the story of the Gospels will be glad to hear that he has completed a series of drawings in illustration of the Old Testament. Reproductions of these, some in colour, some in monochrome, and some in black and white, are to be published by Messrs. Sampson Low during the present season.

**M. Tissot.**

* * *

THE author of "John Inglesant" was one of the most unusually interesting figures of the nineteenth century. Birmingham seems hardly the place in which to look for a man and an author who belonged by predilection and character to the seventeenth century, and would have been more at home with Nicholas Ferrar and Little Gidding, or at Bemerton with George Herbert, than in a great manufacturing town. About Easter a biography of Mr. Shorthouse, written by his wife, will be published by Messrs. Macmillan, and the volumes will include a number of letters from correspondents like Matthew Arnold, Lady Welby, and Canon Ainger. The second volume contains a selection from a number of essays written in Mr. Shorthouse's early years, besides a collection of contributions to various periodicals.

**Mr. Shorthouse.**

* * *

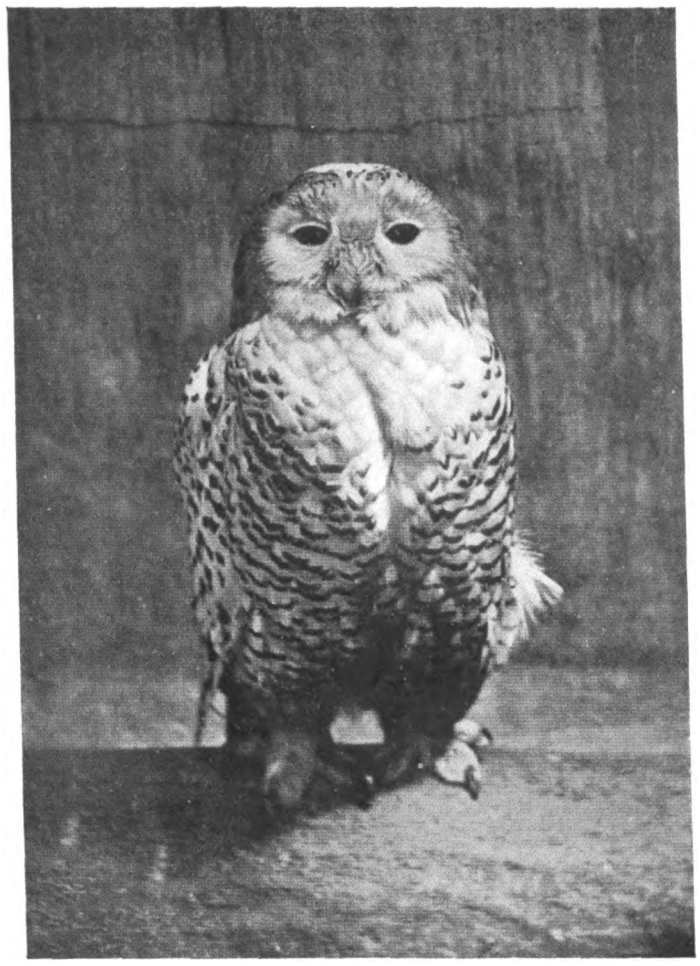
ANOTHER interesting book promised by Messrs. Macmillan is "Derbyshire," in the Highways and Byways Series. written by Mr. J. B. Firth, and illustrated by Miss Nellie Erichsen, who is rapidly coming to the front as an artistic illustrator of books. The volume will be valuable not only for its descriptions of the beautiful scenery of Derbyshire, in dealing with which Mr. Firth has paid especial attention to the High and Low Peak of the Valley of the Dove, the Wye and the Derwent, but also for a number of literary associations, including those of Dr. Johnson, Tom Moore, George Eliot, Byron, Ruskin, and and a host of others.

**Derbyshire.**

* * *

ANYTHING that Mr. Ernest Thompson Seton writes is sure to be well worth reading, and his new book, "Monarch, the Big Bear," which has been issued in a very quaint and attractive form by Messrs. Constable, is sure to find scores of readers old and young. One reader of our intimate acquaintance has already been reduced to tears by it, as well as to almost immoderate laughter, and many others will no doubt experience the same delightful emotions.

**The Big Bear.**



SNOWY OWL

An illustration in Mr. Frank E. Beddard's "Natural History in the Zoological Gardens," published by Messrs. Constable and Co.

"AUDI ALTERAM PARTEM." It can never do anyone any harm to read the other side of the question, and the other side of the question Mr. A. Maccallum Scott's pamphlet, "The Truth about Tibet," will emphatically be to a great many people. The columns of THE KING are not the proper field for a discussion of the pros and cons of Lord Curzon's and Colonel Younghusband's policy, and we are content, therefore, to mention that the pamphlet, including an introductory note, can be obtained for the modest sum of 6d.

**The Truth about Tibet.**

* * *

MR. EVELEIGH NASH sends us a new novel by Miss Katharine Tynan, called "A Daughter of Kings," which shows the same excellent qualities that Miss Tynan's fiction always presents. Irish humour and Irish character, money and family, and a quaint idea of an Irish Baronet, who has married a queen of an island in the Pacific, all handled with Miss Tynan's invariably agreeable humour, make a charming book for a tired man or woman to read over the fire in the evening.

**A Daughter of Kings.**

A CAPITAL new novel from the pen of Mr. Eyre Hussey is published by Messrs. Longmans. Miss Badsworth, M.F.H., was not the sort of lady whom one would expect from the title, but a maiden lady of some years with far greater interest in philanthropy and women's rights than in sport; but thanks to the old device of an eccentric will she finds herself compelled to become manager of a big estate and a Master of Hounds; and in this new capacity, thanks to her niece Miss Lavinia, she shows herself made of sterling stuff. The younger Miss Lavvy is one of the most delightful young ladies we have met in recent fiction, and the whole book is an admirable piece of work.

**Novels.**

* * *

A NOTICEABLE point about Mr. John Fox is his width of range. There is a very great difference between "Christmas Eve on Lonesome," which we reviewed in these pages some months ago, and his new novel, "Crittenden," which has lately been published by Messrs. Constable. His subject in the new book is the Spanish-American War. He spares us none of its horrors, and has, as readers of his former novels will remember, a power of narrative which gives full force to every scene he describes. But yet if there are some pages which nervous people had better skip, the total effect of the book is one of great charm. It is very American in character, and inspired by intense and genuine national feeling.

**Crittenden.**

* * *

FOR people with plenty of leisure, and the pathetic interest in historical fiction which seems to linger in spite of all the hard things said by the critics, Mr. Charles Lowe's new novel, "A Lindsay's Love" (Werner Laurie), may prove of some interest, but there are many things against its chances. The first and most important is the cover. Tartan is all very well in its place, but that place is not the binding of a book. Another thing is the length of the story, which occupies 420 large and very closely-printed pages. And yet on the whole it is well worth reading. The story concerns a young Scotchman and his cousin, whom he supposes erroneously to have sacrificed her honour. At one time, also, he supposes her to be dead, and sees what he believes to be her body at the Morgue; but the book is a historical romance, which is as much as to say that all ends happily.

**A Lindsay's Love.**

## *BOOKS TO READ.*

### Biography.

Notes from a Diary, 1896 to January 23, 1901, by the Right Hon. Sir Mountstuart E. Grant Duff, G.C.S.I. F.R.S 2 vols. (Murray.)

John Knox, by the Rev. D. Macmillan, Minister of Kelvinhaugh Parish, Glasgow. (Melrose.)

The Kaiser as he is; or, The Real William II., by H. de Noussanne. Translated by W. Littlefield. (Putnam.)

### Fiction.

The White Causeway, by F. Frankfort Moore. (Hutchinson.)

Widdicombe, by M. P. Willcocks. (Lane.)

Duke's Son, by Cosmo Hamilton. (Heinemann.)

Monarch, the Big Bear of Tallac, by Ernest Thompson Seton. (Constable.)

Crittenden, by John Fox. (Constable.)

The Confessions of an Ambitious Mother. (Heinemann.)

Little Citizens: The Humour of School Life, by Myra Kelly. (Hodder and Stoughton.)

### Travel.

The Story of an Indian Upland, by F. B. Bradley-Birt. (Smith, Elder.)

Homes of the First Franciscans in Umbria, the Borders of Tuscany, and the Northern Marches, by Beryl de Selincourt. (Dent.)

*We very much regret that owing to lack of space the special article on the Shakespeare-Bacon Controversy, which we have secured from Mr. F. St. John Corbett, is unavoidably held over until our issue of April 8.*



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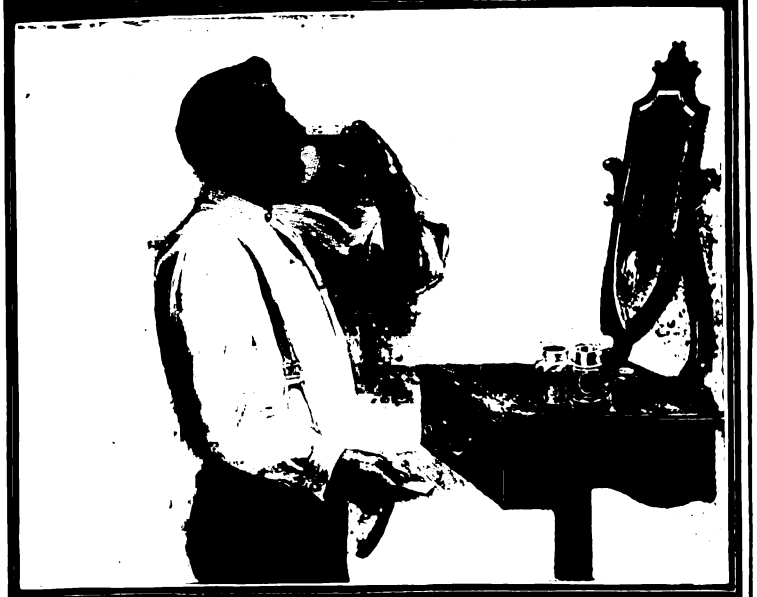

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# Motoring Notes.

ONE of the most marked features in the motor trade during the past year has been the tendency to fit two, three, and even four cylinder engines to low-powered and inexpensive cars. A year or two ago the 8-h.p. car was almost invariably a single cylinder machine, if its price was under £300. To-day there are quite a number of multi-cylinder cars at that price or even less, and a vast improvement in silence and smoothness of running has naturally been effected in the low-priced motor. Messrs. Humber were one of the first firms to place a four-cylinder small car on the market, and quite a sensation was caused at the Stanley show last autumn by their 8—10-h.p. Coventry machine, which was listed at 215 guineas with two-seated body.

* * *

A Beeston-built model of the same power but with many additional refinements, both in the mechanism and in the body, was shown at Olympia, and again at the Agricultural Hall, and though the price is considerably higher, 300 guineas, the car was universally admitted to be one of the best small machines on view. We have not yet had an opportunity of making a personal trial of its capabilities, but we hear that it possesses the qualities of silence and flexibility to a very remarkable degree.

* * *

The mechanism follows the lines of a big car, and in fact the 8—10-h.p. Humber is a miniature of the firm's 16—20-h.p. model. The four cylinders, which are cast separately, are 77-m.m. bore by 108-m.m. stroke, with a normal speed of 900 revolutions per minute. High-tension magneto ignition is fitted, and the lubrication is pressure-fed. The transmission gear, which is carefully designed, gives three forward speeds, with a direct drive on the top to the live rear axle. The brakes and steering gear are of ample strength, and a noticeable refinement in the latter is the provision made for adjusting the joints so as to prevent back lash. The Roi des Belges two-seated body, and the long wheel-base, 6-ft. 9-in., give the car a remarkably striking appearance.

* * *

The British Eliminating Trials for the Gordon Bennett race have been fixed for Tuesday, May 23, by arrangement with the Government of the Isle of Man. The weighing and examination of the competing cars will take place in the island on the morning of the previous day. One of the Wolseley racers is already on the road, and proves to be very similar in design to last year's machines. The motor, which is rated at 90-h.p., has four horizontal cylinders ranged side by side. The inlet valves are of the atmospheric type, and the ignition is on the coil and accumulator system. The wheel-base is 8-ft. 8-in., and the car, which is built very low, has an appearance of great stability. Bianchi, who was Mr. Jarrott's mechanic in the 1903 race in Ireland, will drive the car. The French Eliminating Trials are fixed for June 16, and the Gordon Bennett itself for July 5. The five first cars in the Eliminating Trials will represent France in the Vanderbilt Cup.

* * *

Great Britain, America, France, and Belgium are the countries represented in the list of entries for the Tourist Trophy Race, but it is probable that the event will become of an even more international character before the entries finally close. Practically every British maker will run one or more cars, and the foreign contingent consists of a Renault, a Gladiator, two White Steamers, a Clement, two Orleans, a Spyker, a Cadillac, and two Speedwells. The total number of entries to date is thirty-five.

* * *

The Anglo-American Oil Company, the importers of the well-known Pratt's Motor Spirit, are issuing for the use of their customers one of the handiest road atlases that we have ever seen. The country is divided into convenient sections, to each of which a compact little volume is devoted. Each volume contains general road and railway maps for the whole country, a key map for the volume in question, and a number of fairly large scale maps of the districts into which the section is sub-divided. In addition there are road profiles of all the principal routes. The roads are marked in red, and the distances between the towns are given. A particularly valuable feature is the system of colouring by which the altitude can be approximately judged at a glance. The maps are sent out in red leather cases, which are of a convenient size for the coat pocket.

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A MOTOR EXPERT'S OPINION
OF THE

## ARGYLL
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HENRY NORMAN, M.P., who has made Motor Cars a special study, and is one of our best authorities on the subject, writing in "The World's Work" for February, says:—

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# *Fashions of To-day & To-morrow.*

THE sun has once more made his welcome appearance, and with him, London is alive with busy people, eager to be ready with their new garments of all descriptions; for the sun shows up discrepancies in our toilettes all too vividly, and we are anxious to do him honour and don our pretty new hats and costumes to herald in the "spring."

Rarely have the shops shown so many charming novelties, and such a choice selection in all departments. You hear much of the bad times, and how they affect business all round, but I have heard, not from one, but from several of the leading shops, that their annual sales this year were most successful; in fact, beyond their expectations. So that they start now with an entirely new stock, hence the many pleasing varieties to be seen everywhere.

At Kate Reily's I saw some very graceful and delightful gowns, both for evening and day wear—one specially novel idea is here shown. The material is of golden tissue, very simply and gracefully cut. The skirt is trimmed with ruched circlets of soft silk. The hem of the skirt has a handsome embroidered trimming on velvet, and a large spray of corn and field flowers ornaments the front. The full draped bodice has a corresponding spray of these flowers. There were some lovely new effects in evening coats, revivals of olden periods in cashmeres and quaint designs, that were especially enticing. I have been asked by so many people lately where to obtain the dainty underwear that I have mentioned once or twice, that I have made most minute enquiries, and shall be able to give you all particulars in a week or two. The firm that are making a feature of these have been so besieged with orders that they have had to make arrangements to deal with them much more largely, and in the course of two or three weeks will be able to execute all orders promptly; so I have promised to keep quiet for the moment, to give them time to cope with the demand.

*AN EVENING GOWN OF GOLDEN TISSUE.*
(Kate Reily, Limited, Dover Street, W.)

I saw some of the new samples, which are even daintier than the last, and most beautifully made. Also a very charming new design in the garments generally known as "nighties," so simple yet so pretty that I am sure you will want to wear them by day also. They have one great advantage, viz., no buttons to be torn or dragged off in the present-day laundries, which I am certain will be much appreciated by all of us.

The white richly-embroidered linen dresses that are being shown so much look very fresh and simple, but all will depend on the way in which these are made. White has a tendency to make you look broad and big round the hips, and with the present mode care must be taken to give the correct line to waist and skirt. The importance of cut never has been of such moment as now, when the small waist and natural curves of the human figure must be brought out to the greatest possible advantage. The greatest necessity of the day is a perfectly-fitting corset, and that is a rare thing to find. I was much impressed by this fact a day or so ago, when I paid a flying visit to Paris. Strangely enough, I went to that city also for that express purpose, and met innumerable people on the journey who were enquiring for the same thing, and universal grumblings reigned around. If the shape seemed right, there was so much discomfort attached to the wearing of it that, in spite of the wasp-waist effect, the pain was too great even for vanity to bear. The difficulty is, however, at an end, for I have found a corset that is as near perfection, both in form and for comfort, as it is possible to obtain. I spoke of this clever corsetiere also a little while ago, and can safely say "that corset has no equal." I have recommended it to numbers of people lately, and the result has been such that I am told there is quite an excitement over it at one or two big hotels frequented by Americans. They are the ones to appreciate line, and are so enthusiastic that they impress and influence all around them with their own enthusiasm.

I was shown in Paris some delightful models in cloth, serge, and light tweeds, mostly made with short jackets or boleros. Neutral shades are much used for these, just with a tinge of colour at the throat and wrists, and in some cases introduced into the tiny inner vests of the coatees. These are very much braided in self colours, and some with a mixture of gold and silver. A very smart black camel-hair serge costume, with tiny vest let into the coat of pastel blue, and prettily braided in a tiny black and white soutache, was also most effective; its great charm was the extreme simplicity and perfect line. R. D.

*(From a photograph specially taken for this paper by Miss Mabel Lomnitz, 26, Victoria Street, S.W.)*



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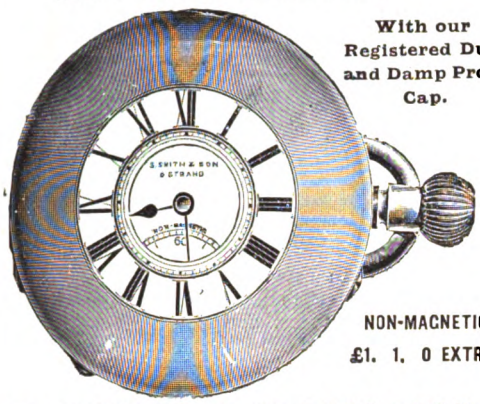

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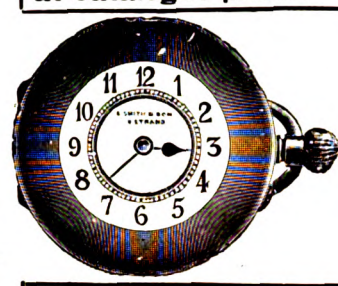

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THE Restaurant Voisin, one of the oldest and most famous in the capital, deserves a place of honour in these chats, and it was with the view of collecting material that I called at the well-known place at the corner of the Rue Cambon and the Rue St. Honoré, and asked for the chief. It was about 11 o'clock in the morning, the tables were laid, the business of the day beginning; but for the moment the lady behind the desk and one or two waiters pensively waiting were the only living things to be seen. Hot-house grapes, monster fruit and asparagus decorate the side window, but the passer-by does not stop; he knows the sign of the house—it varies with the seasons; choice fruit, indeed, but not for him. A waiter conducted me to a small room on the third floor. Here I found M. Braquessac, the proprietor, drinking his café au lait, drawing clouds from a huge meerschaum. In a few words, with a strong Southern accent, he bade me welcome and filled another pipe. I lighted a cigarette and examined him—a tall man of commanding figure, with a thick grey moustache and a curiously tired expression in the eyes, the look of a man who has seen the world. I learnt later that M. Braquessac is a sportsman and owns a fine racing stable.

"Tell me something of the history of Voisin," I said in my blandest manner.

He turned a weary eye on me for an instant, blew out a cloud of smoke, and drawled: "What history?"

"The history of your house, its origin, its career. The old place must be full of reminiscences——"

Another silence before he spoke.

"Yes, no doubt, there is a history; but I am not its chronicler; those who luncheon and dine at Voisin's are its best historians——"

"No doubt. But you must know many quaint anecdotes, amusing stories of the men and women who have come here in the course of years."

Another silence, and another volume of smoke, and then—

"I dare say you are right. I have heard, as you say, many quaint anecdotes and amusing stories, but I have not retained them. Why should I have done so?"

I did not answer, but looked at the questioner with undisguised admiration. And no wonder. For here before me sat a man, a restaurateur, who instead of gladly submitting to a flattering interview, actually shrank from it. I frankly told him how he surprised me.

For the first time there was the trace of a smile. He put out his hand and said, "I am not keen on interviews, I am not an interesting personage, and, as regards Voisin's, it has, as I have told you already, its history, known to all who appreciate good cooking and good wine——"

But I did not give up the fight.

"Good cooking—that is it. The house has its renowned specialities, and I should like to have the recipes."

This time the smile disappeared, and I fancied I heard the word "rubbish!"

"Did you say rubbish?"

"I did."

"Why?"

He looked at me hard. I felt he was beginning to dislike me.

"Why," said he, "because I am sure you must know that no restaurant in the world can claim the monopoly for certain dishes, and keep them secret like a patent medicine. Every *chef* has what he is stupid enough to call recipes of his own. But these *chefs* go from one place to another, and their secrets are soon known to their assistants in the kitchen. Don't tell me you were ever caught by specialities!"

And he cast an anxious look at me, like a doctor at a patient whose mind, he thinks, is wandering.

Copyright.

"But there are specialities," I insisted, "since the *chef* brings them with him," and I think I had him there, for he gave no answer.

Then I made a final effort.

"The names, the very names of the people who have frequented Voisin's would make an interesting list."

"Yes, indeed; an interesting list, but too long. Take the names of all the celebrities, French, English, Russian, etc., who have passed away, and all the best names of the living, from Debrett and the 'Tout Paris,' and you have a complete list of the people who honoured and still honour Voisin."

I gave it up in despair, and rose to go. Suddenly a thought struck me.

"And the cellar! Voisin is celebrated for its cellar. What about that?"

"I can answer that question in a few words. Look up the names of the finest wines and the best vintages, and you will know they are represented in Voisin's cellar. You see, therefore, that it is unnecessary to give you a list. Et voilà!——"

A word beginning with a "c" and ending with an "s" was on my lips; but of what use saying it? He would not have understood, and I did not know the equivalent in French. So I said the next best thing, and went down and ordered lunch.

"Garçon, les specialités de la maison," and in a little while I knew the merits of the Entrecôte Sauce Bordelaise and the Ortolan à la Coquille...

*Entrecôte Sauce Bordelaise.*—This must not be mistaken for the Entrecôte "à la Bordelaise." The latter is a steak cooked on the grill, and as soon as it is turned, the side that is "cooked" is sprinkled with chopped shallot and parsley; and when the steak is in the dish, butter, salt, pepper, and a dash of lemon are added. The Entrecôte "Sauce Bordelaise" is served with small rounds of marrow and a red wine sauce. The marrow-bone should be left in cold water, changed several times, for twenty-four hours, if possible, as the marrow is whiter and more appetising; otherwise it is always more or less grey. Place the bone in a saucepan full of cold water, without salt. When it boils, remove the saucepan to the edge of the fire, so that the water remains hot without boiling. Cover it, and let the marrow poach for five-and-twenty or thirty minutes. It is taken out and cut in slices, when the entrecôte is ready to be served. For the sauce, put a tumblerful of claret, half the quantity of very good stock, and a pinch of sugar in a small saucepan. Boil, without covering it, until it is reduced by half. Add chopped shallot and a small laurel leaf, boil for five or six minutes, pass the sauce through a fine sieve, and add the juice of a lemon, salt, pepper, a little cayenne, and a lump of butter. The entrecôte is carved, salted and peppered, and the pieces placed one next the other in the original shape, the slices of marrow are cut with a warm knife, and arranged in the centre, the length of the steak, and the sauce is poured lightly over.

*Ortolan à la Coquille* is stuffed with truffles, moistened with Madeira, and placed in the shell of a turkey's egg, carefully washed and slightly greased with the purest of olive oil. This shell is placed in burning cinders, with nothing but the head of the bird peeping from the top. Here in the shell the ortolan melts, little by little, like a lump of butter; the fat rises to the surface, is removed with a small teaspoon, and replaced with a few drops of Alicante. When the bird is cooked, there is nothing more delicate, more delicious, more original, than the ortolan à la coquille.

The Voisin cellars have been sold over and over again.



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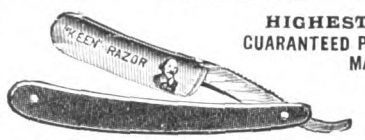


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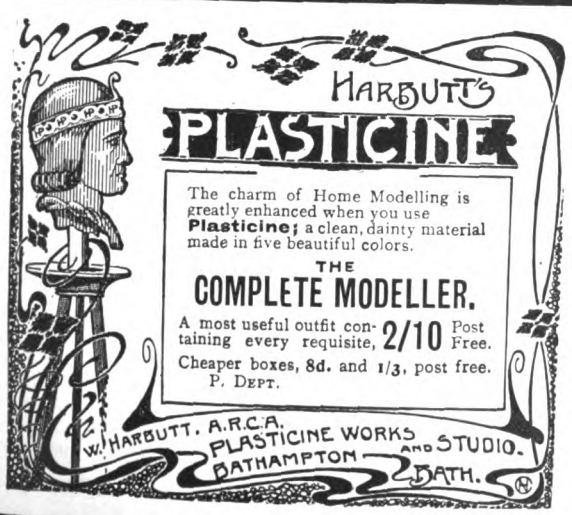


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# Here, There, and Everywhere.

Owing to the great success of their celebrated pictures, "The Relief of Ladysmith," "Lord Kitchener's Home-coming," and "The Leopard Skin," Bovril, Limited, have arranged to present, under the same conditions as formerly, another splendid gravure. It is entitled "Little Lady Bountiful," and has been reproduced by C. W. Faulkner and Co., the well-known art publishers, from the charming original oil painting by Fred Morgan. This beautiful gravure (which measures 28½-in. by 19¾-in., and is printed on fine plate paper 40-in. by 30-in.) forms a magnificent companion to "The Leopard Skin," and is quite free from advertising matter.

---

The Ides of March have come and gone, but the fickleness of April is with us, when chills are prevalent from the constant changes of temperature which characterise this most feminine month of the calendar. One of the best preservatives against this most insidious danger to health is to wear the famous woollen underclothing of Messrs. Jaeger, who are now showing at 126, Regent Street a most beautiful selection of new materials for the spring and summer. The new flannels and wool taffetas for men's shirts are unusually charming in design and colourings; and all golfers and tennis players should make a note of the white woollen collars, which look just like an ordinary linen collar (especially when a celluloid stiffener is slipped inside) without having any of its drawbacks when the wearer is taking strong exercise. The ladies' department is well worth a visit by those of our feminine readers who love dainty undergarments, for the day has long gone by when Jaeger underwear was considered ugly, the latest models in white delaine, lace-trimmed and hand-embroidered, being quite as attractive as French *lingerie*.

---

In consequence of the return of Sir Charles Wyndham to the New Theatre, and the inability of Miss Julia Neilson and Mr. Fred Terry to secure another suitable theatre, the present run of "The Scarlet Pimpernel" must terminate with the evening performance on Saturday, April 22. However, the company will not be disbanded, as a short tour has been hurriedly booked, commencing on Easter Monday. It is to be hoped that when Miss Neilson and Mr. Terry return for their next London season, they will have found a permanent home which they are now endeavouring to secure.

---

During the dreariest portion of the now expiring winter Cornwall has been blessed by almost continuous sunshine, and thousands have found on her beautiful Riviera, at a minimum of trouble, expense, and fatigue, those comforts until quite lately erroneously supposed to be only attainable in the South of France and Italy, or in Egypt and the North African littoral. The Great Western Railway Company, who have done so much to popularise Cornwall, will gladly send upon application a beautifully illustrated booklet descriptive of the attractions of the Duchy.

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The Governing Body of the Royal Exchange, Sydney, New South Wales, send us a copy of their last half-yearly report, which is of special interest, as it contains reference to a series of exhibitions which have been held at the Exchange during the past year for the purpose of directing attention to the great potentialities of the resources of New South Wales. A harvest festival was held, a dairy exhibition followed, and a wool exhibition served to demonstrate the enormous resources of the colony, and Sydney has undoubtedly become the great wool market of Australasia.

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The Hippodrome's new spectacle, "America's Lads in Blue," was produced last week with great success at this popular house. The drilling of the American soldiers is wonderfully precise, and the final repulse of the attack on the fort, and sinking of the enemy's battleship is carried out in the most realistic manner. The rest of the programme at the Hippodrome is as excellent as ever.

The Hatherley originalities are constructed upon common-sense principles, and for lightness, compactness, and rigidity they are unapproached by any of the imitations which have been placed on the market. The ingenuity of the Hatherley Folding Tables, which can be handled without fear of collapse, is noteworthy. The warehouse floor space at the Hatherley works, Gloucester, is very large, and orders, however complicated, can be executed on receipt.

---

Mr. Louis Calvert, in addition to assisting Mr. Beerbohm Tree in his Shakespearian productions, and acting at His Majesty's and Court Theatres, also finds time to direct several of his own touring companies, one of which, playing Miss Julia Neilson's and Mr. Fred Terry's Comedy Theatre success, "Sunday," will be seen shortly at the Brixton Theatre, with Miss Jean Sterling Mackinlay, daughter of the late Mme. Antoinette Sterling, in the title *rôle*.

---

Arrangements have been completed with Mr. Tom B. Davis, whereby Miss Maxine Elliott will appear for a season at the Lyric Theatre, commencing in April, in a new and original play, entitled "Her Own Way," by Mr. Clyde Fitch. Miss Elliott's season will be under the direction of Mr. Charles B. Dillingham, who will send over from America the company of artistes who are appearing with Miss Elliott.

*Harris*

MISS IRMA DE KUSEL

A portrait painter of great promise, whose work has won praise from many competent judges.

Messrs. P. and J. Haggart, of the far-famed Royal Breadalbane Mills, Aberfeldy, N.B., have just been notified by Lieutenant-Colonel the Hon. Sir William Carington, K.C.V.O., C.B., Comptroller, that H.R.H. the Prince of Wales has been pleased to grant them a Warrant of Appointment as Woollen Manufacturers to His Royal Highness. Messrs. Haggart hold similar appointments to H.M. the King, H.M. Queen Alexandra, as well as to many of the Royal and Imperial Foreign Courts.

---

Van Houten's Cocoa has long been a favourite with connoisseurs, and its purity and perfect flavour have placed it in the forefront for use in public institutions and in private families. It has won high encomiums from the leading scientific authorities, and since in use it is economical, it is cheaper in the end than lower priced cocoas.

---

Messrs. Elliott and Fry write to inform us that the copyright of the photographs of Mr. F. W. Newman and Dr. Maurice, reproduced in our last issue, is theirs. We regret the accidental omission of their name beneath the reproductions.

## Amusements.


**HIS MAJESTY'S.** Mr. TREE.
Every Evening (except Mondays), at 8.30.
"A MAN'S SHADOW."
(For a limited number of performances.)
Luversan ... ... ... ... } Mr. Tree.
Lucien Laroque ... ... ... }
Matinee every Wednesday and Saturday at 2.30.
Monday evening, April 3rd, TRILBY.

**APOLLO THEATRE.**
Henry Lowenfeld, Sole Proprietor.
Tom B. Davis, Lessee and Manager.
Mr. GEORGE EDWARDES' SEASON.
Every Evening at 8.15.
The Comic Opera, in Three Acts,
"VERONIQUE."
Matinee every Saturday at 2.

**PRINCE OF WALES' THEATRE.**
Lessee and Manager: Mr. Frank Curzon.
Mr. George Edwardes' Season.
Every Evening at 8.15.
A New Musical Play entitled
LADY MADCAP.
By Paul Rubens and N. Newnham-Davis.
Matinee every Wednesday and Saturday at 2.15.

**IMPERIAL THEATRE.**
Mr. Lewis Waller.
To-night and every Evening at 8.15.
MONSIEUR BEAUCAIRE.
Mr. Lewis Waller, Miss Eva Moore.
Matinee every Wednesday and Saturday at 2.15.

**ADELPHI.**
Lessee and Manager: Otho Stuart.
Every Evening at 8.20.
THE TAMING OF THE SHREW.
Oscar Asche and Lily Brayton.
Matinee every Wednesday and Saturday at 2.30.
Telephone 2645 Gerrard.

**CRITERION THEATRE.**
Lessee: Charles Wyndham.
Under the Management of Frank Curzon.
Every Evening at 9.
Charles Frohman presents Miss Marie Tempest in
THE FREEDOM OF SUSANNE,
a light Comedy in three acts, by Cosmo Gordon Lennox.
At 8.30 Mr. Frank Lincoln.
Matinee every Wednesday and Saturday at 3.

**STRAND THEATRE.**
Proprietor and Manager, Mr. Frank Curzon.
To-night at 8.30, a new farce, in three Acts,
by Lawrence Sterner.
OFF THE RANK.
Messrs. Willie Edouin, Farren Soutar. Misses Nora Lancaster, Susie Vaughan, etc., etc.
Preceded at 8 by THE WATER CURE.
Matinee every Wednesday and Saturday, at 2.30.

**WYNDHAM'S THEATRE.**
Proprietor: Sir Charles Wyndham.
Sole Lessee and Manager: Mr. Frank Curzon.
To-night at 8.45.
Mr. HOPKINSON.
An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
Matinee every Saturday at 3.

**VAUDEVILLE THEATRE.**
Managers: A. and S. Gatti and Charles Frohman.
Every Evening, at 8.15,
THE CATCH OF THE SEASON,
By Seymour Hicks and Cosmo Hamilton.
Mr. Seymour Hicks and the Vaudeville Theatre Company.
Matinees every Wednesday and Saturday at 2.15.

**SAVOY.** DU BARRI.
Sole Lessee: Mr. J. H. Leigh.
Managers: Mr. Gilbert Hare and Mrs. Brown-Potter.
To-night at 8, and Every Evening,
Christopher St. John's Adaptation of
"DU BARRI,"
By Jean Richepin.
Matinee every Thursday at 2.
Box Office now open. 'Phone, 2602 Gerrard.

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Matinees Wednesdays and Saturdays at 2.30.
HIGH-CLASS VARIETIES.
Popular prices 6d. to 1½ guineas. Children half price.
Manager Director, Thomas Barrasford.

**EMPIRE THEATRE.**
New Fairy Divertissement
"THE DANCING DOLL."
Magnificent Varieties.
Doors open 7.45. Manager: Mr. H. J. Hitchins




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# THE KING'S COLLECTORS' REGISTER.

I.—Advertisements in this Register must refer to some **specific** object or objects.

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XII.—In replying to "Wanted" advertisements, it is advisable to send the fullest particulars of the article mentioned, and, when possible, a rough sketch of same.

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XIV.—All communications relating to the Collectors' Register must be addressed to THE EDITOR, Antique Dept., THE KING, 3, Southampton St., Strand, W.C.

**Before sending Money or any Article on approval, Advertisers are advised to satisfy themselves as to the *bona fides* of Correspondents, for which the Proprietors cannot be responsible.**

## WANTED.

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"The Skull," a Poem, published about 1783.—136, THE KING'S EXCHANGE.

Wheble's Ladies' Magazine. £3 3s. given for the issues (about 1777-9) containing poems by George Crabbe.—137, THE KING'S EXCHANGE.

The second volume of *Real Life in London*.—139, THE KING'S EXCHANGE.

*Almanach de Gotha*. All numbers before 1800 and 1814.—140, THE KING'S EXCHANGE.

A small collection of "prophetic" Almanacks.—141, THE KING'S EXCHANGE.

Early works on conjuring and palmistry.—142, THE KING'S EXCHANGE.

Early copy of Beethoven's Sinfonia Eroica. First issued preferred.—145, THE KING'S EXCHANGE.

*Sporting Magazine*. The owner of a run of 26 volumes desires to exchange them for a complete set of the *Town and Country Magazine*.—150, THE KING'S EXCHANGE.

Cricket and Golf. Early books, views, and caricatures regarding.—151, THE KING'S EXCHANGE.

Cookery Books. A good copy of Mrs. Glasse's work.—152, THE KING'S EXCHANGE.

Any old Books or Pamphlets on America, especially re the Indian Tribes or early Settlers.—153, THE KING'S EXCHANGE.

Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

R. L. Stevenson's "An Inland Voyage," "Travels with a Donkey," "New Arabian Nights," "Virginibus Puerisque," and others same Author.—155, THE KING'S EXCHANGE.

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Fine pair old pewter candlesticks.—514, THE KING'S EXCHANGE.

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Staffordshire Ware busts of Wesley and Whitfield.—518, THE KING'S EXCHANGE.

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Good Impressions, with good margins, of engravings of old London, especially Covent Garden, the Temple, the Strand, Lincoln's Inn, etc.—220, THE KING'S EXCHANGE.

## WANTED.

### PRINTS, ETCHINGS, Etc.—continued.

Three good specimens of Caricatures by the late Sir Frank Lockwood.—228, THE KING'S EXCHANGE.

Portrait of Mr. Justice Yates, from a contemporary Magazine about 1765.—229, THE KING'S EXCHANGE.

Portraits of Sir Lewis Dives (about 1642) and Bishop Conybeare of Bristol (1757).—230, THE KING'S EXCHANGE.

Caricatures of Napoleon, published in France, Spain, Italy, Holland, Germany, or Russia, between 1807 and 1816.—230, THE KING'S EXCHANGE.

Italian or German Caricatures of Napoleon.—231, THE KING'S EXCHANGE.

Portrait of Mrs. Fitzherbert after Stothard, and Mrs. Siddons after T. Beach.—232, THE KING'S EXCHANGE.

Portrait or Caricatures of Case, the famous Empiric.—233, THE KING'S EXCHANGE.

Old Prints relating to Fairs and Shows.—234, THE KING'S EXCHANGE.

Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co., London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

Engravings wanted. Interior views of House of Commons, House of Lords, etc., before about 1840.—238, THE KING'S EXCHANGE.

Polyalbion, Drayton's. Loose Maps from Vol. I., especially Dorset.—239, THE KING'S EXCHANGE.

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# THE GOLFERS' GUIDE.

FELIXSTOWE GOLF LINKS.


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(PORT ORATAVA).

THE ENGLISH

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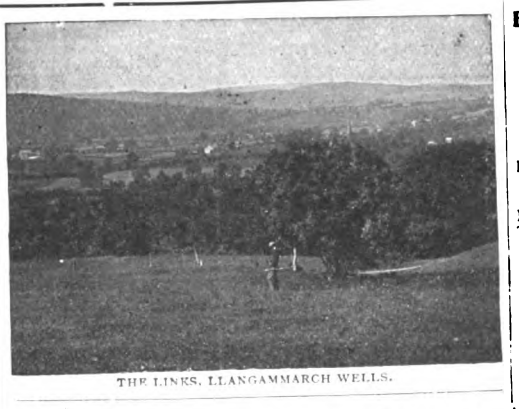

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# THE GOLFERS' GUIDE.

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**2/- each, plus postage.**

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SUNNINGDALE GOLF LINKS.

**ASCOT.**

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The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

SPECIALLY PREPARED GUTTA for Re-covering Supplied. Terms: CASH WITH ORDER. SPECIAL TRADE TERMS ON APPLICATION.

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**Golf Ball Manufacturers,**

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Club Houses can be efficiently and economically lighted by

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*Write* **H. BAKER, 49, Victoria Street, S.W.**

THE LINKS, WHITLEY COMMON.

**CHERTSEY.**

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# THE SHAKESPEARE-BACON CONTROVERSY.

**By F. ST. JOHN CORBETT.**


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

Vol. XX. No. 427. SATURDAY, APRIL 8th, 1905. PRICE 6d.

Russell.

## MR. SIDNEY J. POCOCK

**Prospective Liberal Candidate for the Uxbridge Division of Middlesex.**

(*See page 45.*)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

Vol. XX. No. 427. Saturday, April 8, 1905.

*Editorial Offices*—3, SOUTHAMPTON STREET, STRAND, W.C.
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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

*THE KING is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*


# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND THE MEDITERRANEAN.—It was with considerable pleasure that his subjects learned that the King had after all found it possible to take his projected yachting trip in the Mediterranean, for all know his love for the sea and the great benefit to his health which he derives from a tour in the "Victoria and Albert." Although his Majesty is now looking very well, it cannot but be supposed that a few weeks in the Mediterranean, with blue skies, warm winds, and a certain amount of freedom from the cares of State, which he so unflaggingly discharges, will be welcome. Whether the King will follow the Kaiser and pay a visit to Morocco is very doubtful, but there can be no doubt that the Sultan's English tendencies would receive distinct encouragement from such an honour. He is already an admirer of everything English, plays lawn tennis, was once the possessor of the uniform of a British Guardsman, and his contemplated visit to a British man-of-war which had to be abandoned in consequence of the hostile feelings aroused among his subjects, will be fresh in the memory.

THE KING AND THE DIAMOND. — Since Lord Dalhousie brought the Koh-i-Noor to this country much water has passed under the bridges, and the famous Culinan diamond came to England by the much more prosaic method known as registered post, and a gem worth £500,000 was carried one-fifth of the distance round the world for the modest sum of 3s. Last week Lord Charles Montagu and Mr. Friedlander had the honour of showing the diamond to King Edward, whose interest in South Africa and all that concerns its welfare is well known, and he would naturally wish to see such a wonder as the Cullinan gem. It is not recorded that Lord Charles Montagu and Mr. Friedlander carried the stone, as Lord Dalhousie did the Koh-i-Noor, in a leather bag worn next to the skin, but it is quite possible they may have taken the precaution of carrying revolvers. The charge of precious stones, especially stones of great historical or monetary value, is a very trying one, and even the fact of its being insured for its full value can hardly have taken much weight off the minds of those charged with the keeping of the Cullinan to and from Buckingham Palace.

*Langfier.*

MRS. FRANK SHUTTLEWORTH

Daughter of the Rev. Robert Lang, and wife of Colonel Frank Shuttleworth of Old Warden Park, Beds.

THE PRINCE AND THE NAVY.—The Prince and Princess of Wales have inspected the "Renown," and, presumably, approved the choice of this vessel for their journey to the Shiny East in November next. The "Renown" is a name which came into the Navy, as many others have done, through a French prize, the "Renommée," which was captured in the Straits of Gibraltar in 1651 by the "Nonsuch," Captain Mildmay. It is interesting to learn at this moment that the Prince of Wales has just presented to the Museum of the Royal United Service Institution the telescope used by Lieutenant John Pasco, Nelson's Flag-Lieutenant at the battle of Trafalgar. This instrument remained in the possession of the Pasco family until, on the occasion of his visit to Australia, it was presented to the Duke of Edinburgh. Later it passed into the possession of the Prince of Wales, who has in this centenary year of Trafalgar made it over to the institution, where it will find a fitting resting-place.



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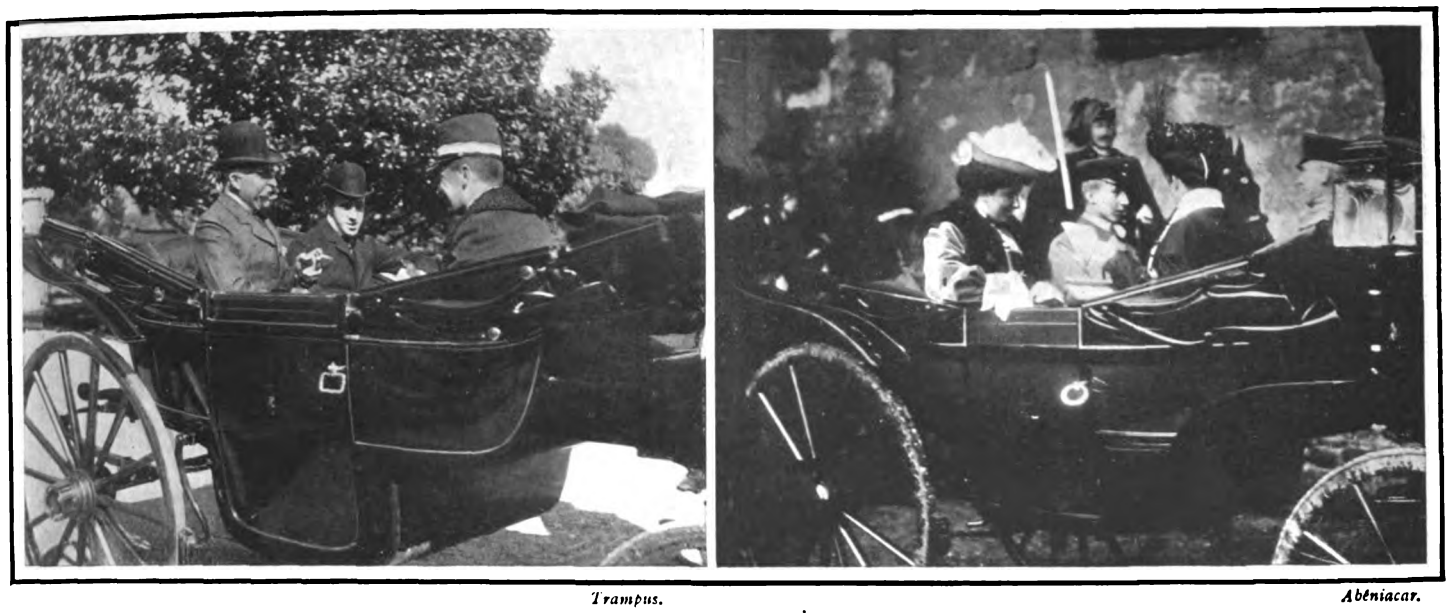
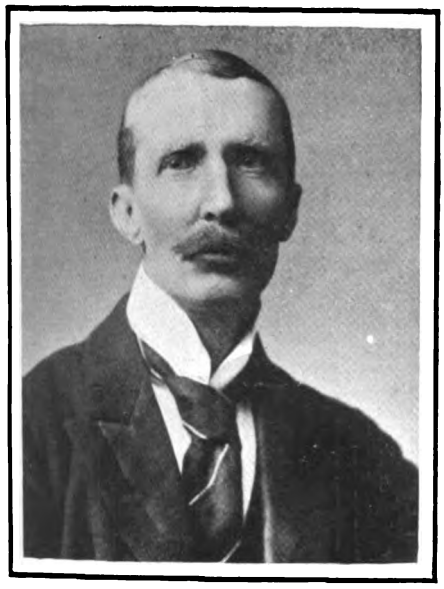


*Trampus.* *Abéniacar.*

THE DUKE OF CONNAUGHT'S TOUR.

While the Duke of Connaught went to Madrid on a visit to the King of Spain, the Duchess and Princesses Margaret and Patricia proceeded to Italy, where Prince Oscar of Sweden rejoined the party.



*Elliott and Fry.*

SIR G. D. TAUBMAN GOLDIE, K.C.M.G.

The new president of the Royal Geographical Society.

*Raffi.*

THE GRAND DUCHESS MARIA OF RUSSIA

One of the prettiest of Russia's young Princesses, and daughter of the Grand Duke Paul.

*Elliott and Fry.*

SIR CLEMENTS MARKHAM, K.C.B.

The retiring president of the Royal Geographical Society.

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THE KING AND THE GRAND NATIONAL.

The scene in the paddock at Aintree before the race, Moifaa leading the parade. Owing to an unfortunate accident to the jockey before the race, the King's horse did not succeed in winning the Grand National this year, much to the disappointment of his many supporters.



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Rouch.

THE KING AT AINTREE.

A view of the course over which the Grand National was run last week in the presence of the King. Kirkland won the race, the second and third being Napper Tandy and Buckaway II.

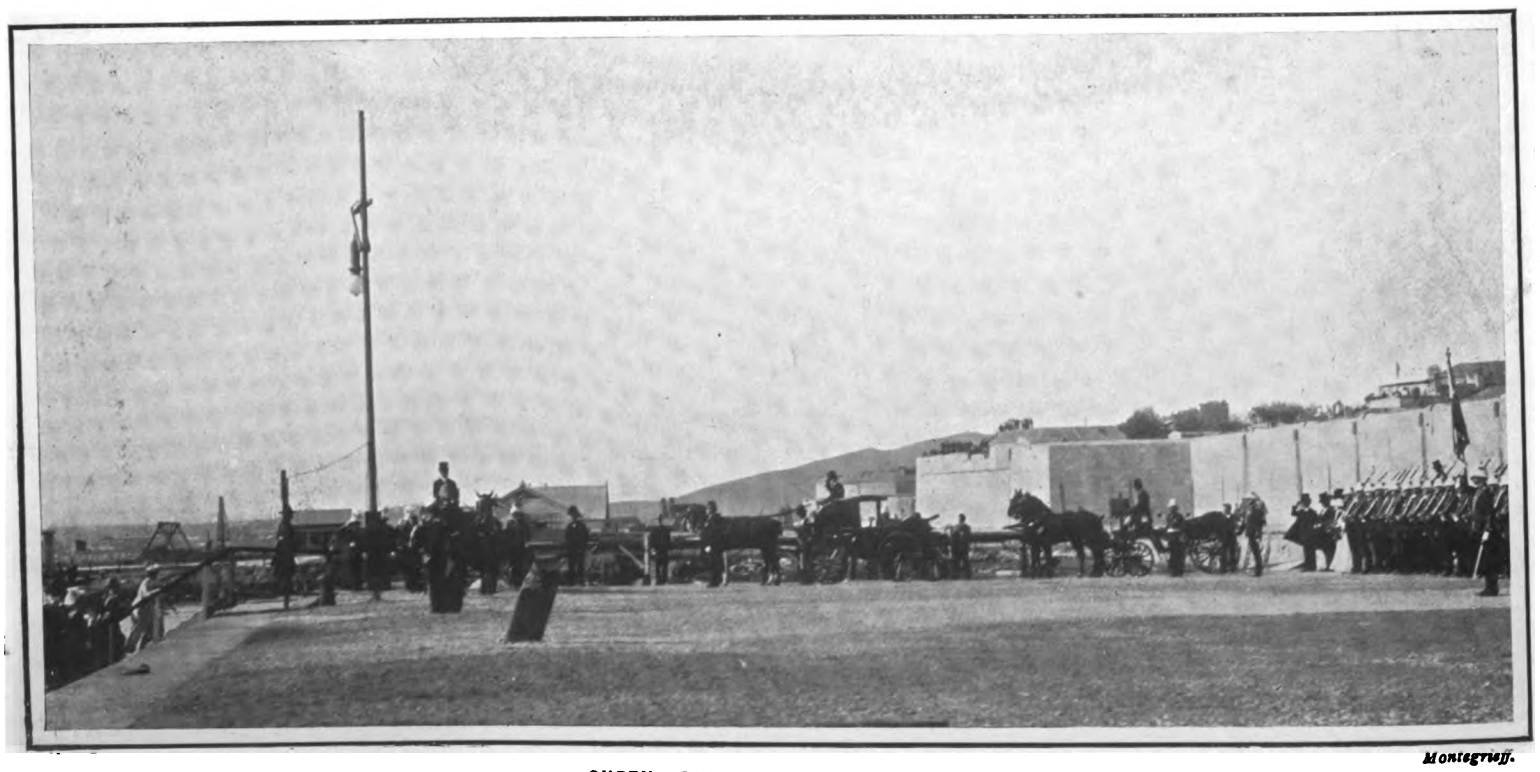
THE ACTOR'S RETORT.—Though of late years but little had been heard of him, the late Mr. Maurice Barrymore was always in the public memory. His real name was Herbert Blythe, and he was educated for, and admitted to, the Bar. But he preferred the stage, and, perhaps realising the truth of the adage about the prophet and his own country, he went to America to make his *début*. Shortly after his first season in London, he was travelling to Scotland, and got into conversation with some fellow-passengers. One remarked that he was a business man, and, suffering from overwork, had had to take a holiday. Barrymore said he was an actor in need of fresh air, and a third admitted he was an engineer taking a change for the first time for three years. A supercilious person sitting in a corner then remarked, "I never work; I am a gentleman." To which Barrymore replied: "Ah! you, too, are taking a holiday, I see!" And Barrymore it was, too, who remarked one stormy night that he had never seen such a wind. "Seen a wind!" quoth a friend. "What was it like?" "Like to have blown me inside out," was the actor's witty reply. Maurice Barrymore's daughter, Ethel, was seen in London last year in "Cynthia."

*Copyright*

PRINCESS CHRISTIAN AT RICHMOND.

The unveiling ceremony of the Queen Victoria Memorial Window in Christ Church, Richmond, was performed by Princess Christian in the presence of the Mayor and Corporation.

We must offer a full apology to Mr. Lumley Cator and Miss Adeline Blois for the unfortunate announcement which appeared in last week's issue of THE KING, to the effect that their wedding had already taken place. This was an entirely untrue statement and altogether without foundation.



*Montegriff.*

QUEEN ALEXANDRA AT GIBRALTAR.

Her Majesty landing at the Governor's Steps from the barge of the "Victoria and Albert." The guard of honour was supplied by the King's Own Yorkshire Light Infantry, and her Majesty was accorded a very hearty welcome.



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# THE UNIVERSITY BOAT RACE.

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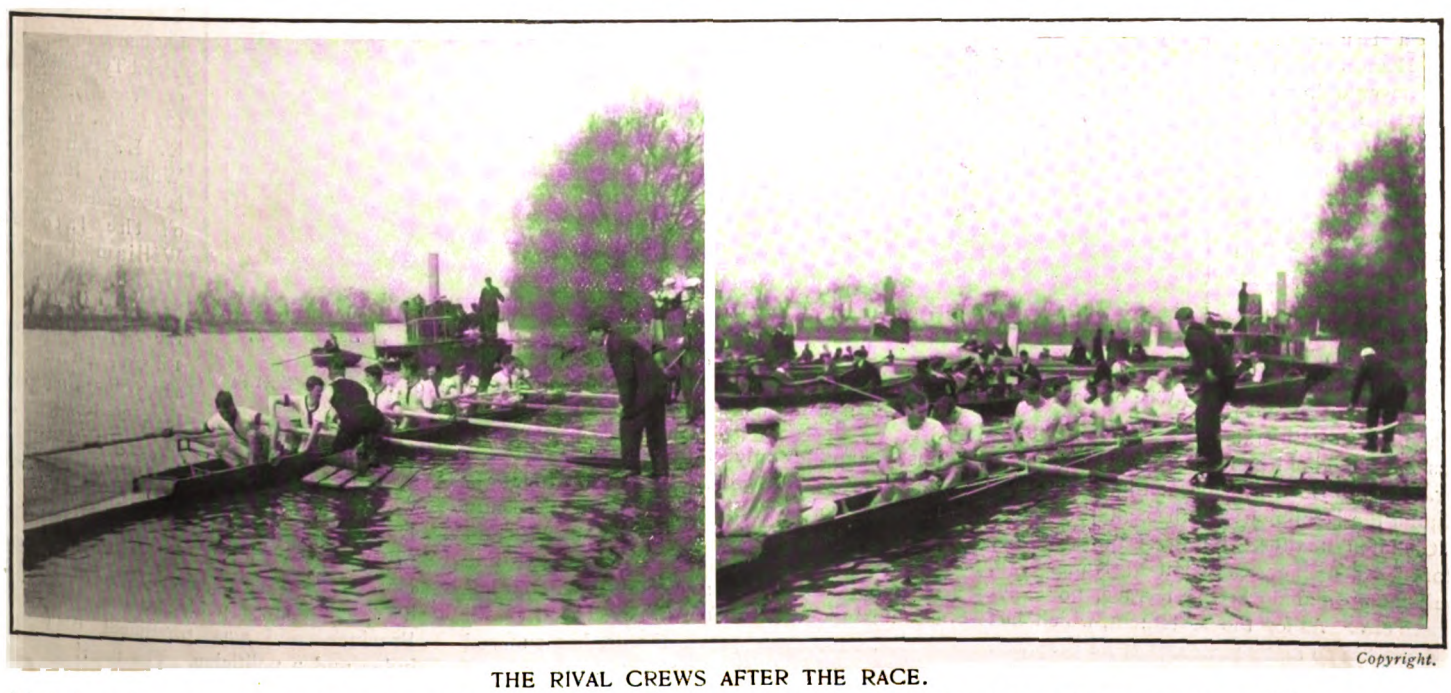
SCENES AT THE FINISH AT MORTLAKE.

The crews approaching Mortlake; the Oxford crew going easy after their victory.

Topical.

THE COURSE AT THE WINNING-POST.

Immediately after the race numerous craft swarm across the course, and in our illustration may be seen Mercédès IV., the motor-boat, winner of the Calais-Dover race, to the right of the tug in the foreground.



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THE RIVAL CREWS AFTER THE RACE.

Oxford, who won by two and a-half lengths, pulling up at the landing-stage preparatory to disembarking, and the losers, who were very distressed by their exertions, preparing to leave their boat.



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NEW YACHT FOR THE KING.—Messrs. A. and J. Inglis of Pointhouse, Glasgow, have secured the order to build the new steam yacht for the King. Several of the leading ship-building firms in the country were invited to tender, and in many instances the designs submitted for his Majesty's approval were accompanied by models. It is not expected that the new vessel will take the place of the "Victoria and Albert" built in 1899, neither will she equal the present Royal yachts in size. She will be of about 2,000-tons displacement and 310-ft. in length, and have a draught of between 14-ft. and 15-ft. In the matter of speed, however, she is to equal the "Victoria and Albert." She is to develop a mean speed of 18½-knots in a series of runs over the measured mile, and an average of 18-knots on a steam trial over a long course. She will be propelled by turbine engines, and will be the first Royal yacht to be fitted with this type of machinery. Designers had practically a free hand, and the designs were submitted without the names of the firms attached, so that it was possible to make a selection purely on the merits of the design.

LORD NORTON AND THE COLONIES. — A great deal of nonsense is being written about the late Lord Norton and Colonial self-government. One authority tells us that "he framed the New Zealand Constitution, as it stands unaltered to-day, walking up and down the terrace of Hams Hall." He never did, seeing that he was not Under-Secretary for the Colonies until 1866. As a matter of fact, the Constitution was drafted by Earl Grey, and, on reaching the Colony, it was found to be so unworkable, that Sir George Grey was asked to put it into shape. Since then it has been modifed in more than one particular. What Lord Norton actually did was to pilot the Dominion Bill through the House of Commons unaltered, but that is quite another story. He neither framed it at Hams Hall, walking up and down the terrace, nor anywhere else. As for the statement, which has appeared in so many places, that he prepared far-sighted schemes of self-government for Australia, that is also wide of the mark. Lord Norton's Imperial work is great enough to stand on its own merits. It only suffers from the picturesque fairy-tales of journalists with a plentiful lack of knowledge and cheap notions as to the manner in which Constitutions are made.

AUSTRALIAN POSTAGE. — Mr. Henniker Heaton, who has done more to promote cheap communications within the Empire than any other man, is as much to be congratulated on the new departure as Lord Stanley, the Postmaster-General. True, the penny rate of postage applies only to outward-bound letters; but the Commonwealth could hardly charge twopence for inter-State letters and one penny for inter-Imperial letters. It is easy to find fault with Australia for not coming into line with the other Colonies in this respect, but her circumstances are different. Not even South Africa, after three years of war, has suffered as Australia has done by a decade of drought. Its ravages were appalling, and the losses in proportion. Nevertheless, no outside help was accepted, and even Government aid was refused until things had become desperate. It is very safe to say that no other country in the world would have borne such a calamity any more bravely. That is why too much cannot be expected of Australia in our Imperial development for some time to come.

A MUNIFICENT GIFT.—Mr. Beit, who has just given £25,000 to the London Hospital as a thank-offering for his recovery from his recent illness, is one of the few multi-millionaires in the world who could be taken for an artist. Like the late Cecil Rhodes, he is as restless when he should be in repose as he is quietly concentrated in action. A curious story is told of him in Rhodesia. It appears that he, with a party of friends, was on a shooting expedition, and one night they camped out in unusually happy circumstances. The company was jolly, and under its influence Mr. Beit saw things in new perspective. At last he cried out, "Who would be a millionaire when one can be free? A trooper's life is the life for me. I'll enlist to-morrow." The morrow came, but Mr. Beit did not enlist. That was years ago, and he is still a millionaire, for time is as cruel to illusions on the veldt as elsewhere.

*Lallie Charles.*

THE DUCHESS OF SUTHERLAND

Wife of the fourth Duke. The Duchess of Sutherland is the eldest daughter of the fourth Earl of Rosslyn, and was married in 1884.

AN ANGLO-CANADIAN ENGAGEMENT.—The engagement is announced of Miss Violet Tyrwhitt Drake, of Victoria, British Columbia, to Captain R. L. Muspratt Williams, R.A. She is the eldest daughter of the late Mr. William Tyrwhitt Drake. The family has been settled in the Province since 1859, that is to say, before Confederation, and after the discovery of gold. Miss Tyrwhitt Drake's grandfather belonged to the county family which owns Shardeloes in Bucks, and St. Donat Castle in Glamorgan. But he went out to the then remotest part of the Sovereign's Dominions in search of a career. At one time he filled a large place in the life of the Province, and was prominent both as a judge and a politician. The marriage of his grand-daughter to Captain Williams will take place in Victoria.



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AN ANGLO-SOUTH AFRICAN ENGAGEMENT.—It was only the other day that Mr. Henry Oppenheim's son married Miss Sydney Brodie. The engagement of his daughter Linda is now announced. Her betrothed is the Hon. Kenneth Campbell, youngest son of Lord and Lady Stratheden and Campbell. The two families, who live next door to one another in Bruton Street, are much pleased at the engagement. Mr. Oppenheim is one of the many South African millionaires in our midst, and he and his wife have done some pleasant entertaining. Whether it is that the discovery of gold on the Rand is too recent, or the men, who make fabulous fortunes in mining, are too young, the fact remains the same that the South African girl is not nearly so well known in English society as the Canadian and Australasian. Last year Miss Ruhe married the Hon. Leopold Canning, Viscount Garvagh's heir, and Lady Gorst, wife of Sir Eldon Gorst, is a daughter of Mr. Rudd. These are the best-known South Africans married to titled Englishmen. Lady Falkiner, the prettiest and most charming of them all, died a year or two ago.

MISS CROSSLEY'S ENGAGEMENT.—The engagement of Miss Ada Crossley, the popular Australian contralto, is interesting to a wide circle of admirers, as well as to her own people. The happy man is Dr. F. Muecke, whom she met on her journey home from the Colonies last year. He is a surgeon, and at present on the staff of the London Hospital. Like herself he is a Colonial. Fortunately, Miss Crossley is not going to give up her profession, so that her beautiful voice will not be lost to the world on her marriage. She was born and bred in Gippsland, the wildest part of Victoria, and loves to describe herself as a child of the bush. This, and her home training, have had much to do in forming Miss Crossley's character. Her manner is simplicity itself, and never did a great artist do less to advertise herself. The visit she paid to her home last year was like a triumphal progress. She is the most popular, because the most unaffected, Australian who ever returned to her native land a famous woman with a world-wide reputation.

THE TRANSVAAL ATTORNEY-GENERAL.—Sir Richard Solomon, the Attorney-General of the Transvaal, was present at the King's Levee last week. He and his handsome wife are on a visit to England, to which they are now bound by closer ties than ever. For their only daughter is married to Sir Percy Girouard, late director of railways in South Africa, who was lately given a staff appointment at home. Lady Solomon is a sister of Mr. Lawson Walton, K.C. Her husband, the son of a missionary at the Cape, has the faculty of "getting on" in a wonderful degree. For he began his career as mathematical lecturer at the Royal Naval College, Greenwich. He got his first chance as the legal adviser to the Royal Commission, which sat in Mauritius twenty years ago, since when he has gone from one responsible post to another till he is now Attorney-General of the Transvaal. As a matter of fact his legal ability, judgment, and moderation were of the utmost value to the Government during the later stages of the War. Perhaps his pleasantest official experience was the representation of the Transvaal at the Durbar.

DEATH OF AN AMERICAN VETERAN.—With the death of General Hawley, the United States loses one of its grand old men. As statesman, soldier, orator, and journalist he has filled a large place in American public life for forty years. His wife is an Englishwoman, daughter of a country gentleman. She went to Philadelphia as a nurse, and it was there that Senator Hawley, for he was a legislator as well as a veteran, who fought in the Civil War, first met her. He promptly fell in love with her and married her. Owing to her husband's wealth and high position her influence in the good old society of the Quaker city is considerable. It was she who first brought the American woman to realise the value of the lady nurse. Her eldest daughter is named Victoria, after the late Queen. She has one of the most beautiful house-boats in the United States. Two years ago she and the Senator spent the summer in it off Newport so as to get the benefit of the sea breezes.

*Langfier.*

MRS. ALFRED OPPENHEIM

Who is a daughter of Lady Eleanor Brodie, was recently married to Mr. Alfred Oppenheim, son of Mr. and Mrs. Henry Oppenheim of 16, Bruton Street.

A TYPICAL COLONIST.—The death of Sir A. J. Cadman, Speaker of the New Zealand Legislative Council, will be deeply felt by Mr. Seddon. The deceased statesman was born in the Colony. His father was a pioneer settler in the Thames Valley District, and, on the discovery of gold, it was to him that the first miner's right was issued. He took an active part in public life, and the son followed in the father's steps. For a quarter of a century he represented Coromandel in Parliament, and was a trusted lieutenant of those potent personalities in New Zealand history, Sir George Grey and Mr. Ballance. He afterwards played a similar part in connection with Mr. Seddon, in whose Cabinet he was Minister for Railways. During the visit of the Prince and Princess of Wales to Maoriland he was made a C.M.G., and, in 1903, a K.C.M.G. He was a typical Colonist of the old school.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE match between the Inverallochy fishermen and the members of the House of Commons on Saturday last proved to be a greater disappointment than was expected to be the case. It had been generally believed among golfers that the fishermen, whose fame as players had been widely trumpeted abroad in the South, would make a better fight on a seaside green like Sandwich than they would do had the match been played on a heavy inland course in the neighbourhood of a city. The members of the House of Commons beat the fishermen on the day's play by eight matches to two.

* * *

It appeared to be obvious that the fishermen did not do their game justice on account of being unduly nervous, and possibly through a too great desire to make their game correspond with the popular reputation which had preceded them. They had the air of players who were handicapping themselves by an excess of nervous anxiety, whereas if they had played with something of the easy indifference which is their habitual demeanour when at home, it was obvious to the critic who watched their play that the result of the matches might have been different. Another point about their play is that the majority of the styles have not been modelled after any good player, or any good school of players, such as may be seen among the youths who closely follow the game, and the style of players at well-known golfing resorts like St. Andrews and North Berwick. The fishermen are very direct and businesslike in their method of addressing and playing the ball. They appear to depend more upon their enormous muscular power than upon the grace of swing, and the effective method of timing the shot followed by our leading professional and amateur players. The fact is that they seem to be all self-taught players, each individual evolving a style peculiar to his own theories of how the ball should be struck and played. The majority of them play with a half swing, and the strongest points of their game is in the shot off the tee and their fairly consistent bold putting at the hole side. But probably, in consequence of being accustomed to practice on their home green at Inverallochy at holes whose distances are, for the most part, a tee shot and a pitch, the fishermen show that the weakest point of their game is in the intermediate shots with the brassie or the cleek. The fishermen are not good at picking up the ball for a good shot through the green, and their pitching in approach play is neither elegant nor effective. If one might offer a suggestion to Mr. Maconochie, M.P., who has done so much for the interests of golf in this remote part of Aberdeenshire, it would be that he should advise the fishermen's club at Inverallochy to engage a good professional with a fine style to give lessons to the younger members of the village as well as the fishermen themselves during the off fishing season, which lasts from October until May. Young boys are very imitative, and if they were taught

HOUSE OF COMMONS *v.* INVERALLOCHY FISHERMEN.
A. Ritchie ("Skeel") driving the first ball of the match; his opponent, Mr. Osmond Williams, M.P., watching the shot.

HOUSE OF COMMONS *v.* INVERALLOCHY FISHERMEN.
The Prime Minister approaching the 10th green surrounded by an interested "gallery."



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# *On the Links.*

how to grip the club and to swing in the elegant manner of the best school of professional golf, a vast improvement would speedily take place in the large amount of native-born golfing talent which is evidently an abundant supply at Inverallochy.

* * *

Many golfers have been heard to ask during the past week "Where is Inverallochy, and who are these fishermen golfers?" It is possible that after the match on Saturday at Sandwich, Inverallochy will hereafter have become so attractive that it will be brought within the annual orbit of the enterprising tourist. Inverallochy is a little fishing village on the Moray Firth, four miles south of Fraserburgh. The population, which numbers about 1,200, is entirely devoted to fishing, and the ratio of golfers at Inverallochy is probably higher than in any other community of the same size in Scotland. The club numbers about 130 members, nearly all fishermen, and it is about seventeen years ago since it was formed. The local landlord, anxious to encourage golf among the fishermen, gave them a splendid stretch of ground just outside their dwellings rent free, and it is here that the fishermen have by their unaided efforts cultivated a game which has now become famous. Mr. Dundas, the headmaster of the public school, is the captain, and Mr. White, a local merchant, the secretary. It is only between October and May that the fishermen play golf as a relaxation from the work of mending their nets and repairing their boats for the fishing season, which lasts from June until October. During these months they are at sea with their boats; but though their practice on the links is limited to six months in the year, their team of players claim the proud distinction of never having been beaten by a visiting team to their home links at Inverallochy. Four years ago the fishermen played a home and home match with the Victoria Club of Aberdeen. The teams were thirty players aside, and when the fishermen visited Aberdeen they lost the match by 22 holes. When the Aberdeen Club played the return match at Inverallochy the fishermen administered a crushing defeat of 69 holes.

* * *

Arrangements are being made to open a new golf course at Sandwich, and the work of clearing the ground has been begun. The new links will lie to the left of the present Royal St. George's course, and it is expected that in the making of the course about £3,000 will be expended. It is also understood that a large hotel will be built on the sea front, to be connected with the club-house on the new course by means of a small tramway. The cost of the hotel is estimated at £15,000.

* * *

One of the players who will compete in the Amateur Championship at Prestwick in the third week of May is Mr. George S. Lyon, the champion of Canada, and the winner of the Championship of the World at the St. Louis tournament last year. He leaves America for England in the third week of this month, and his intention is to get a little practice on Scottish courses before the Amateur Championship tournament opens.

* * *

Old Wallace's rude retort, as given in THE KING for March 18, "We didna' come here tae look at scenery; we cam' here tae gowff!"

HOUSE OF COMMONS *v.* INVERALLOCHY FISHERMEN.

On the way to the 3rd green: Mr. H. W. Forster, M.P., and Mr. A. W. Soames, M.P., accompanied by "Sang" Ritchie and Robert Stephen.

THE TWO TEAMS.

Back row, standing—Mr. Osmond Williams, M.P., A. Ritchie ("Sang"), Sir H. Seton-Karr, M.P., Mr. A. B. Tennyson, Mr. Marshall Hall, K.C., M.P., Mr. Eric Hambro, M.P., Mr. H. W. Forster, M.P., Mr. Ryder Richardson (secretary of St. George's Club), and Mr. A. W. Maconochie, M.P. Sitting—House of Commons: Mr. Guy Pym, Mr. Wanklyn, Mr. Balfour, and Mr. Soames.

"FOLLOW OUR LEADER."

Crossing the canal bridge at the 14th hole in the Prime Minister's match.



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# *On the Links.*

recalls two infinitely prettier yarns told by Miss L. B. Walford some years ago in an article upon Macrihanish, which may be new to some readers. To the remark, "What beautiful views there are from the links!" comes the priceless reply, "Yes, indeed, there are — on Sundays!" The overwhelming majority of golf yarns deal with the sayings, thoughts, and doings of the eerie and mysterious caddie-folk, and the following is not unworthy of the wisest of a wise race. A fellow, flushed with victory after gaining the ninth hole, looked around and broke into exclamations of ecstasy over the beauty of the landscape, "Ay, it's fine," quoth Donald, drily, "it's fine —when you're three up!"

* * *

Dalzell House, near Motherwell, where Lord Aberdeen is at present the guest of Lord Hamilton, is one of the few places where folk play "Scotch skittles," which differs entirely from the common game. The ball is hung by a long rope from a bracket in the wall, and is so thrown round a small post that it strikes the "men" as it swings back to the player. One can credit the assertion that it is not quite so simple as it looks.

George Stephen, the opponent of Mr. A. B Tennyson, playing an iron shot; a good grip and otherwise a fair finish.

The entries for the Ladies' Championship will close on May 18, and the annual meeting of the Ladies' Golf Union and draw for the championship will be held in London on May 19. The Sheringham Golf Club proposes to hold an open meeting on Saturday, May 27. As the Sheringham course is within a short drive of Cromer, it is probable that the majority of the Championship competitors will enter for the Sheringham meeting. The Council of the Ladies' Union, at their recent meeting, drew up a new rule referring to the starting time of competitors in the Championship. In future competitors not on the tee at starting time will be scratched, unless the committee consider the reason given an adequate one. The Union Gold Medal Open and the Silver Medal in the affiliated clubs will be competed for a Lytham and St. Anne's on April 17. The Golfing Challenge Cup will also be competed for at St. Anne's on the same date.

* * *

There is every prospect of North Berwick being provided with a relief course at an early

George Buchan ("Joe"), the opponent of Mr. Eric Hambro, M.P., driving from the tee. The grip is a wide one, hands too far apart, too much palm, and little follow through.

date. A meeting was recently held in Edinburgh, under the presidency of Sir Robert Cranston, the Lord Provost, to discuss a proposal to form a syndicate to acquire about 114 acres of land from Sir Walter Da'rymple to the east of the Burn, leading from the Ladies' Glen at North Berwick, which would include the Rhodes links. Favourable terms have been offered by the agents of the proprietor, a lease for thirty-one years being offered at a rental beginning at £280 per annum. In considering the question of revenue and expenditure, it was estimated that the annual up-keep of the course and club-house would be covered by a payment of £2 2s. by 200 members, in addition to the rent from boxes and the issue of tickets to visitors. Before the meeting closed nearly 500 shares were taken in the new golf syndicate.

* * *

The Improved Golf Ball Company, Limited, have manufactured two new golf balls, and have placed them on the market for the benefit of golfers. They are "The Royal," a double-cored patent ball, whose cost is 1s. 6d., and "The Crown," at the price of 1s. 9d. Both balls are modelled on the Bramble pattern, which seems unhappily to have become stereotyped with all manufacturers of new balls. Golfers have something of a practical grievance against the uniformity which has become established in the marking of the rubber-core ball, for the universal choice of the Bramble pattern makes it impossible for players to distinguish with anything like ease one ball from another in actual play. These two balls are certainly as good and are as carefully made as any other kind of ball open to the choice of the golfer to-day. They are cleanly moulded, well painted, fly well, keep their shape, and can be played with at the hole side with assured confidence.

James Buchan, the leading player of the Inverallochy team, who played against the Prime Minister, approaching the 3rd green; a good grip with the hands, and otherwise a correct finish of the stroke.

## *Correspondence.*

### GOLF AND CURLING.

To the Editor of "The King."

Sir,—In view of the coming curling tournament at the headquarters of the London Caledonian Curling Club, which promises to be the greatest ever held in the South of England, the following "yarns" may not come amiss.

Robert Stephen, who played against Mr. Soames, driving at the 5th tee; rather a constrained finish, with defective foot action.

The close association between curler and golfer is not a thing of yesterday. "The Golfer's Year Book, 1866," is dedicated to Colonel Fairlie of Coodham, as "the Champion Amateur of Scotland, as having held the Prestwick, St. Andrews, and North Berwick medals during the same year"; and it is of him that Norman Macleod sings in his famous curling song:

"There's braw J. O. Fairlie (he's there late and early)
Better curlers than he or Hugh Conn canna be."

Hugh Conn, an auctioneer, played No. 3 in the invincible Kilwinning rink of the Earl of Eglinton, "Scotland's pride and Ayrshire's glory."

Conviviality, as opposed to revelry, has always been affected by both curler and golfer; and there is a quaint analogy between their favourite toasts. The above-mentioned Earl, at the historic dinner of the Grand Caledonian Curling Club at Kilmarnock in 1841, gave the hallowed toast of "The Tee" with commendable brevity. "The toast I have next to propose is short and small, and comes within a small compass. It is a centre, which brings all the curlers in Scotland together and constitutes many a keen contest and at the same time many an anxious moment." On the



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# *On the Links.*

## NAZEING COMMON GOLF CLUB.

(1) Dr. Hawkins, captain of the club, the referee in the Taylor *v.* Braid match a week ago. (2) Watching the play at the 9th green in the Taylor and Braid match. (3) Some of the crowd following the two professionals. (4) A few lady golfers watching Taylor's last drive. (5) The Rev. T. W. Goddard, the hon. secretary, an old golfer who has written much about the game, and the inventor of a new gutta ball, watching the play from the club-house.



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# *On the Links.*

other hand, the toast of the Bruntsfield dinners was "The green—the source of all our enjoyment"; and when the sad time came when the famous old club was to desert the famous old green for ever, one of their captains, Mr. T. S. Aitchison, sang:

"But still we'll toast ye, Bruntsfield Green,
And think o' happier days ye've seen
When o' the Links ye were the Queen,
And ruled the spiel,
Surrounded by your sons sae keen,
Wha lo'ed ye weel."

In spite of Norman Macleod's own default, for he was himself no curler, the Kirk of Scotland have supported the national winter sport like men and brothers. Think of that dear, old, guileless minister, who, before dismissing the congregation with the usual benediction, announced from the pulpit: "My brethren, there's no more harm in saying than in thinking it—if the frost hauds, I'll be on the ice the morn at nine!" Or the Rev. David Wadderstone, who was for twenty-three years minister of the parish of Bathgate, and died so long ago as 1780. A keen curler, he usually headed his flock against neighbouring parishes. Late on Saturday evening, one of his elders, John Clarkson, received a challenge from Shotts parish to meet on Monday, and was nonplussed how to communicate the joyous news to his minister; for obtrusion on a Scottish minister on Saturday ranks with sacrilege and Sunday golf. Finally, he decided to tell the minister in the session-house on Sunday morning. The pastor had no sooner entered than John said in a low tone "Minister, I've something to tell you—there's to be a parish play wi' the Shotts folk the morn at——" "Whist, man, whist! O, fie, shame, John! Fie, shame! Nae speaking to-day about worldly recreations." But as he was about to enter the kirk itself he wheeled round and whispered, "But whan's the hour, John? I'll be sure and be there!" The Rev. Mr. Lyon, minister of the parish of Blairgowrie from 1723 to 1768, continued to curl with unabated ardour even after age had scarcely left him strength to send a stone over the "hog." He once over-exerted himself in delivery, lost his balance, and fell on his back. Some of the bystanders hastened to his aid, while another graceless one placed the stone just thrown on the "tee." Still on his back the aged minister eagerly enquired where his stone was, and being informed that it was on the tee, exclaimed, "Then I'm no a bit the waur"!

Stalwart men these old curlers were, and could wield stones of 116-lb. weight. With such heavy stones William Gourlay did surprising execution; for they could move on—after taking away the "guard" and "raising" half-a-dozen stones in succession—gain a tee that had seemed impregnable. There are instances of stones having been thrown an English mile.

The following goes far to explain the extreme care of the old-time curler. The Lindsays of Dunrod had a reputation in the West Countree not unlike that of the de'il-may-care, hell-in-harness Logans of Restalrig in the East. The last of this majestic race, indignant at disobedience of a curling command, had a hole dug in the ice then and there, and the villain drowned therein. This is to this hour known as Crawford's Hole, in memory of the ruffian who expiated there his impious insubordination to his skip and feudal lord.—I am, etc., W. DALRYMPLE.

A TEE ON A SLAG HEAP.
The general nature of the Alexandria course.

## GOLF AT ALEXANDRIA.

TO THE EDITOR OF "THE KING."

SIR,—While cruising in the Mediterranean this winter I had to spend three days in port at Alexandria, and having my golf clubs with me I took the electric tram to the Sporting Club Station and paid a visit to the links there.

ONE OF THE PUTTING GREENS AT ALEXANDRIA (THE RACE-COURSE).
The Grand Stand on the left.

The game is played on the race-course and polo ground of the Sporting Club, and through the courtesy of the hon. secretary, Major Ludlow, I was able to play a round.

Owing to the restricted area there is very little variety in the holes, except in their length. The committee have, however, managed to get eighteen holes in this small space of perhaps ten or fifteen acres. One might, perhaps, think that nine holes would have proved sufficient. As it is the holes cross and recross one another, as they go backwards and forwards across the race-course; and if there are many players one party must wait while another crosses. The course is quite flat, and clothed with clover grass, which is kept in fair order. The putting greens are a difficulty, being of hard rolled mud strewn with fine sand; it requires a very delicate touch to hole out even the shortest putt, and as they are only 10-yds. square one seldom finds one's self on the green after an approach of the shortest.

The teeing grounds are small and of the same material, and all balls appear to be teed up on nearly the same spot. Two of these grounds are on the top of a heap of slag adjacent to the racecourse, and the only bunkers are the sandy track of the race-course, some small irrigating drains, and the boarded edges of the polo ground. At only two holes can the brassie be used, namely, the tenth and last, the remainder being a drive and a "snip," except two, which are mashie shots. Altogether, after a month without golf, I enjoyed the round.

The Arab caddie boy could not speak English, nor could he count over ten, but, on the other hand, he only demanded one piastre for the eighteen holes. I send you two snapshots of the course.

All attempts to form links at Port Said have failed on account of the absence of grass and the constantly moving sand. At Beyrout there are no links, and I astonished the Arab caretaker of the race-course there and his friends by knocking a couple of balls round the course with a mashie, the course being 30-yds. wide, and 1½-miles long. A mad Feringee, indeed!—I am, etc., H. T. M.

## *FIXTURES.*

**April 8.—Glasgow (Killermont), Final Medal Competition; Stewart Cup (handicap).**
**April 10.—Barnehurst Ladies' Spring Meeting.**
**April 10.—Royal Guernsey Spring Meeting.**
**April 11.—Barnehurst Ladies' Open Meeting.**
**April 12.—Royal Blackheath Spring Meeting.**
**April 12-13.—Ranelagh Ladies' Open Meeting.**
**April 13.—Royal Liverpool Ladies' Open Meeting.**
**April 15.—Sundridge Park Monthly Medal (Bogey).**
**April 15.—Glasgow, Spring Meeting (Gailes).**
**April 17.—Lytham and St. Anne's Ladies' Open Meeting.**
**April 20.—Glasgow (Killermont) *v.* New Club, St. Andrews.**
**April 21-24.—Frinton Easter Meeting.**



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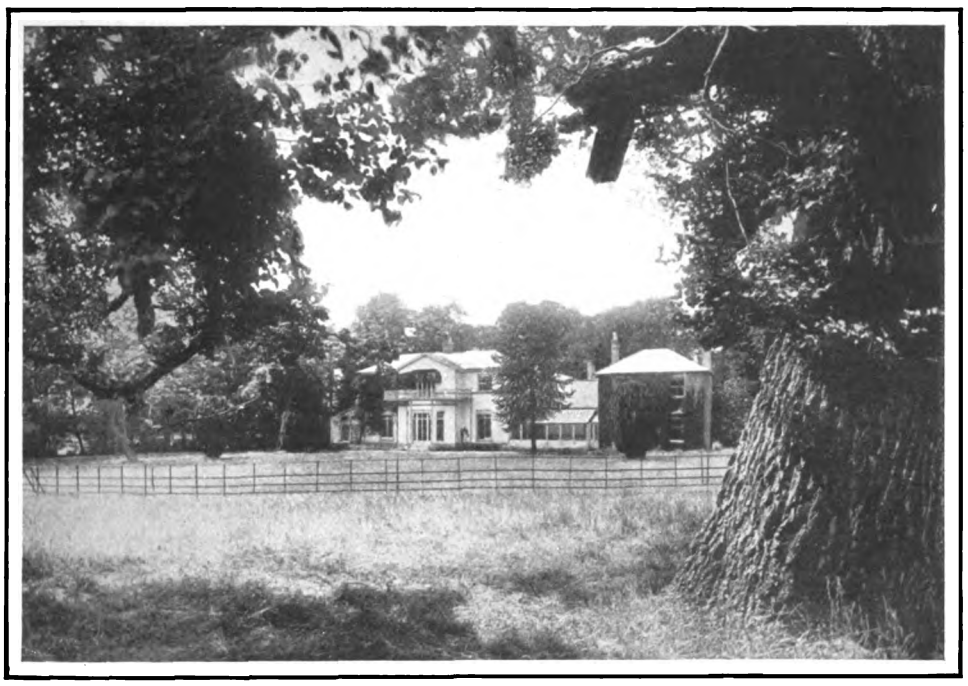
# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XXXVII.—Mr. Sidney J. Pocock, Prospective Liberal Candidate for the Uxbridge Division of Middlesex.**

NUMERICALLY, geographically, and socially the Uxbridge Division of Middlesex is one of very considerable importance. The Royal Palace of Hampton Court stands on its confines, and a quorum of the House of Lords might very easily be formed within its four corners. For twenty years all told, Uxbridge has "gone Conservative" with no uncertain note. Thirteen years ago the majority was 3,143, and there has been no contest in the interval. The many-sided representative of the Uxbridge Division at Westminster was not only the learned author of a "Genealogical and Chronological History of the Royal Houses of Europe," but he held a quasi-Naval office which enabled him to wear a picturesque uniform at the smallest possible provocation. The pennant of Sir F. Dixon-Hartland, as High Admiral of the Thames Conservancy, has recently been transferred by resignation to Mr. W. F. Grenfell, and signs are not wanting that Uxbridge may shortly be the scene of one of those sensational political changes of allegiance, of which North Dorset and Buteshire have afforded the most recent and remarkable examples. In the person of Mr. Sidney J. Pocock of Charlton Court, Shepperton, Sir F. Dixon-Hartland will assuredly find an adversary worthy of his steel. Mr. Pocock became, some years ago, the owner of one of those delightful old-fashioned places still to be found near the banks of the Thames; and although he is not a "local preacher," as the "sitting member," from his recent utterances, would really appear to believe, both his past record and present views on the great political and economical questions of the hour, are precisely such as are calculated to induce the hard-headed and eminently practical market-gardeners and fruit-growers of the Uxbridge Division to hesitate before refusing their suffrages to the man whose motto is "Peace, Prosperity, and Progress," and whose watchwords are "Untaxed Food and Unity with the Colonies."



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CHARLTON COURT, NEAR SHEPPERTON

The residence of Mr. Sidney J. Pocock, Prospective Liberal Candidate for the Uxbridge Division of Middlesex.

Mr. Sidney Pocock comes of a good old Wiltshire stock. The Pococks of Whitley, near Melksham, have been notable yeomen for many generations, and Mr. Pocock's mother was a Keevil of Bradley, in the neighbourhood of Trowbridge. He was born just half a century ago at Broome Manor, Swindon, but his parents removed shortly afterwards to Stanford-in-the-Vale, near Farringdon, and his earliest youth was passed, like that of Tom Brown, within sight of the historic White Horse. Mr. Abraham Pocock and his wife were strong Nonconformists, and in due course their son went to Mr. Howell's well-known school at Farringdon, where he completed his education. About thirty years since Sidney Pocock came to London, where he joined Mr. W. H. Freeth in business as wholesale milk contractors and manufacturers of dairy requisites and machinery. The enterprise, started originally in Paddington, has now assumed very important proportions, and the names of Messrs. Pocock and Freeth, both as experts and exporters, are known in every part of the world. Mr. Pocock has practically retired from active participation in commerce, but he is still chairman of Freeth and Pocock, Limited, and a director of the Dairy Outfit Company, Limited, at King's Cross and Hemel Hempstead.

Possibly the great secret of Mr. Sidney Pocock's success in everything he has undertaken lies in the fact that he has gone through life with his eyes open, and that he does not know what it is to spell failure. As far as a thorough knowledge of practical farming is concerned he has very few rivals. In 1891 he gave important evidence before the Departmental Committee appointed by the Board of Agriculture. He has also taken an active part, as a member of the Council of the British Dairy Farmers' Association, in the movement for the reduction of railway rates for home-grown produce. The president for 1905 is Lord Northbourne, and amongst his colleagues is Mr. Jesse Collings, with whom he is on the best of terms, although the member for the Bordesley Division of Birmingham has neither offered to speak for him at Uxbridge, nor converted him to an acceptance of the aboriginal doctrine of "three acres and a cow" as the panacea for the ills which the British labourer is heir to. Mr. Pocock remembers the time when Mr. Collings's dictum was taken seriously "in the Vale," and the Berkshire peasants informed his father that when the time for choosing came, they had no idea of putting up with the worst animal in the herd! Eleven years ago Mr. Pocock was president of the Dairymen's Benevolent Institution. He signalised his term of office by collecting the then record sum of £1,160. He received an illuminated address of thanks, and remains a vice-president of this most useful charity. Although the life of the owner of Charlton Court has been an unusually busy one, he has visited many parts of the world, bringing back a store of pleasant and useful reminiscences from Syria, Palestine, Turkey, Egypt, and Canada, where he owns a considerable tract of fertile land. Possibly it is the travel-lectures which Mr. Pocock gives at P.S.A. gatherings which has imbued the mind of his political rival with the idea that he is given to preaching on the one day of the week not usually devoted to public meetings.

Since Mr. Pocock has undertaken what was once regarded as the almost impossible task of winning the Uxbridge Division for the Liberals, his activity has been phenomenal. Not only has he addressed meetings in every portion of the constituency, but he hopes before the General Election comes round to fulfil his promise of delivering (by the aid of relays of motor-cars) thirty different speeches on thirty different topics in thirty different places, in the course of a single day! He is a telling and vigorous speaker, and is heard at his best while upholding Free Trade, exposing the shortcomings of the Education Act, or explaining the advantages of certain forms of farming, and the necessity of still further facilitating the commerce of land. In the next House of Commons his ripe experience and practical knowledge of agricultural matters would be invaluable. Sir Charles Dilke is one of Mr. Pocock's neighbours and constituents at Shepperton, while in the person of Sir George Kekewich, K.C.B., Mr. Councillor Dobin of Feltham, and Mr. T. Wild, C.C., of Sipson, the Uxbridge Liberal Association possesses an ideal president, secretary, and treasurer. Mr. John Hill of Staines is labouring indefatigably as Mr. Pocock's agent, and no speaker in the Liberal ranks awakens greater enthusiasm or commands more respect than the veteran Mr. J. C. Buckmaster, M.A., J.P., of Teddington, as upright, vigorous, and eloquent now as he was fifty years ago, when he commenced his historic crusade on behalf of South Kensington in the days of "Old King Cole." Nor is feminine aid wanting, for Lady Kekewich hopes to lead the Uxbridge Women's Liberal Association to victory, while with Mrs. Crossley as vice-president, with Mrs. Schultz as hon. secretary, much good work is being accomplished in connection with the Uxbridge Division Liberal Social Council.



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# The Motor: On Highway and Seaway.

FOR the moment a very widespread interest is being evinced in the Monaco Motor-boat Meeting, as, apart altogether from questions of sport, it is felt that the results of the races, which commence on Sunday next and extend over a week, may have an important influence on the future of the motor-boat industry. The British champions are very few in number, and should the foreign-built boats sweep the board, as they did last year, the mischievous impression that nothing good in the motor line, either on land or sea, can be expected from this side of the Channel, will be still further strengthened. In the racing classes there are only three British boats in all, two Napiers and a Brooke, against whom are arrayed all the great motor-makers and boat-builders on the Continent. It is somewhat disappointing that great firms like Vickers, Sons, and Maxim, and Thornycroft, who have a wide experience in building both petrol motors and boats, have not thought it worth their while to try conclusions with their foreign rivals at so important and so widely-advertised a meeting as the Monaco Regatta. A firm which has been building petrol-driven submarines for the British Government for some years past, ought to be able to compete with foreign car-makers who until a year ago had never turned out a marine motor from their works.

Whoever wins, there are certain to be some sensational speeds accomplished if the weather remains fine, and that motor-boat-racing is capable of producing excellent sport was proved last year, when two 21-ft. cruisers, "La Marguerite" and "Loodit," finished a 60-kilomètre course within 3-5-sec. of each other, while only 8-sec. separated the third and fourth boats. The most successful boat at last year's meeting was "Trèfle-à-Quatre," a 32-ft. racer, with a Seyler hull and a Georges-Richard-Brasier motor, identical in size and design with the one used on the winning car in the Gordon Bennett race. The most notable achievement of this little craft during the Monaco Week was the winning of a 200-kilomètre (125-miles) race in 5-hr. 16-min. 51-sec.,

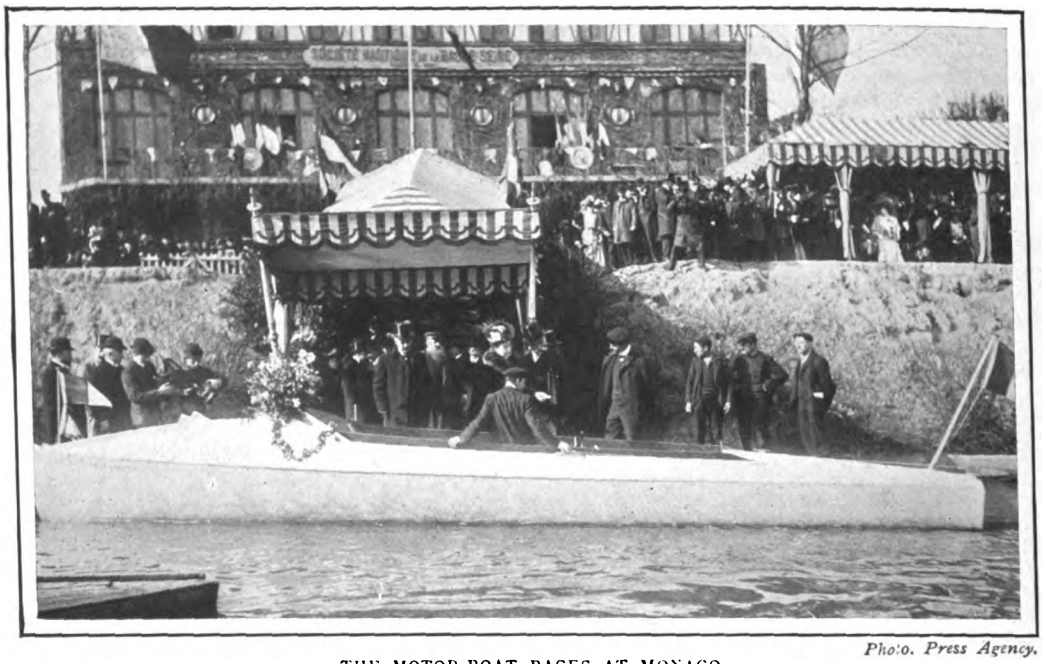

Photo. Press Agency.

THE MOTOR-BOAT RACES AT MONACO.

The launch of "La Turquoise," which has been entered by Mme. du Gast, the well-known French sportswoman, who drove a motor-car in the Paris-Madrid race. Mme. du Gast will steer her boat herself.

equivalent to an average speed of over 20-knots. In this event the Richard-Brasier engine first showed that capacity for regular and sustained effort which was so largely responsible for the maker's subsequent victories on land in the French selection trials and the Cup race itself. At Monaco "Trèfle-à-Quatre" caused general astonishment by covering round after round of the course with almost clock-like regularity. The fastest speed was in the race for the Prince of Monaco's Cup, when she covered a nautical mile plus a kilomètre, or 2,852-mètres in all, in 4-min. 17 3-5-sec., which works out at 40-kilomètres, or 24·8-miles, an hour, or practically 22-knots. This speed was only beaten once on the open sea during the year, when, on the occasion of the cross-Channel race in August, "Mercédès IV." averaged 25½ miles an hour. Other notable boats at last year's Monaco Meeting were "La Râpée III.," a 26-ft. Panhard-Tellier racer, and "Vas-y," a fine Delahaye-Pitre cruiser. There were about fifty craft in all engaged, ranging from the 60-ft. "Parisienne II.," fitted with three 60-h.p. Mors motors, which caught fire in her first race, and was entirely destroyed, down to the 7-ft. pinnace "Allo V.," fitted with a two-cylinder engine giving about 13-h.p., which covered a 25-kilomètre course in under 3-hr.

Photo. Press Agency.

ANOTHER COMPETITOR IN THE MONACO RACES.

The powerful 180-h p. "Mercédès-Mercédès," which was recently launched in Paris. She is considered one of the fastest petrol-driven yachts yet built.

I do not know whether there is any boat so tiny as "Allo V." at this year's meeting, but it is certain that "Parisienne II." would now be regarded as quite low-powered for a racer. At the exhibition of the competitors which was held in the early part of this week, were to be seen the 50-ft. "Dubonnet" with a single 300-h.p. Delahaye engine, the "Mercédès-Charley" with a Pitre hull only 40-ft. in length, but driven by a 180-h.p. motor, the "Panhard Levassor" with a 42-ft. Tellier hull and two 100-h.p. Panhard motors, coupled in tandem, and "Palaisoto I.," another 40-ft. boat with a 180-h.p. motor, to mention only a few out of many. There are five vessels fitted with Richard-Brasier engines, including the victor of last year's meeting. The biggest is the "Grand Trefle," a 12·18-mètres boat with engines of 150-h.p. and twin screws. The latter is an unusual feature in this year's racers, although "Napier II.," which lately made such a sensational trial on the Thames, has two propellers. One of the most interesting craft is "La Turquoise," which will be steered and "driven" by Mme. du Gast. "La Turquoise" is a 30-ft. Tellier boat with an Antoinette motor of eight cylinders set opposite to each other in V fashion, four on each side. Instead of a reversing gear the motor itself can be reversed by altering the position of the valve cams. Among the cruiser classes the most ambitious-looking vessel is the "Mercédès-Mercédès," which is really a fair-sized yacht, 60-ft. in length, with very comfortable cabin accommodation. On her trial runs she is said to have attained a speed of nearly 19-miles an hour. Her propelling machinery consists of two 90-h.p. Mercédès motors. Visitors to last year's Paris Exhibition will remember the dainty little



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model of "Mercédès-Mercédès" which was shown in the boat section.

I am sorry to see that the time-expired Marine Artillerymen at Eastney Barracks, who, thanks to the efforts of their officers, have been undergoing a course of motor driving and management for some months past, have not succeeded in satisfying the

Thomson.

MRS. JAMES RANDELL

In her 12-h.p. water-cooled Lanchester car Mrs. Randell is a lover of outdoor pastimes, and has been an enthusiastic motorist for some years.

Automobile Club's examiners as to their proficiency in actual driving. I mentioned a few weeks ago that Mr. Worby Beaumont, Professor Vernon Boys, F.R.S., and Mr. R. E. Phillips had journeyed down to Portsmouth to examine these men, with a view to granting certificates to the proficients. The examination consisted of a paper of twenty-four questions on the practical construction of a car, followed by practical work on a number of machines lent for the purpose. Then the candidates were set another paper on the rules of the road and the Motor-car Act. The examiners reported that the men showed very considerable knowledge, not only of the parts of the car to which they had been accustomed, but of the proper functions of the mechanism, and in most cases were able to diagnose quickly any defects which had been intentionally occasioned. The examination into driving efficiency was less satisfactory in its results, which perhaps is not to be wondered at, as any course of instruction can only give a pupil a groundwork of knowledge, upon which, with care and the necessary opportunities for practice, he can build up the proficiency which lengthy experience on the road alone can afford.

The net result of the examination of the Eastney class is that ten men have been granted certificates for mechanical proficiency, but only one has received a driving certificate. It by no means follows, however, that the ten would not prove exceedingly valuable servants, and in the eyes of many owners the certainty of obtaining a man of exemplary character would outweigh the admitted deficiency in driving experience. No doubt the Automobile Club has very properly set a high standard of skill, as if its certificates are to carry weight in the eyes of the public, they must be granted only to drivers who can show a very considerable degree of proficiency.

RADIATOR.



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# *The Parisians of Paris.*

## A LITTLE BIT OF SCANDAL.

TRY to keep something secret, try to hush up a circumstance, try to think nobody knows what you do not want known, and see how well you succeed in a city like ours. Not many weeks ago there were whispers of a peculiar case that made the wicked smile; a case that may be frequent enough, but which even the most intimate connections rarely hear of; a case that a man, as a rule, keeps to himself. It was something like "Ein Junglingliebt ein Mädchen," but not quite; for the "jungling" was over fifty and the "Mädchen" a married woman. But it was love, for all that, at least, on his side. He had begun to what is called "live" late in life. He had a wife somewhere in the country, a good woman—how she would like to hear herself described so!—who devoted her days to the washing and dressing of her children, and her nights to the mending of their socks. She made a splendid mother, but a wretched wife. He left home by the early train and came back at night for dinner every day, excepting Sundays and holidays, during twenty years.

One day he meets a woman to whom he tells the story of his daily life, and he begins to understand that he is not happy. She was a married woman, certainly, but her husband was away, had been away for years. A woman of experience, who knew a thing or two, as the parrot said. And things became interesting.

He spent his money royally, did this elderly lover. Took a snug little flat, furnished it, and prepared to pass the rest of his days (from four to six) with his Dulcinea. A heavenly time, as long as it lasted! At four o'clock he hung up his office coat and was off to his pastures new. At six he took the suburban train, and nothing was outwardly changed in his relations to his family.

One day, however, the idyll ended. Why did the concierge look after him as he mounted the familiar stairs? Why did the parlour-maid smile so strangely as she opened the door of the little flat? Why was everything strange on this particular day? Why, indeed? What had occurred? Nothing. A trifle. The husband had come home! And there, before the blazing wood fire—his fire—sat a fat, comfortable-looking individual lolling in the big arm-chair—his arm-chair, his hands in his pockets, his legs stretched across the rug—his rug. He was introduced, paid a visit of the traditional quarter of an hour, shook hands, and withdrew. He had left the husband in possession.

It was his first irregular love; his first adventure. It weighed too heavily. He had to tell somebody. He told a friend.

How it occurred nobody knows, nobody ever knows, but in an hour the story was all over Paris. Eventually it came to the ready net of the "reviewist" and found its way to the Scala. M. Daniel Jourda has called it "Affaire de Bourse."

All Paris goes to see the short act, placed before the last five numbers of the variety entertainment, sandwiched between **Miss Compton** and the surprise polka. The elderly stockbroker has provided his acquaintances with more merriment than he had out of the affair, poor fellow. And heartless Paris laughs as the story is unrolled. And he? Does he know that the *cont etemps*, as he picturesquely explained it, is filling the coffers of a music hall and the pockets of a dramatist? Not for a moment. He takes his six o'clock train as he has done for nearly a quarter of a century, and never associates the "Affaire de Bourse" placarded on the city walls with Fernande, his flat, and his furniture.

MLLE. MARCELLE YRWEN

Who is playing at the Scala, Paris. (From a photograph by Manuel.)

In the revue that follows there are some bright allusions, as usual, to the events of the day. They have a light way of handling some of the heaviest utensils, these Parisians, saucepans and others. How the word "casserole" has been extended! The happiest skit was, however, on the literature of the past. And past is the word to use. We are taken to the square stone building in the Bois de Boulogne, formerly the property of Sir Richard Wallace, known as Bagatelle. This building, as everybody knows, has been bought by the City of Paris. Here, while they discuss what will become of it, we see the ghosts of Alfred de Musset, Balzac, and Lamartine. How worried they look! What is becoming of their glory? Who reads them? Who remembers them? And here comes a venerable white-beard to join their ranks. Victor Hugo with tears in his eyes. And they tell each other sadly, so sadly, how their works are published in cheap editions, how even at threepence a copy nobody buys them, how they are offered to the public with a china dinner service or a phonograph.

Then comes Mme. Bovary, who objects to be dramatised. And finally we have a miniature representation of the German play at the Vaudeville, "La Retraite," with a commentary at the dress rehearsal by two of the well-known *habituées*, Marguerite Deval and Baltley. A private box is arranged for each of these ladies on the small stage, and two of the comedians appear in their places. "Marguerite Deval" is quiet. She never seeks to attract more than her share of attention. She waves a hand here, and gives a nod there: "Bonjour Yvette," "Bonjour Catulle," quite loud, of course, but not louder than necessary to be heard. "Baltley" is, for once, alone. The long white-robed figure, with the large black hat, the angular movements, the gruff laugh, are wonderfully imitated by that inimitable Morton. There is nothing funnier than a man in woman's clothes when the woman and her costume are taken seriously. And Morton has taken Baltley seriously! Have you ever seen the extraordinary woman with her long flat figure, her good-tempered smile, and her comical voice? She once played the part of a love-sick girl who helps a man to escape from prison with a rope-ladder. I remember her—and shall never forget her—drawing yards and yards of rope from the opening of her bodice. She looks as if she could do it still.

FRANCES KEYZER.



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# A Paris Toilette

A ROBE OF POMPADOUR MOUSSELINE DE SOIE, TRIMMED WITH MALINES LACE. MAISON REDFERN.

(From a photograph by Reutlinger.)



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# Under the Burgee.

PLYMOUTH WEEK will open this year on July 26, and will thus precede Cowes Week, instead of, as hitherto, concluding the season. The alteration has often been suggested, in the hope that yachts on their return from the Clyde would be able to take part in the regattas, and thus make the Western regatta week what it should be—one of the most important of the season. Of late years it has been found that many racing owners have either laid up their craft before the first week in September, or are, perhaps, indulging in a short spell of cruising before sending their boats into winter quarters. Whichever might have been the case, the result to the late fixture has been the same—a dearth of entries for the more important events.

Whether the new arrangement will improve matters remains to be seen; at any rate, the experiment is well worth the trial. The season is becoming so crowded with fixtures, that many clubs find it extremely difficult in arranging dates to avoid clashing with those of other clubs, and the complete alteration of a series of regattas as in the present instance must be in a great measure experimental.

The success of the week will depend upon one or two considerations. Firstly, if the proposed race from the Clyde to Cowes should take definite form, all the yachts taking part therein would be carried past Plymouth, and it is improbable that they would return to the Western port, with the Cowes and Solent fixtures so close. In the majority of cases, the craft would be in one or other of the yards, being scrubbed and undergoing a final tuning up prior to Cowes. Vessels taking part in the Plymouth regattas would, under favourable conditions, be able to get up to the Solent in time for any necessary cleaning, but the Southampton matches, if arranged as last year, on the Friday and Saturday preceding Cowes Week, would be likely to suffer, as many yachts would then be in dock or on the Hard.

The natural attractions of Plymouth are such that, with other conditions favourable, the Plymouth Week should be one of the most popular of the whole season, if such a description can be rightly applied to one of the most exclusive of pastimes. Plymouth Sound is an ideal yachting ground. It possesses the great advantage of depth of water and freedom from shoals. The coasts are bold, and can be approached quite close with impunity, and a lead-line often finds no place in the equipment of the local boats. Another great advantage is that, in all but the heaviest weather, even the smallest classes of boat can be raced, the breakwater providing comparatively smooth water inside when there is sufficient weight in the wind to knock up a big sea outside. In addition to these considerations, there is the other great advantage, without which the foregoing would be of but little worth—ample and secure anchorage for vessels of all dimensions.

With all these natural advantages, it is not to be wondered at that yachting has taken deep root locally. The port is well provided with clubs. The Royal Western, the senior club, is one of the oldest institutions in the kingdom, dating from 1827, and has commodious quarters splendidly situated at the western end of the Hoe, whence a magnificent view of the whole of the Sound is obtained.

The Royal Plymouth Corinthian Club was formed in 1877, and has recently constructed quarters on the front, just opposite the entrance to the Cattewater, in addition to winter quarters in Lockyer Street. The Royal South Western Club was established in 1890, and has also comfortable quarters on the sea-front at the western end of the Hoe. In addition to these there is a local branch of the Minima Club. Between these clubs all classes of yachts and boats are amply catered for.

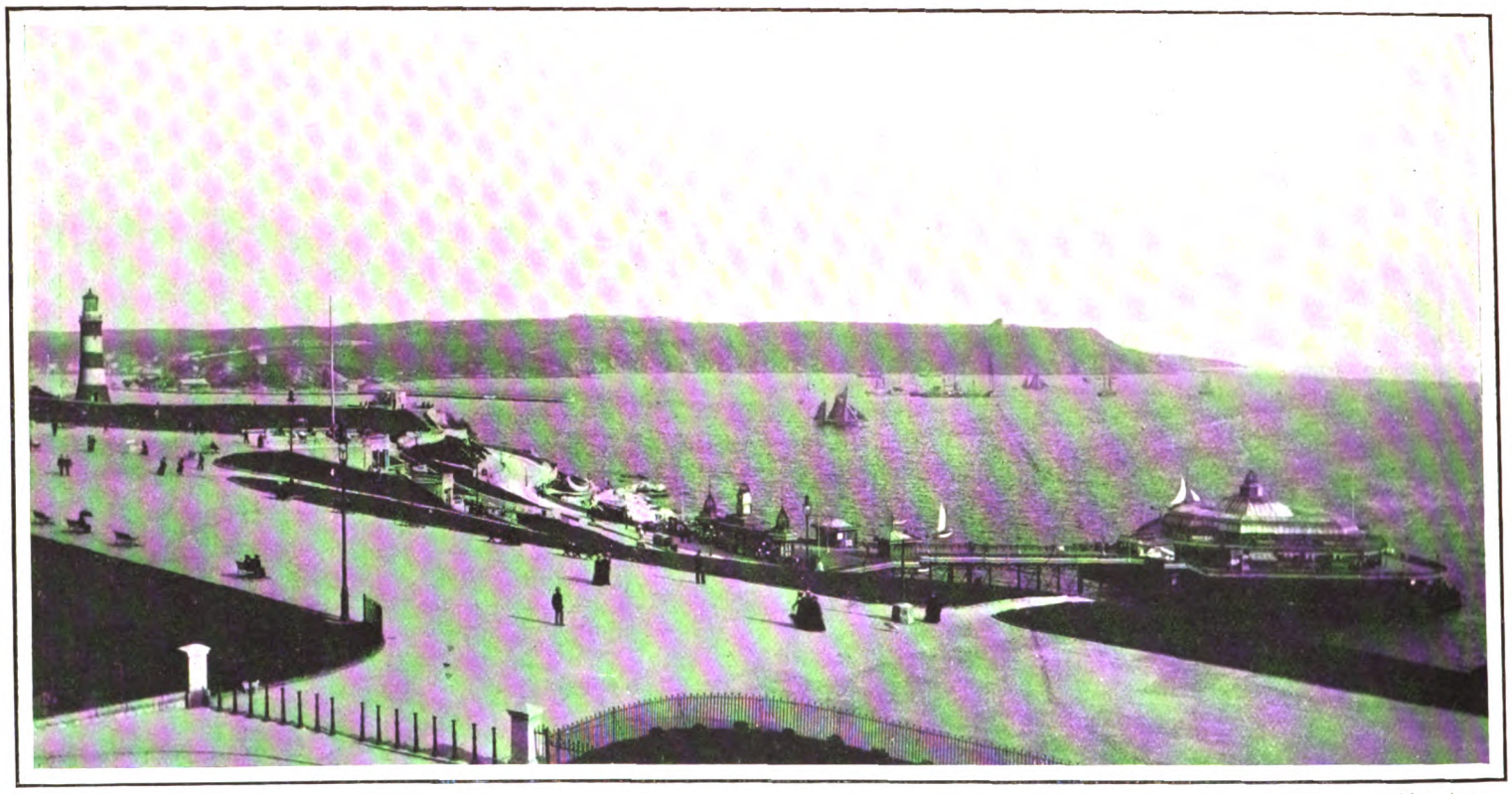
The local enthusiasm for yachting is such, however, that notwithstanding the provision thus made by the clubs for all branches of the sport, a town regatta, conducted by a special committee, and for which prizes are provided by public subscription, always finds a prominent place in the annual week.

This town regatta has distinctive features of its own, and the day's programme is one of the most varied and interesting of any to be found around the coast, including, as it does, in addition to matches for every type of yacht, events for all the different classes of fishing craft. In these latter contests the keenest rivalry is displayed, particularly when, as is often the case, recognised champions of different ports are amongst the competitors.

Should the day of the town fixture be favoured with fine weather, the slopes of the Hoe are thronged with spectators, who, in addition to being able to see the whole of the racing, are also kept posted throughout the day with the positions of the competing vessels at the end of every round. This is done by means of huge signboards set up on the Hoe, in charge of officials to whom the progress of the racing is signalled from the committee-boat.

I know of no other regatta at which such a system is attempted. On the contrary, one often finds that the general public has no means of knowing what is in progress at a regatta.

CORINTHIAN.



*Photochrom.*

PLYMOUTH SOUND.

A view from the club-house of the Royal Western Yacht Club, which is situated on the Hoe. The club was established in 1827, and is one of the oldest yacht clubs in the country. The Plymouth Week usually opens with this club's annual regatta.

MEDITERRANEAN INTERNATIONAL REGATTAS.

| | |
|---|---|
| April 8 .. .. .. .. .. .. | Cannes. |
| April 9 to 13 .. .. .. .. .. | Monaco. |
| April 14 to 18 .. .. .. .. | Mentone. |
| April 20 to 30 .. .. .. .. | San Remo. |



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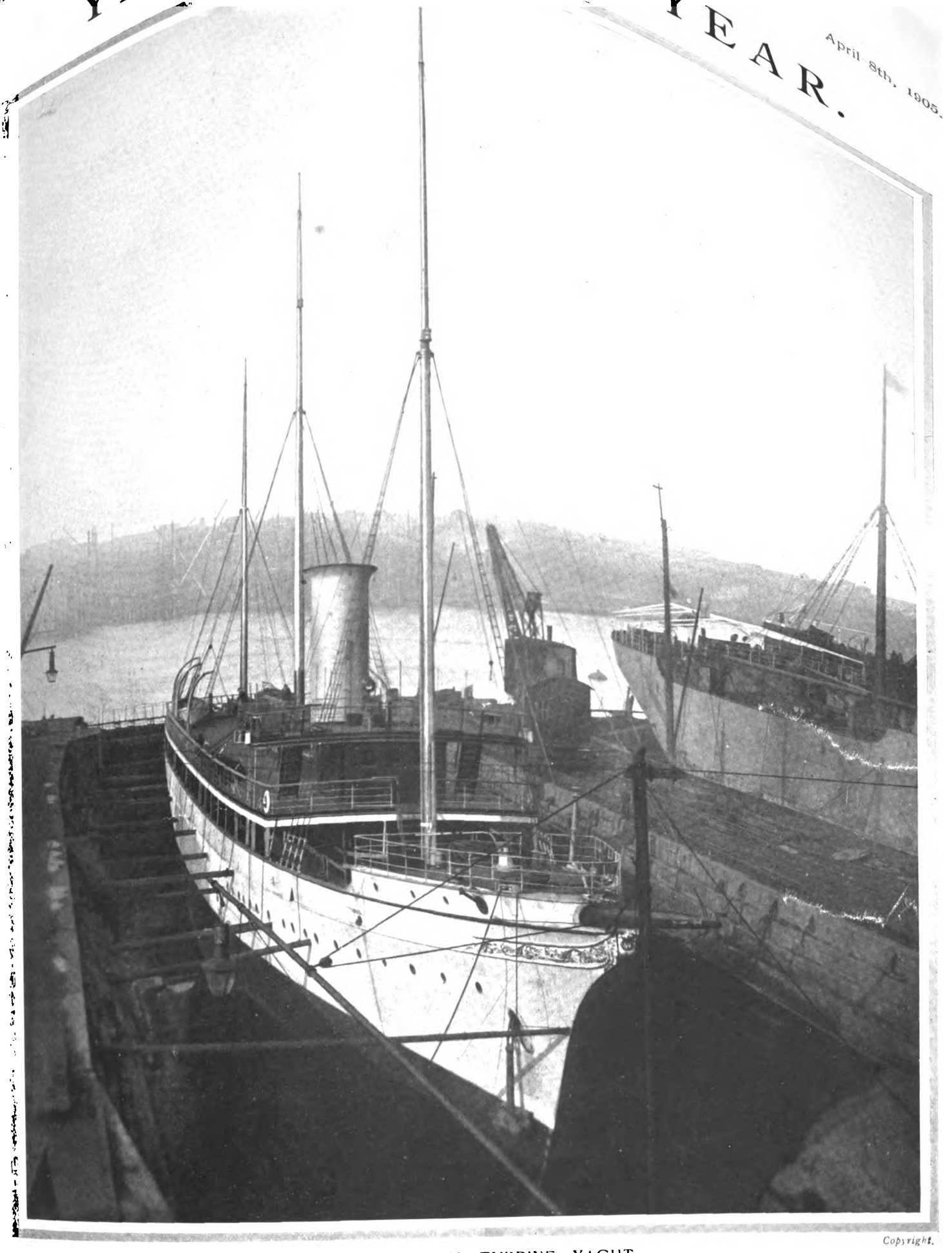

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## A NEW 1,300-TON TURBINE YACHT.

Our illustration shows the new turbine yacht Albion, owned by Sir George Newnes, Bart., M.P., in dock at Walker-on-Tyne. The yacht, built by Messrs. Swan, Hunter and Wigham-Richardson, Ltd., has recently run her trials, making at her full speed 15¼-knots, and at her economical speed 12½-knots, which gives her a radius for steaming 300-miles a day. She comes round to Southampton this week, where further trials will take place, as those in the North were conducted in rough weather; and although the full results promised have been attained, it is believed that under favourable cruising conditions they will be exceeded. The Albion was designed by Sir William White, the late Chief Constructor of the Navy.



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# PLAYS AND PLAYERS.

A NEW PORTRAIT OF MISS GAYNOR ROWLANDS.

Miss Rowlands, who first made a name in the delightful musical comedy, "My Lady Molly," at Terry's Theatre, has come to the front with remarkable rapidity, and is at present playing in "The Orchid," one of the most successful of the unbroken series of Gaiety successes.

*(From a photograph specially taken for this paper by Messrs. Johnston and Hoffmann, 31, Devonshire Street, Portland Place, W.)*



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# ACTRESSES AT HOME.

## XV.—THE MISSES ZENA AND PHYLLIS DARE.

THE MISSES DARE AT RANDOLPH ROAD, MAIDA VALE.

Few young actresses succeed in attaining to a foremost position on the stage in the short space of time it has taken Miss Zena and Miss Phyllis Dare to become stage favourites. Miss Phyllis Dare was the first to get a part, in pantomime at the Coronet Theatre, and, curiously enough, her elder sister had to understudy her. But Miss Phyllis Dare was never in need of an understudy, for she turned up to every performance with (for her sister) tantalising regularity, and it was not until she was engaged to tour in a musical comedy that Miss Zena Dare could get a speaking part. That was little more than five years ago, and since then both sisters have continued to advance rapidly in public favour.

*(From copyright photographs specially supplied to this paper.)*



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# *Letters to Stage Favourites.*

## XXI.—TO MISS DARRAGH.

DEAR MISS DARRAGH, — Every time I have seen you act—and the times have not been many, for you have not played often in London—I have felt certain that some day you would do great things.

You have the temperament of an actress far above common talent. You exercise that personal magnetism which is necessary to a striking stage success. While you are on the stage I cannot take my eyes off you. I watch your every movement, your faint changes of countenance, the lifting of your eyelids even, with emotion and interest.

You are what Mr. Carruthers called Evangeline, a disturbing person. I fancy there are few shades of feeling you could not express, and that your expressions of them would always have in them something individual, something sympathetic, something beautiful. Your low voice thrills with the suggestion of hidden fires. Your eyes, now sad, now merry, tell of a many-sided nature, or of a nature, rather, which can appreciate and interpret many sides of life. Your air of sleepy, melancholy grace has some quality of the tiger in it. I feel all the time as if, being roused sufficiently, you might spring.

I hoped that the spring might come in "Lady Ben," which gave you to us for the first time as a leading woman at a leading London theatre. I reckoned without Mr. George Bancroft. This ingenious person, instead of giving you live material to work upon, has merely provided an excellent mechanical rabbit.

It is possible that a toy animal of the furry kind might possibly induce a real tiger to leap upon it in mistaken fury. I have even seen Mme. Sarah Bernhardt quiver with passion and pour forth glowing frenzies of words in plays which were little better than "Lady Ben." But you have not yet got to the pitch of being able to make bricks without straw. At your stage of development you depend upon your author. What a pity you could not have chosen one who would have written a play better suited to your power.

It is not so much that the plot of "Lady Ben" is old-fashioned. All plots are old, and fashions come round in regular sequence, like the winds of March and April's fitful rain. It is in the treatment of his plot that Mr. Bancroft shows himself to belong to a bygone generation. I understand that he is in years a young man. His mind, however, dates back to the seventies. He is a disciple of Sardou at his baldest, a throw-back to the du Maurier period, when the young men of the period called each other "old chappie," and Mrs. Ponsonby de Tompkins angled for Sir Pompey Bedell.

*Johnston and Hoffmann.*

MISS DARRAGH

Who created the title *rôle* in Mr. George Bancroft's new play, "Lady Ben."

Even in the smallest details of his inventions he betrays this obsession of the past. He fixes a fashionable wedding for eleven o'clock. It was the custom of twenty-five years ago. To-day, anywhere west of Bow Church, it would be considered barbarous. He makes his preposterous young man give a bachelor supper on the eve of his wedding, and deliver a farewell speech, and speak the next morning of the consequent "head." The idea might have come straight out of "London Assurance" or "Pink Dominoes." He might as well have dressed the youth in chain armour.

I could forgive all this, though, if in the weightier matters he had not played our expectation so false. His "great scene" is in the third act. Lady Ben has promised to return her youthful admirer's letters if he will go to her house to fetch them at eleven o'clock on the night before his marriage. He has to be at the early Victorian farewell supper party, so his father goes instead.

Just before eleven Lady Ben hurts her ankle. She cannot move from the sofa in her boudoir. Would Sir Henry take the trouble to come up? When he is up, would he slide back the folding doors and find her keys on the dressing-table just inside the adjoining bedroom? Of course, he leaves them open. Then, just as he has got the packet of incriminating letters in his hand, enter unexpectedly Lady Ben's husband.

In a few moments he has the packet in his coat pocket, and Sir Henry has departed disconsolate, with visions of the Divorce Court before his troubled eyes. Then we pull ourselves together for a dramatic moment, sit forward and grip the arms of our stalls. With concentrated fury in your gaze, you drew yourself up on your sofa. "Now it's coming," we murmured. And it came.

What? a terrific tirade? a flow of biting sarcasm? an outburst of passionate invective? None of these. Merely the words, "You—— You—— What are you going to do?" Like Mr. Wemmick, the author at this critical moment dropped into poetry. One almost expected to hear the band strike up, and to see you and Sir Benjamin advance to the footlights for a duet, with a chorus of concealed French maids. In a musical comedy it would have been tolerable. In a drama of emotion—bah!

Really, my dear Miss Darragh, you must find something better than this.

Remember that your future depends in large part upon the impression you make now. Don't let the public mind associate you with failures. It cannot do you any good to let playgoers think you the sort of woman who could by any possibility fall in love with the terrible kind of very young man Mr. Charles Maude makes Harry Ballantyne. You never see such appalling young men in real life. Why on earth do they have them on the stage?

Just think. How can we have any respect for your taste or judgment if we have to couple you in our minds with this tedious puppet, and to realise that you do not see the absurdity of Harry Ballantyne's appealing to the heart of any woman, except his poor mother, and possibly a sister or an aunt? Quick, let us have something to wipe the memory of it clean off the tablets of our brains. Φ



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# PLAYS AND PLAYERS.

*Stereoscopic.*

MISS TITA BRAND

Whose season at the Shaftesbury Theatre opens this week with a revival of "Othello." A strong company has been engaged to support her.

*Biograph.*

MLLE. VAN PARYS

A member of the operatic company which has been playing with such success in scenes from "Faust," "Rigoletto," and other operas at the Lyceum

*Hutchinson.*

MISS LEILA GORDON

The versatile young actress who is appearing in Mr. Hamilton's "Peggy Machree" Company, now on tour in the provinces.

*Biograph.*

MISS MAIE ASHE

Who has been playing Angela at the Vaudeville in "The Catch of the Season.' Miss Ellaline Terriss will shortly return to take up this part.



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# The Ladies' Clubs of London.

## II.—*THE LADIES' ARMY AND NAVY CLUB.*

THERE seems to be a sort of Freemasonry amongst Service people—a community of interest which brings and binds them together—and it is not by any means confined to Navy and Army men, but is just as virulent amongst their women-folk.

Mrs. G. A. Dundas, who is the founder and secretary of the Ladies' Army and Navy Club, is herself the widow of a well-known soldier. Her son is an officer in the Indian Army, and her daughter is married to a Naval officer. She comes from a Service stock, and it is appropriate enough that she should be so intimately associated with such a typical Service institution. The club was formed by Mrs. Dundas in 1902. From the commencement it was a distinct success, but sanguine as were the promoters, they hardly anticipated the enormous development and the record popularity to which the club has since attained. The first club premises were situated in Dover Street, and during the first year of its existence the membership was 1,200. Before the year was out, so rapid was its growth that a move was made to the present palatial house in Burlington Street, originally the Bristol Hotel, a very large sum of money being spent in improvements and decorating. H.R.H. Princess Edward of Saxe-Weimar was the first president of the club, and on her death the office was graciously accepted by H.R.H. Princess Christian. Her two daughters, the Princesses Victoria and Louise, are both members, and the Royal president is a frequent visitor to the club. H.R.H. very often lunches there in a corner of the club dining-room, and without any formality.

*Copyright.*

H.R.H. PRINCESS CHRISTIAN
President of the Ladies' Army and Navy Club.

One of the most excellent arrangements in vogue at the Ladies' Army and Navy Club is, that out of every subscription 1s. is set aside as an annual donation to a charitable institution connected with the Services, to be designated by H.R.H. Princess Christian. The first year's contribution amounted to £100, and this amount was sent to the funds of the Incorporated Soldiers' and Sailors' Society.

The management of the club, which is under the personal supervision of Mrs. Dundas, is a task of some magnitude. With a membership of 3,600, and still growing, 60 bedrooms, which are almost always occupied, and a working staff of 76, it will be seen how onerous is the position, and how great are the responsibilities which it entails. No matter what the hour at which one may visit the club, there is always an atmosphere of activity. Little groups of elegantly-gowned ladies throng the vestibule, and the beautifully-appointed rooms are crowded with members and their friends. In the afternoon the tea-rooms are crowded to overflowing, as many as 300 to 400 people very often being present. The club is thoroughly up-to-date, and has its billiard and bridge rooms. The billiard-room, upholstered in green leather, is one of the most comfortable and restful rooms in the club. Billiard tournaments are held from time to time, and the club can boast of some first-rate players. The scheme of colouring in the principal dining-room represents the Service colours—red,

*Lafayette.*

LADY LURGAN.

*Lafayette.*

THE MARCHIONESS OF TWEEDDALE.

*Lafayette.*

THE DUCHESS OF SOMERSET.

Three of the Vice-Presidents of the Ladies' Army and Navy Club.



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*Lafayette.*

MRS. G. A. DUNDAS
Secretary and Founder of the club.

*Hodsoll.*

FIVE O'CLOCK TEA.
A corner of the club tea-room.

white, and blue. Flowers are in abundance, and an air of exhilarating cheerfulness is the predominating note of the club generally.

A feature of the club is the "Silence Room," a delightfully soothful retreat, where members with tired nerves may get complete and restful quietness.

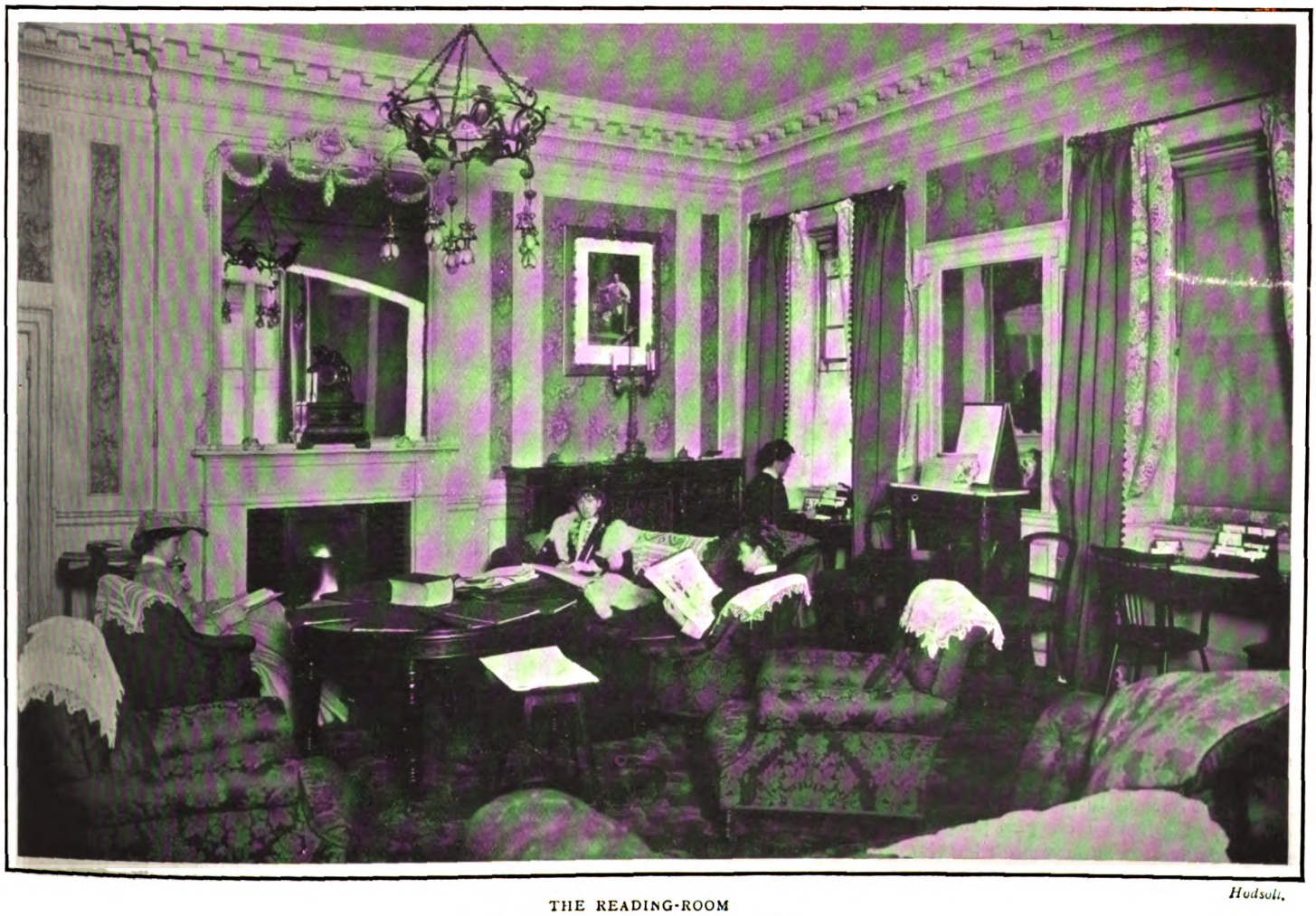
The club is a social club, pure and simple, without any tiresome objects, and its members are in every part of the world. The club do all their own catering. There are three *chefs*, and the culinary staff are kept actively engaged in ministering to the material comforts of the members.

Each year a servants' ball is given by the club, the servants being allowed to each invite a friend. The event is very eagerly looked forward to, and heartily appreciated by the entire working staff.

In addition to the president, the following ladies act as vice-presidents: The Duchess of Somerset, Julia Marchioness of Tweeddale, the Countess of Coventry, the Lady Jane Taylor, the Lady Lurgan, and the Lady Emily Peel.

The Lady Jane Taylor is also chairman of the Executive Committee, with the Lady Margaret Campbell as vice.

Mrs. Dundas considers the things essential to the successful administration of a club to be infinite tact and infinite patience. She certainly embodies these virtues, as well as an untiring spirit of industry, in promoting the interests and welfare of the club.



*Hodsoll.*

THE READING-ROOM
At the Ladies' Army and Navy Club.



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# *An Epitome of the Shakespeare-Bacon Controversy.*

BY F. ST. JOHN CORBETT, M.A., F.R.HIST.S., F.R.S.L., Author of "A History of British Poetry," Etc.

A GROWING mass of literature is rapidly twining itself round what is now generally known as the Shakespeare - Bacon Controversy. The time has gone by when the doubt which has been cast upon the orthodox idea as to the authorship of the plays which bear the name of the Bard of Avon could be ignored, or even treated with contemptuous silence. The beginnings of the contest are easily traced. In the year 1852 the attention of the literary world was arrested by an article which appeared in *Chambers's Edinburgh Journal*. It was entitled "Who Wrote Shakespeare?" and was the first English essay on a subject which has been vexing the minds of some of the keenest literary critics for a considerable time. Long before that date the Shakespearian authorship of the plays had been held by some of these critics as distinctly questionable. Lord Palmerston and Lord Byron were amongst those who doubted. Hallam fell a victim to the craze. In 1837 Lord Beaconsfield, then plain Benjamin Disraeli, put the following expression into the mouth of one of the characters of his charming "Venetia": "And who is Shakespeare? We know as much of him as we do of Homer. Did he write half the plays attributed to him? Did he write one whole play? I doubt it."

Again, in 1856, Delia Bacon, an American authoress, raised the question of Shakespeare's claim. Her book was published with the aid of Nathaniel Hawthorne, who furnished it with a preface. In the same year a letter on the subject was written by William Henry Smith to Lord Ellesmere, followed, in 1857, by a short treatise, in which he pointed out that the more likely author of the plays was Francis Lord Bacon. In 1859 Lord Campbell wrote and published an essay to prove that the author, whoever he may have been, was a trained lawyer, whereas there is no evidence whatsoever to prove that Shakespeare was, or could have been one. In 1867 an American judge, named Holmes, advocated the claims of Bacon, as did also Mrs. Potts, in England, in 1883. Whittier says: "Whether Bacon wrote the wonderful plays or not, I am quite sure the man Shakespeare neither did, nor could." James Russell Lowell refers to the reputed author as "The apparition known to moderns as Shakespeare." Mr. Gladstone says, with characteristic caution: "Considering what Bacon was, I have always regarded the discussion as perfectly serious, and to be respected"; while John Bright went further, and gave it as his opinion that "Any man who believes that William Shakespeare of Stratford wrote 'Hamlet' or 'Lear' is a fool."

Whether the individual student of this question forms an estimate of the relative weight of the claims put forward on either side or not, it is well for him to become familiar with the kind of arguments used in the controversy. In the limited space at our disposal it is only possible to give some typical samples of these.

FRANCIS BACON, LORD VERULAM, VISCOUNT ST. ALBANS
Born January 22, 1561, died April 9, 1626. From a print by William Marshall, senior, 1640.

I.—ARGUMENTS AGAINST SHAKESPEARE.

1.—The plays were never entered at Stationers' Hall in Shakespeare's name, either by himself or by anyone else on his behalf.

2.—It is considered unquestionable that Shakespeare did not write all the plays attributed to him, therefore "someone" wrote those which are not his. All the plays in question fall into two groups—clever and commonplace. The same man, it is contended, could not produce both kinds.

3. — Shakespeare does not appear to have had any education to speak of previous to his going to London. How, in a few years, did he become a philosopher? He could not in the time.

4. — On retiring from the stage, he went back to Stratford and took to farming. From that time he did not write a line. Is this a likely line of conduct for the author of "Macbeth"?

5.—His will mentions no MSS., books, or copyrights.

6. — Writings of his which are unquestionable, such as the lampoon on Sir Thomas Lucy, are cited as being incompatible with the idea that their author wrote the plays.

With arguments like these we have pleas in favour of Bacon, quite equal to them in plausibility, *e.g.*:

1.—Bacon was a contemporary of Shakespeare, and possessed all that varied knowledge which is apparent in the author of the plays.

2.—Writing for the stage was then accounted disreputable. A man in the position of Lord Bacon would naturally shrink from recognition, and write his plays under an assumed name. It seems natural, we are assured, that he should adopt the name of the actor-manager under whom the plays were produced.

3.—We have laid on the table a mass of so-called internal evidence, in the shape of parallel passages, peculiar words and groups



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of words, the tracing of a bi-literal cypher, and marvellous coincidences, all drawn from a comparative study of the plays and the acknowledged writings of Bacon.

On the other hand, those who are interested in the Shakespearian claim sufficiently to take up the cudgels on the defensive side, have collected a goodly array of arguments, some of which we will briefly review.

II.—Arguments in Favour of Shakespeare.

1.—The Grammar School at Stratford-on-Avon, at which Shakespeare received his early education, was acknowledged to be one of the best existing in his day.

2.—It is fairly certain that he had some legal training.

3.—The details which we possess of his life in London are very remarkable. His rapid rise to the position of actor-manager is in itself a proof of more than ordinary ability. This Lord Penzance acknowledges when he says: "A man does not get himself accepted as the guiding hand of a commercial enterprise like that of a theatre without some special fitness for it."

4.—Shakespeare's contemporaries were jealous of him. If he was so great an impostor as is now alleged by the Baconians, why did not one of those contemporaries—Ben Jonson, for instance—show him up?

5.—During the portion of his life which is known as "the interval," we are not told positively that he was *not* educating himself. We are only asked if it was likely that he was.

6.—There is no question as to his having been the author of some portions of the plays. Moreover, it has been a "fixed and venerable belief" for nearly 300 years that he was the author of them all. The plays, too, must have been written by a man who had an intimate knowledge of acting in all its intricacies—who had, in fact, "walked the stage himself."

7.—It is a common thing for authors to destroy their MSS. and proof-sheets as soon as their works are printed. This, apparently, was Shakespeare's custom. It is well known that he was even ostentatiously indifferent to his own fame.

8.—As Mr. W. Carew Hazlitt says, "In the collected edition of the plays, men who had been personally intimate with the poet, who had acted in these compositions when they were brought upon the stage, who enjoyed the opportunity far better than we do of hearing reports and rumours about the pieces and their origin, who might even have beheld their friend with the pen in his hand, with the unfinished manuscript before him, attested his exclusive claim within their information to the work."

To these we must add some arguments against the theory that Lord Bacon was the author.

1.—The onus of proof rests with those who make the claim on Bacon's behalf. As yet, no positive proof is forthcoming. All hitherto said or written is mere conjecture. Dr. Dowden, in an article contributed to the *National Review*, makes it plain that it is early yet to state that Bacon *must* have written the plays.

2.—Except by a few enthusiasts on the Baconian side, such as Mrs. Gallup and Ignatius Donelly, the evidence based on the alleged discovery of the bi-literal cypher is accounted a failure.

3.—We know so much about Bacon that it seems strange, to say the least of it, that he could have written the plays without the fact being discovered sooner. Had Ben Jonson any interest in keeping it a secret? Were the booksellers deceived?

4.—Not merely in the lifetime of Shakespeare were the plays and poems equally published as his, but after his death, and while Bacon survived, they continued to be so, and the First Folio almost ostentatiously sets forth the authorship of Shakespeare, as the "Lear" of 1608 and the Sonnets of 1609 had previously done.

5.—Even granting that Bacon had cause to suppress his name in respect of the plays, what about the Sonnets, which could only have added to his reputation?

Perhaps the most recent serious criticism of Shakespeare's work and "qualifications" is that of Mr. Churton Collins, who, in his "Studies in Shakespeare," throws much light upon the vexed question of the poet's classical education. In doing so he modestly disclaims any attempt to assume an original standpoint. He admits that Russell Lowell long ago suggested that Shakespeare possibly had access to the Greek Dramas in Latin translations, and that other eminent and capable critics have maintained that in all probability he was a fair Latin scholar. Mr. Churton Collins scouts the idea that because the poet was not a University man he must needs have known but "little Latin and less Greek." While admitting that we have no proof of Shakespeare's having been educated at the Grammar School at Stratford-on-Avon, he contends that one of his class would be certain to be sent there. At the period at which he would enter the school it stood high amongst its fellows. Its headmaster then was Walter Roche, an ex-Fellow of Corpus, Oxon, a college pre-eminent in point of scholarship. The curriculum of the school, Mr. Collins tells us, included Cordelius' "Colloquia," and other classical works.

Apart from the ultimate issue of this discussion, which, though past its infancy, has not yet reached the stage of adolescence, the advantage to the student of studying both sides of the question is obvious. "A father dying," quotes Mr. Reed, "called his sons to his bedside and told them he had buried a treasure in his vineyard for them. In due time they found it, not in gold or silver, but in the beautiful crops that reward the spade and pick."

WILLIAM SHAKESPEARE

Born April, 1564, died April 23, 1616. From the portrait by Martin Droeshout. This picture forms the frontispiece to the First Folio edition of Shakespeare's works.



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# THE SERVICES.

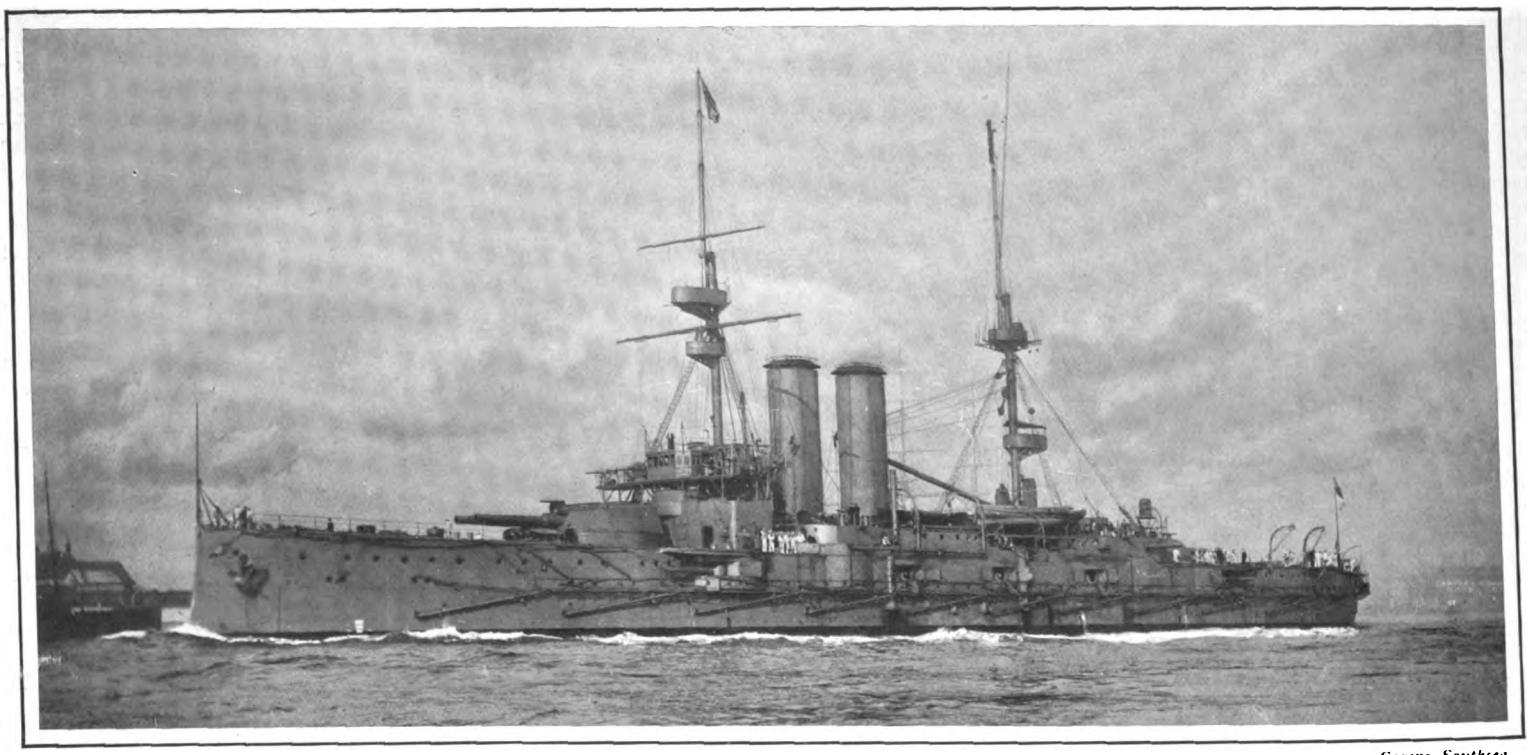
THE appointment of Vice-Admiral Sir Arthur Moore to be Second-in-Command of the new Channel Fleet appropriately marks the change that has taken place in the constitution of that great organisation. As Second-in-Command of a Fleet including twelve battle-ships, even a Vice-Admiral of a year's standing may be congratulated on the assumption of duties and responsibilities hardly inferior to those of one of the greater independent commands, while the possibilities of the position are peculiarly interesting and significant, perhaps even more so than those ordinarily attached to the Commander-in-Chiefship of the former Channel Squadron. Apart from these hypotheses, Vice-Admiral Moore will undoubtedly fill the part which he has been called upon to create. As Commander-in-Chief at the Cape during the latter part of the South African War, he displayed the same capacity for working effectively in conjunction with the military authorities as had won him a special mention in despatches for his services in the Suez Canal operations in 1882. Sir Arthur has had an extended and varied experience, and has left his mark *passim* over a wide area. For he has been a Sea Lord, he has saved a man from drowning, he helped to systematise the defences of Australasia, and he was one of our representatives at the Anti-Slavery Congress at Brussels in 1889.

CAPTAIN THE HON. HUGH TYRWHITT, who is to command the "Renown" during the voyage of the Prince and Princess of Wales to and from India, is, of course, best known as Private Secretary to Lord Selborne during the latter's term of office as First Lord of the Admiralty. The measure of his success in that responsible post may be gauged from the fact that the new First Lord has been glad to avail himself of Captain Tyrwhitt's services in the same capacity. Captain Tyrwhitt will also be remembered as having taken part in the expedition for the relief of Gordon in 1884-85. Perhaps of closer interest in connection with his selection for the command of the "Renown" during the Royal Indian tour is the fact that he is brother-in-law to the King's Private Secretary, Lord Knollys. His father was the late Sir Henry Tyrwhitt, and his mother the Baroness Berners.

CAPTAIN M. E. BROWNING, who goes to the "Impregnable" as Flag-Captain to Vice-Admiral Sir Lewis Beaumont, Commander-in-Chief at Devonport, formerly acted in the same capacity under Admiral Sir Archibald Douglas, when the latter commanded the North America and West Indies Station. Captain Browning served in the "Carysfort" during the Egyptian War of 1882, and seven years later met with a serious accident on board the "Inflexible," which deprived him of his left hand. He will be remembered as the officer who taught the Prince of Wales his gunnery on the "Excellent." In 1900 Captain Browning performed an important public service by acting as Secretary to the almost historic Parliamentary Committee on water-tube boilers.

COLONEL G. F. N. TINLEY of the 31st Indian Lancers, who has just been appointed Assistant-Adjutant-General of the Meerut Division, *vice* Colonel H. S. Massy now on leave, has profited by the new system of throwing the staff appointments in all the Indian commands open to all Indian Army officers, regardless of the Presidency to which their corps was formerly assigned. Colonel Tinley has seen service in three campaigns, and two decades back, when he was the smart adjutant of a smart Bombay Lancer regiment—of which, by the way, the former commanding officer and latterday honorary colonel, General James Blair, V.C., only died the other day—Lieutenant Tinley was reckoned one of the finest and most daring riders in India.

COLONEL A. G. CHURCHILL has just been transferred from the Southern to the Scottish Command, where he is to serve till June, 1908—unless, as is very possible, promotion beckons him to another quarter—as a Colonel on the Staff. Although in the fat red "Birthday Book" of the British Army he has not against his name the crossed swords, which indicate war service, Colonel Churchill has done excellent soldier's work, and is greatly esteemed as a first-rate and eminently dependable officer. He started well at Sandhurst, where he was made an Under-Officer, and was noted for his draughtsmanship and riding, besides being generally liked as a "good fellow" of the calm non-swagger variety. In due course he went to the 12th Lancers, of which he was for four years adjutant. He also passed through the Staff College, and was given a D.A.A.G. ship at Aldershot, which, however, he only held for a year. More recently he served as Military Attaché at Tokio, where he remained several years, much liked and esteemed by the Japanese, and regarded with particular respect by the Tokio populace on account of the numerous inches which go to make up his exceptional stature.



*Cozens, Southsea.*

THE MOST RECENT ADDITION TO THE ATLANTIC FLEET.

The battle-ship "Commonwealth" steaming into Portsmouth Harbour, after having successfully passed her official trials, which took place off the Clyde. The "Commonwealth" was commissioned with a nucleus crew on Saturday last.

CADET battalions, as their commanding officers know well, are not always easily maintained at a high pitch of combined efficiency and popularity, and a good deal of enthusiasm has to be employed, and a good many sacrifices made before one of these organisations can be placed on a really sound footing. One is glad to see that the 1st Cadet Battalion of the Royal Fusiliers (City of London Regiment) has evidently aimed at that comfortable stage judging from its fine new headquarters which have recently been opened in Pond Street, Hampstead. It is something for a cadet corps to be able to claim that its headquarters are among the biggest and best equipped in London. H.R.H. the Prince of Wales, we are informed, made a private inspection of the building the other day, and expressed to Colonel Sheffield, the commanding officer, his surprise at the goodness and completeness of the arrangements.



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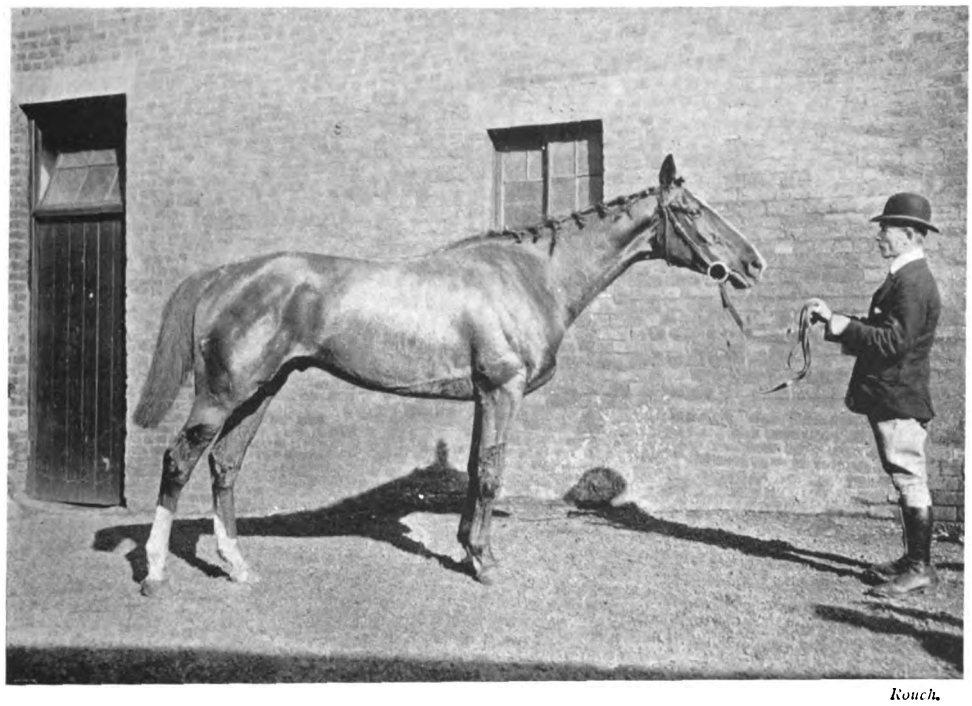
# THE RACING SEASON.

## *A BUSY WEEK.*

THERE was something almost weird in the behaviour of the weather at Lincoln on Tuesday, strange blustering gusts which blew alternately from all the corners of the compass were the precursors of a nasty chilling rain, but racing men are not easily daunted, and rain or no rain, the "Lincoln" horses had to be inspected. Housewife looked a little bit dry in her coat and rather tucked up, but she certainly moved all right. Old Le Blizon looked in rare fettle, Vedas was quiet enough with his muzzle on, but he is not an animal, to trust in, and must, I fear be written of as a "non-tryer," Catty Crag carried a rare bloom, and Elsey was justly proud of her appearance. There is no getting away from the good looks of Sansovino. Marsden and Salute both looked well in themselves, but they are by no means taking-looking animals. Red Heart's Pride is sure to win a good race before very long if she does not belie her looks. Grey Green is an exceptionally sturdy sort of animal, so compact, and with such depth, that at first sight he had distinctly the appearance of being on the big side, which he certainly was not. Vedas, Andria, and Le Blizon occasioned some delay at the start, but the eighteen runners were finally sent off on fairly level terms. After going a short distance, Airlie and Rosebury showed slightly in front in the centre, followed by Vedas and Catty Crag on the lower ground. Marsden and Housewife were both beaten when half the distance had been covered. Soon afterwards Catty Crag had to pull out and come round, and three furlongs from home Le Blizon took up the running from Sansovino, Rosebury, Vedas, Airlie, and Catty Crag. At the distance Sansovino took his place on the rails, and went on from Catty Crag, with Le Blizon, Park Ranger, Salute, and Andria following hard on their heels. Inside the distance Sansovino had enough of it, and, deliberately shirking his work, was stopping at every stride; some 50-yds. from the winning-post he half stopped to kick, and got Griggs out on to his neck, but riding with the greatest determination he kept his mount going, and just managed to scramble home by a very short head from Catty Crag, who, under the circumstances, was very unlucky to lose the race. Park Ranger was running on very strongly at the finish, and was only a neck behind the second.

A good field turned out for the Brocklesby Trial Stakes, and no more exciting finish could be witnessed than the tremendous set-to which took place between Pretty Dick, Whitsbury, and Early Bird, of which the first-named won by the shortest of heads, with the same distance separating the other two.

The Brocklesby Stakes was the principal item set for decision on the day after the Lincoln Handicap. Much interest attaches to this race, from the fact that it is the first appearance of the two year olds of the year, but it is a long time since such youngsters as The Bard or Donovan have been included in the Brocklesby field, and the inspection of the competitors for this year's race did not reveal anything that shows very great promise for the future. It is, I believe, the first time that the race has been won by an amateur horseman, and Mr. Thursby is to be congratulated upon his victory. He may have timed his challenge a trifle late, but he rode it out with grim determination when he did get to work, and got Mr. J. L. Dugdale's colt by Donovan out of Lady Lena home a short head in front of Mr. N. C. Cockburn's colt by Galashiels out of Miskah, with Mr. H. Barnato's Medelstone third, three lengths behind them.



*Rouch.*

THE WINNER OF THE GRAND NATIONAL.

Mr. F. Bibby's Kirkland by Kirkham—dam by Peregonius.

With everything in its favour that could possibly conduce to success, small wonder is it that the Liverpool Spring Meeting is almost universally considered to have been one of the most brilliant on record. The course itself was in the most excellent condition, and the tops of the fences, instead of being left square, were graded off, an alteration which, trifling enough in itself, was of no small importance when the nature of the Aintree fences is taken into consideration. The week's racing has been so full of interest and of such extent that space will not permit of its being dealt with in detail. As far as the first day's racing at Liverpool goes, one must be content to merely notice that the Union Jack Stakes of 1,200 guineas went to Mr. W. M. G. Singer's colt by St. Serf out of Lady Chancellor, who finished a length in front of Mr. J. B. Joel's Chestnut, with Mr. Thursby third on Standen, the property of his brother Sir J. Thursby. And that in a tight finish Mr. J. Buchanan's Lancashire was returned the winner of the Liverpool Spring Cup, with Wild Lad and Glenamoy for runners up. I have seen not a few races for the Grand National, but cannot remember anything like the enormous crowd assembled on Friday, the 31st ult. The clear light and bright sunshine rendered the spectacle of the parade, as the twenty-seven runners filed past the stands, an unusually cheery and interesting one, in addition to which with an average pair of glasses every incident in the race could be followed with ease. Rumour in the morning had been busy with the accident to Williamson, who was to have ridden Moifaa, and for some time there was much doubt as to whether the services of a capable horseman could be secured, but all doubts on that point were set at rest by Dollery being set at liberty to ride for his Majesty. There was no delay at the post, and as the flag fell Detail showed slightly in front. At the second fence Kiora and Royal Drake fell, at the next one Hallgate and Ascetic Silver came down, and Nereus and Longthorpe refused. Moifaa now took up the running, and strode along with Timothy Titus in close company. Biology and Detail fell at Valentine's brook, on landing over which Timothy Titus forced the pace from Moifaa, with Seahorse II., Ranunculus, Phil May, and Hercules II. keeping up a strong pursuit. On clearing the water Ranunculus took the lead in front of Timothy Titus, with Moifaa next; going into the country for the second time Dearslayer and Miss Clifden II. came down, Matthew and The Actuary were pulled up, two fences further on What Next came to grief, and Moifaa, who had been in difficulties for a long time, collapsed completely at Becher's brook. Timothy Titus forged his way to the front, but fell at the fence before Valentine's brook, in company with Bucheron and Aunt May. Ranunculus now drew out clear of Kirkland, with Hercules II. and Buckaway II. next, but lost his place nearing Anchor Bridge. At the last fence Phil May made a mistake on landing, Seahorse II. was pulled up, Kirkland took up the running, and although badly hampered by two loose horses, stalled off the challenge of Napper Tandy, and won by three lengths to a chorus of rousing cheers; Buckaway II., who had been last for nearly the whole of the journey, was placed third. Only eight out of the twenty-seven runners completed the course, which was covered by the winner in 9-min. 48-sec. Other features of the day's racing were the smooth running of Vedas in the hands of D. Maher in the Bickerstaffe Stakes, and the dual success of the pretty colours of Mr. Jersey in the Sefton Park Plate and the Northern Counties Plate.

CAURIRE.



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# LITERARY NOTES.

THE first three numbers of the *Di kensian: A Magazine for Dickens Lovers*, edited by Mr. B. W. Matz, are full of interesting things. Not the least interesting are the covers, which reproduce old drawings by Seymour and Cruikshank; and it is to be hoped that this very pleasant feature will be continued from month to month. The February number contains an amusing article by Sir William H. Bailey, which leads off with the remark that "Charles Dickens as a health resort is worth the consideration of medical men. A good dose of Sam Weller increases the capacity of the lungs for oxygen." In the March number Mr. Henry F. Dickens, K.C., writes on his father's social influence. Mr. B. W. Matz contributes a bibliographical note on "Sketches by Boz," and a very interesting feature in the series of poetical tributes to Charles Dickens is a short poem by the Hon. Mrs. Norton, that beautiful and unhappy lady, which is reprinted from the "English Bijou Almanack" for 1842. The illustrations are all well chosen and well reproduced. The *Dickensian* is the organ of the Dickens Fellowship, and a good deal of its space is devoted to the rather uninteresting proceedings of that excellent institution. But there is still space in the modest little magazine for a great deal of entertaining matter.

**The Dickensian.**

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ONE would wish for the pen of a Thomas Love Peacock to describe the "Harmsworth Encyclopedia," published by Thomas Nelson and Sons and the Amalgamated Press, Limited. The object of a popular encyclopedia is its doom—to be popular; but if we must submit to the existence of popular books of reference printed in small print and illustrated with inferior pictures, we should at least ask that the information contained in them be exact and as full as possible. Now let us turn haphazard to a single article in the first sevenpenny part of this "everybody's book of reference." What has it to tell us about acting? The only thing it has to say about Greek acting is that the profession did not escape condemnation, which we submit has nothing in the world to do with acting. There is not a word about Roman acting, Indian acting, Japanese acting, Chinese acting, on any one of which there is plenty of information to be had in a hundred books. Its account of English acting is as meagre as it is off the point. A discussion of M. Coquelin's opinions or Mr. William Archer's is hardly the matter with which to fill out an article of only two columns and a-half, while the statements that "Kemble's Brutus cannot have been more majestic than Irving's Charles I.," or that "in England the stage has its ups and downs," are models of how not to write in an encyclopedia. In an article, too, that professes to be up to date, it is a little surprising to find no reference whatever to Dr. Mantzius's monumental work on the very subject of the article.

**The Harmsworth Encyclopedia.**

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PERHAPS the best of an excellent series of books, for which the lovers of topography, anecdote, and folklore cannot be sufficiently grateful, is "Memorials of Old Herefordshire" (Bemrose and Sons, London and Derby), while they await with becoming patience the appearance of the long-promised Victoria County Histories, the chariot wheels of which tarry unaccountably in their coming. Mr. Compton Reade comes of a good old literary stock, and has already given ample pledges to contemporary literature both as a picturesque writer and painstaking seeker after truth. Mrs. Leather's chapter on the folklore of the shire will certainly be very widely read, and in a time when London doctors are prescribing cider as a remedy for half-a-dozen of the worst ills which twentieth century flesh is heir to, Mr. E. F. Bulmer's essay on "The Evolution of Herefordshire Cider" deserves respectful attention. Colonel Lucas Scudamore has just been chosen to fight Hereford for the Liberals. In "Old Herefordshire" is told in much detail the romantic story of his ancestors, and the narrative deals especially with the adventures of the John Scudamore who won immortality by giving Herefordshire the "Norman" apple.

**Old Herefordshire.**

AN EQUESTRIAN PORTRAIT BY LANDSEER AND MILLAIS.

One of the pictures in the "Tate Gallery" reproduced in the first number of Messrs. Cassell's sumptuous book on "The National Gallery of British Art."

WHATEVER complaints are made that good work has no chance of succeeding in the face of all the rubbish that is written, must be discounted by the great success of Professor A. C. Bradley's "Lectures on Shakespearean Tragedy." For a book of criticism, and a 10s. book at that, to jump so soon into a second edition is a tribute at once to the author and to the public. There can be no question that Professor Bradley has produced a masterpiece. To read his lectures on "Hamlet," "Othello," "King Lear," and "Macbeth" is, even for many who thought they knew their Shakespeare well, a revelation; and one great point is that Professor Bradley has treated these plays, not as philosophical disquisitions, but as plays, as tragedies written for the stage. Shakespeare is in the air this year, and there will be many chances of seeing the plays, and especially "Hamlet," acted by all sorts of people; and our advice to everyone is First read Professor Bradley, then go and see Shakespeare acted, and say if it is not more interesting than a "musical comedy."

**Shakespearean Tragedy.**

* * *

MESSRS. CASSELL AND CO. send us the first part of a new and sumptuous work on "The National Gallery of British Art (the Tate Gallery)." The complete work will contain forty-eight Rembrandt photogravure plates and numerous other illustrations; and when the large and handsome quarto is complete it will unquestionably be one of the handsomest art books recently published. The introduction is to be the work of Sir Charles Holroyd, the first and present keeper of the gallery, who is well known as an artist of great individuality and power, and a writer of some distinction. In the first number before us there is a handsome frontispiece, "The Yeoman of the Guard," by Sir John Millais, and three other full-page illustrations, Mr. C. R. Leslie's famous picture of "My Uncle Toby and the Widow Wadman in the Sentry Box," Mr. John MacWhirter's "June in the Austrian Tyrol," and the charming "Equestrian Portrait," by Landseer and Millais, which we reproduce on this page. And all that for 7d.!

**The Tate Gallery.**

* * *

THE name of Miss Mabel Greenwood is not unknown to readers of THE KING, and we are glad to receive from Mr. Henry J. Drane a little volume of her poems called "The Garden of Memories." Miss Greenwood's lyrics are full of a delicate and almost always plaintive music, and the very genuine feeling that inspires them gives them an effect which very likely more learned and academic verse might miss. They seem to spring straight from the heart, and their charm is something more than the mere beautiful use of words.

**Poems.**

* * *

MESSRS. A. AND C. BLACK announce a new picture-book on London which promises to be of exceptional interest. The coloured illustrations are to be reproduced from water-colours by Mr. Herbert Marshall, R.W.S., an artist who has made a unique reputation for the delicacy and charm of his colour and the poetic and mysterious beauty which he sees in many corners of a town which is too often declared by unsensitive and inartistic people to be ugly. The letterpress of the book is to be the work of Miss G. E. Mitton, a writer who during several years of work with Sir Walter Besant acquired a knowledge of her adopted home, which she has put to good account in many an interesting book on London.

**Pictures of London.**

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*BOOKS TO READ.*

**Biography.**

Tracks of a Rolling Stone, by the Hon. Henry J. Coke. (Smith, Elder.)
Reminiscences of a Radical Parson, by the Rev. W. Tuckwell. (Cassell.)

**Fiction.**

Patricia: A Mother, by "Iota." (Hutchinson.)
The Bell and the Arrow, by Mrs. W. H. Chesson (Nora Hopper). (Werner Laurie.)
Tales of Rye Town, by Maud Stepney Rawson. (Constable.)
Elizabeth Grey, by E. M. Green. (Blackwood.)
Wanted a Cook—Domestic Dialogues, by Allan Dale (Putnam.)

**Sociology.**

A Peculiar People: The Doukobórs, by Aylmer Maude. (Constable.)

**Sport.**

An Angler's Hours, by H. T. Sheringham. (Macmillan.)



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# A REMINISCENCE OF A GREAT SIEGE

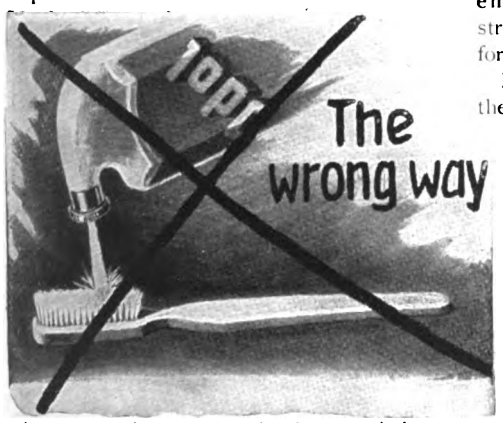
Copyright.

MME. STOESSEL AND THE SIEGE ORPHANS.

Among the passengers in the "Saint Nicholas" there were a number of children whose fathers had been killed in the course of the siege of Port Arthur. These returned to Russia under Mme. Stoessel's protection, and will be cared for by the Government until they are of age.


## HOW TO USE ODOL.

EVERYBODY KNOWS by this time what Odol is—the best dentifrice and wash which science has yet invented for the cleansing and preservation of the teeth and mouth, and the only one recognised by the scientific world that will protect the teeth from decay, and which acts not only during the time of application, *but for hours after use.*




We have been told that people sometimes pour the Odol on to the toothbrush, and using it in that way, are astonished that they burn their mouths. They might just as well be astonished if, instead of sitting in front of the fire to warm themselves, they sat on it. Odol is a *concentrated* liquid, of which only a few drops — taste will determine how many—will suffice to make, with water, an antiseptic emulsion which ensures a complete purification of the teeth and the whole oral cavity.

This diluted emulsion is strong enough for all purposes.

Having put the Odol into the water and stirred the mixture with the toothbrush, rinse the mouth thoroughly. Clean the teeth in the ordinary way with the toothbrush dipped in the solution of Odol, then take a mouthful and retain it for about a minute in the mouth, so that the Odol may be absorbed by the teeth and the mucous membrane of the mouth, the whole process being concluded by gargling with the mixture. This should be repeated every night and morning, also, if possible, after dinner, but most particularly before retiring to rest.

**Clean the teeth with a toothbrush dipped in the Odol solution.**

The use of Odol at night results in a most agreeable sensation, in that the air inhaled on passing the odolised mucous membrane is cooled in a most revivifying manner. All those who use Odol according to our directions practise the most perfect hygiene of the mouth and teeth on the basis of modern scientific principles. Odol penetrates into the interstices of the teeth and the mucous membrane of the mouth, impregnating them and leaving an antiseptic deposit on the surface, thus securing an after-effect *for hours*, which no other dentifrice can produce, not even approximately.

Conclude by gargling with Odol.

Smokers and others whose teeth readily turn black in consequence of stomachic or other diseases, do well in supplementing the daily use of Odol with an occasional cleaning of the teeth with tooth-powder. Tooth-soap or paste should on no account be used. How extraordinarily beneficial this rinsing with Odol is will be discovered by persons who have decayed teeth. In these cases the effects are prompt and surprising, and the faithful user of Odol will form a lasting attachment to it, owing to its delicious taste and charming flavour.

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# The Traveller.

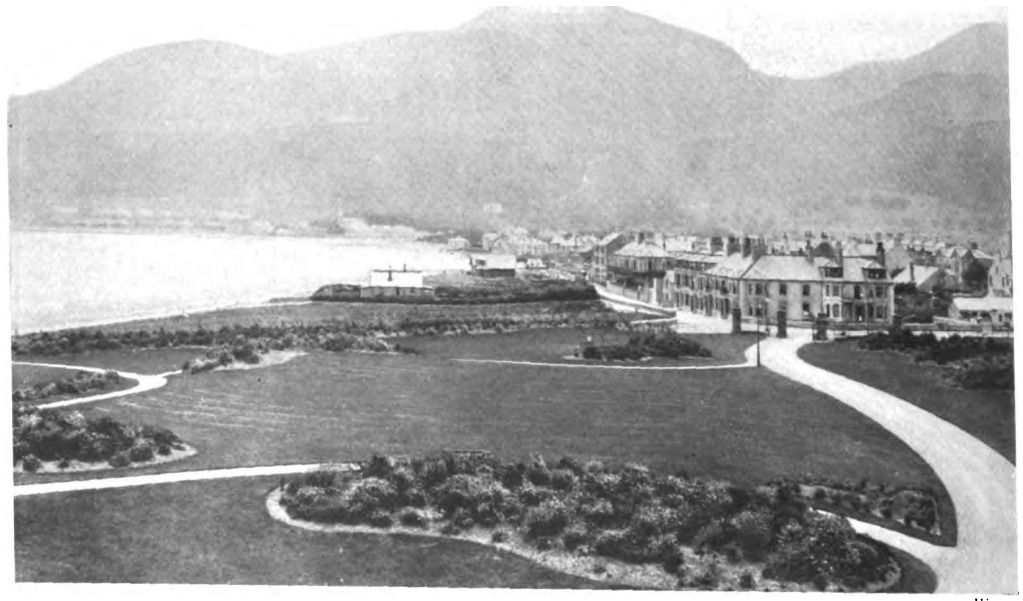
## A HOLIDAY ON THE BELFAST AND COUNTY DOWN RAILWAY.

FOR the holiday-maker who requires an entire change, not only as regards scenery and climate, but also in the manner of passing the precious time at his disposal, let him try Ireland. There he can while away three weeks or a month with the greatest of ease, and without feeling in the least degree bored. Nowhere is the stranger accorded a more hearty welcome; and practically all the railway companies strive their utmost to make his stay pleasant by providing inexpensive excursions to the many different places of interest.

Undoubtedly one of the most enjoyable of holidays can be spent in this way by keeping to the line of the Belfast and County Down Railway, which, starting from Belfast in the north, with its several coaching and steamboat connections, serves practically the entire county. The chief centre of attraction, however, is Newcastle, situated in the south, famous for its charming scenery, exhilarating air, and lovely surroundings. Belfast is an important and in many ways interesting city to visit. Besides being the home of the linen industry—Messrs. Robinson and Cleaver's headquarters being situated here—Belfast is also celebrated for its vast ship-building yards. One of the largest of these shipyards is that owned by Messrs. Harland and Wolff, Limited, whose employés number close upon 10,000 hands. It would be difficult to beat Belfast as an excursion centre, though the majority of people prefer to make Newcastle their headquarters.

Before proceeding southwards, a run should be made out to Bangor, which lies on the north coast of County Down. The railway line skirts the southern shore of Belfast Lough all the way On the opposite side can be seen Carrickfergus Castle. The first station of importance after leaving Belfast is Holywood, whose history dates back many hundreds of years. In the year 1210 King John is supposed to have stayed at Holywood when travelling from Carrickfergus to Downpatrick. Where the two principal streets intersect is an old maypole—the last genuine one left in Ireland—which the good people of Holywood still persist in decorating each May Day.

Shortly before the train reaches Bangor we pass through Helen's Bay, the station for Clandeboye, the famous seat of the late Marquess of Dufferin. One of its chief features is a tower called Helen's Tower, from the summit of which on a clear day one can see as far as Ailsa Craig in one direction, and the Isle of Man in the other. The tower was erected scarcely more than fifty years ago by the mother of the late Marquess, Helen, granddaughter of Richard Brinsley Sheridan. Many beautiful verses have been written by Browning and Tennyson and by Helen Lady Dufferin.



Welch.

A GENERAL VIEW OF NEWCASTLE, COUNTY DOWN.

Picturesquely situated at the foot of the Mourne Mountains, the town has rapidly developed into a favourite health resort, the excellent golf links being one of the chief attractions of the locality.

Welch.

CASTLEWELLAN CASTLE, COUNTY DOWN.

This fine old mansion, the seat of the Earl of Annesley, stands on a wooded ridge close to the Slieve-na-lat Mountain, and distant from Newcastle about four miles. Also in the vicinity is Tullymore Park, the seat of the Earl of Roden.

These will be found there inscribed on tablets.

Among golfers the name Carnalen is well known; the Royal Belfast Golf Club—the premier Irish Golf Club, by the way—have their headquarters here. For yachting, sea-fishing, or bathing no finer watering-place exists round the coast than Bangor, the headquarters of the Royal Ulster Yacht Club; it can also be reached from Belfast by water by the steamers of the Belfast and County Down Railway.

The journey from Belfast to Newcastle, which is the real centre of attraction for the tourist and health-seeker, is of all-absorbing interest. We travel by the main line of the County Down Railway, and passing through Dundonald, Comber, Ballygowan, Saintfield, Ballynahinch, and Crossgar, stop at Downpatrick, the county town of Down, to visit the grave of the great patron saint. It appears, however, that for many centuries prior to the introduction of Christianity, Downpatrick was the capital of the surrounding district. Therefore the connection of St. Patrick with the place which now bears his name is not altogether clear. St. Patrick, according to tradition, lies buried on the south side of the cathedral; the actual spot is marked by a huge monolith of Mourne granite, the name "Patric," in Irish characters, being inscribed thereon. A splendid relic of an old monastery, founded in 1180 for the Cistercian monks by Sir John de Courcy, is to be seen in Inch Abbey, about half-an-hour's walk from Downpatrick.

Leaving Downpatrick and all its interesting associations behind us, we then pass through Tullymurry and Dundrum, with its fine old Anglo-Norman fortress overlooking the town and bay. Newcastle is reached shortly after, and here we are set down almost at the very door of the magnificent Slieve Donard Hotel, owned by the County Down Railway Company. The hotel is charmingly situated; one can obtain a bedroom either looking over the sea or out on the mountains. We are now in the midst of some of the most beautiful scenery in the country, including the celebrated Mourne Mountains. Golf is one of the chief



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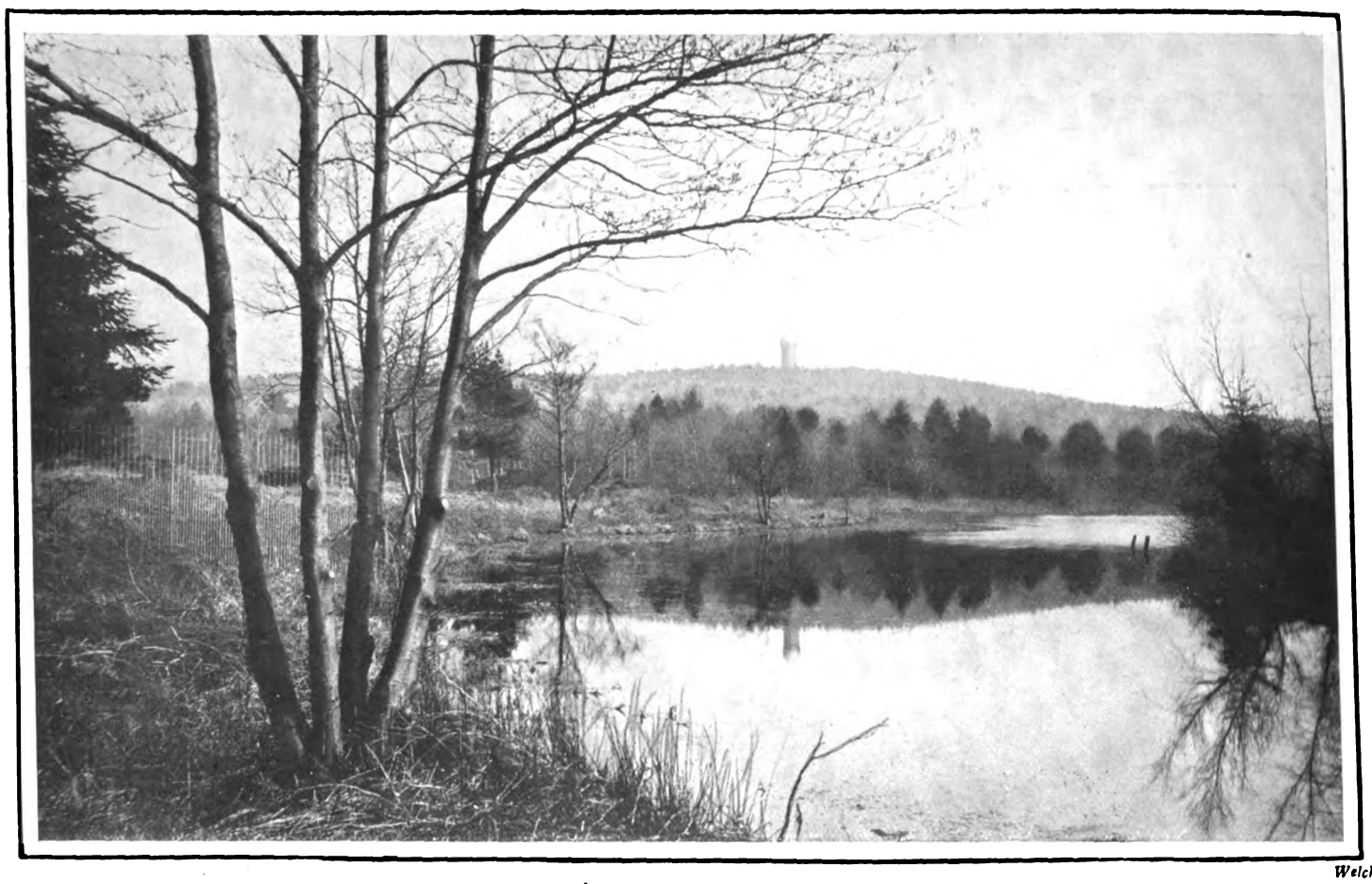


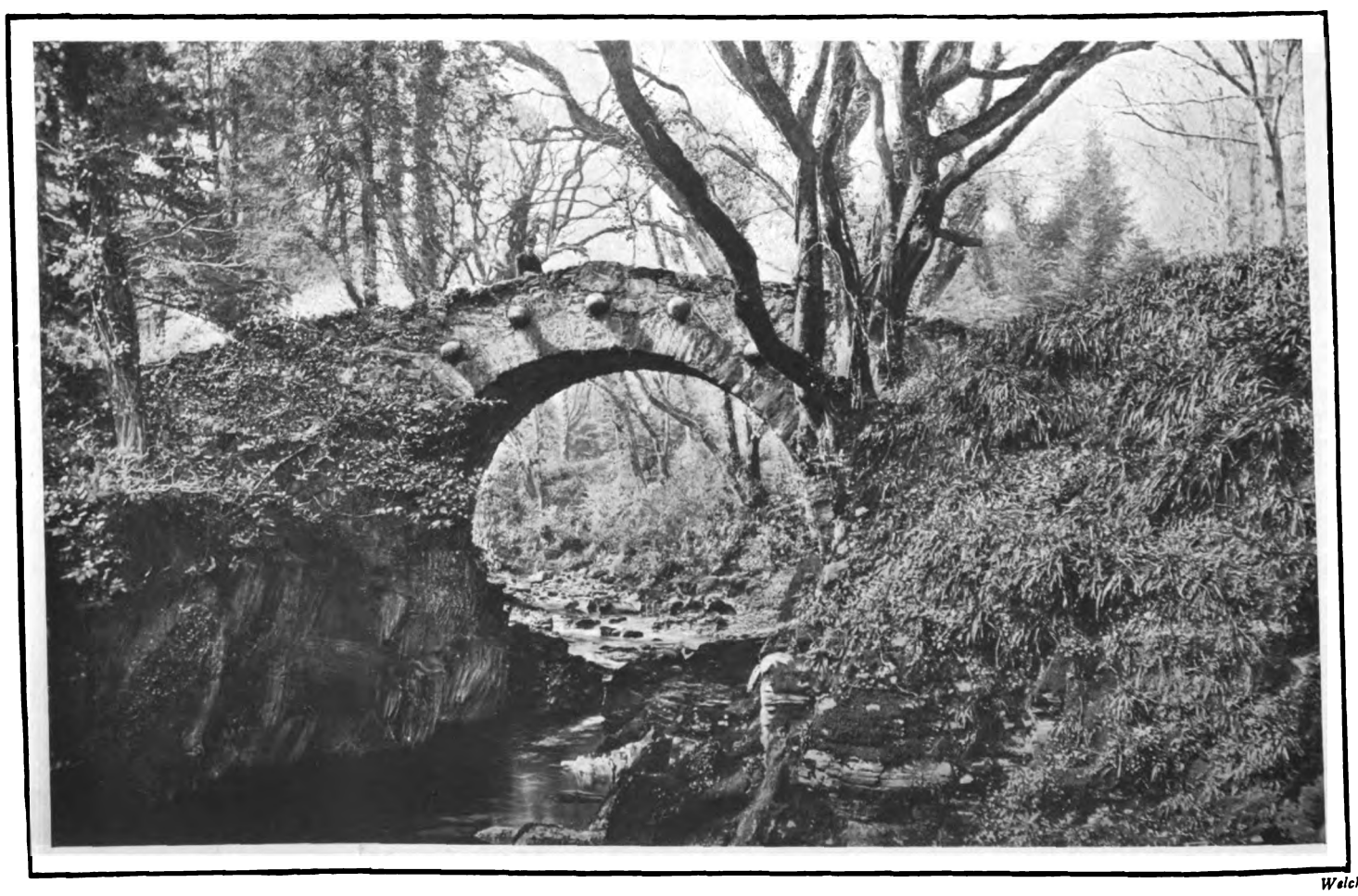
Welch.

HELEN'S TOWER AT CLANDEBOYE.

A conspicuous landmark on the north coast of County Down is Helen's Tower, which lies about two miles beyond Clandeboye House, the beautiful seat of the late Marquess of Dufferin. It was erected by the mother of the late Marquess, and has been the theme of verses of some of the greatest poets.

attractions; the links, natural sand dunes, extend from the railway station northward for several miles. The County Down Golf Club have their headquarters here.

No difficulty will be found in mapping out a programme extending over several weeks. For the mountain climber there are the heights of Slieve Donard (2,796-ft.) and Slieve Bearnogh (2,394-ft.) to be scaled. Short drives can be taken to Bryansford Village, with its grand views of the Mourne Mountains and Irish Sea, and Tullymore Park, the seat of the Earl of Roden, situated some two miles up the valley of the Shimna River. Donard Lodge, the property of the Earl of Annesley, is picturesquely situated on the slopes of Slieve Donard, and Castlewellan, standing on a ridge, is distant about two miles from Maghera and four from Newcastle. A tourist car runs to Rosstrevor, a splendid drive of about twenty miles through the mountains. Carlingford Lough is a charming stretch of water surrounded by wooded hills. From Rosstrevor one can continue by train to Warrenpoint and return to Belfast over the Great Northern Company's system. The return tickets are available by either company's route.



Welch.

THE OLD BRIDGE IN TULLYMORE PARK.

A charming drive from Newcastle, County Down, can be made along the picturesque valley of the Shimna River to Tullymore Park, the seat of the Earl of Roden. On the way we pass through Bryansford Village, with its creeper-clad cottages and pretty inn. At the further end of the village is the Gothic gateway forming the entrance to Tullymore Park.

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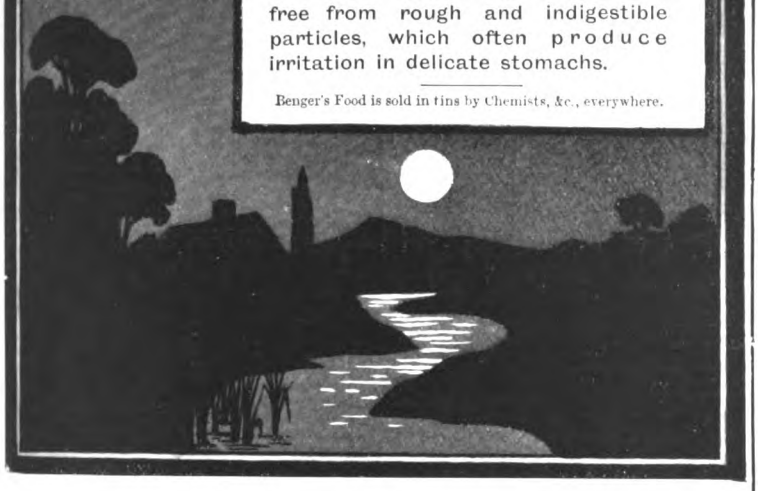

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# Leaves from a Collector's Note-book.

## *SOME FAMOUS DORSETSHIRE MEDALS.*

As time goes on collectors are likely to confine their spheres of interest more and more strictly to some particular county, city, or other locality. This tendency is particularly noticeable in the matter of historical medals and tokens. In the magnificent work on Bath, recently published by Mr. Mowbray A. Green, one finds an example of the number and variety of tradesmen's tokens which can be discovered relating to a single place. As far as commemorative medals are concerned, the little county of Dorset is singularly rich. A fine collection of Dorset tokens, very similar in character and design to those of Bath, was formed some years since by the Hon. J. S. Udal, Chief Justice of the Leeward Islands, who has done so much to perpetuate the folk-lore of his native county. Mr. Udal will, it is hoped, at no distant date write an exhaustive account of these quaint memorials of the past. Meanwhile the present writer proposes to call the attention of collectors to two Dorset medals which can claim a national, as well as a county, interest. As the tragedy of "King" Monmouth both began and ended in Dorsetshire, the series of six fine medals relating to it may very well find a place in a Dorsetshire collection, but they do not possess the essentially local character of the scarcely less interesting medals relating to Giles Strangways and Anthony, Earl of Shaftesbury. These medals, like those connected with the "last phase" of luckless Monmouth, belong to the eventful seventeenth century. The Strangways medal (a glorious specimen of John Roettier's art at its best) is unquestionably one of the finest works of the kind in existence. It richly deserves European, as well as purely English, fame, and yet, by the irony of fate, the sturdy Dorset Royalist, to whose generosity Charles II. ultimately owed his safety, finds no mention in "The Dictionary of National Biography." The Countess of Ilchester and her son, Lord Stavordale, in their charming book on Lady Sarah Lennox, evince a laudable interest in the eventful history of their ancestors. They are credited with an intention of giving the world an account of the political and literary gatherings for which Bowood was celebrated when a *grande dame* of their kith and kin reigned there as hostess. Surely the subject of Giles Strangways is eminently worthy of their careful attention and painstaking investigations?

The story of Giles Strangways is briefly this: Born in 1615, he was the eldest son of Sir John Strangways of Melbury Sampford and Abbotsbury. He was educated at Wadham College, Oxford, as one of the "founder's kin," and when still very young married Susannah Edwards of Wadhurst, a great-grand-daughter of Sir Thomas Lucie of Charlcote. He became M.P. for Melcombe Regis in 1640, and for Bridport in 1641. From the earliest stages of the Civil War he was a devoted adherent of the Royalist cause. He took part in the defence of Sherborne Castle (1645), serving under Prince Maurice with the rank of colonel. He was placed on the Black List as "unpardonable," and was imprisoned for nearly three years in the White Tower. In September, 1651, he contrived to send the fugitive Charles II. 300 broad pieces, without which the successful termination of his wanderings would have been almost impossible. Their sterling loyalty cost John and Giles Strangways from first to last over £30,000. They were both returned to the Convention Parliament of 1660. From that time till his death, a quarter of a century later, Giles Strangways played a very important part in the affairs of Dorsetshire. He filled the office of High Steward of Bridport, represented the county in Parliament, and was made an LL.D. by his University. Loggan engraved his portrait. Original impressions are exceedingly rare, and in 1800 one fetched £10. Reproductions are common enough. Below Loggan's "head" appear six doggerel lines complimentary alike to the artist and his subject. He died in 1675, and rests with his ancestors in the church of Melbury Sampford. His only monument is the Latin epitaph, indicative of ripe scholarship, which he composed for the tomb of his father. Elizabeth, the great-grand-daughter of Giles Strangways, became the wife of the first Lord Ilchester. The present holder of the title is consequently his direct descendant. Hutchins and others erroneously suppose that the splendid Roettier medal was struck on his liberation from the Tower. This is not the case. It was executed at least twelve years later, after the Restoration, as one of an intended series (never completed) ordered by Charles II. in honour of illustrious sufferers in the Royal cause. The design and inscriptions speak for themselves. Examples in silver are sufficiently rare. Lord Ilchester is known to possess one in gold. A second in exceptionally fine condition recently came into the possession of Messrs. Spink. It is now in a private Dorset collection, and from it the photographs used in the accompanying illustrations have been made.

GEORGE BOWER'S SILVER MEDAL

Struck in 1681, to celebrate the rejection by the Grand Jury of a bill of indictment against Anthony Ashley Cooper, Earl of Shaftesbury, for high treason. This was the subject of Dryden's poem, "The Medal."

The silver Shaftesbury medal, struck in 1681, is also rare. No example in gold is known to exist. Anthony Ashley Cooper, born six years later than Giles Strangways, sat in Parliament during the Commonwealth. His zeal for the Restoration was rewarded with a peerage. In 1672 he became Earl of Shaftesbury and Lord Chancellor. In the following year he was dismissed from office. He subsequently intrigued with Monmouth, and was indicted for high treason. On the Grand Jury throwing out the bill, George Bower struck this medal at the instigation of the popular party, who celebrated Shaftesbury's acquittal on November 24, 1681, with great rejoicings and bonfires. The medals were generally worn by his partisans. Lord Shaftesbury died two years later in Amsterdam. Dryden describes the medal in a satirical poem thus:

> "One side is fill'd with title and with face;
> And lest the King should want a regal place,
> On the reverse a tower the town surveys,
> O'er which our mounting sun his beams displays,
> The word, pronounced aloud by shrieval voice
> *Lætamur*, which in Polish is rejoice.
>
> . . . . . .
>
> Five days he sat for every cast and look,
> Four more than God to finish Adam took."

JOHN ROETTIER'S GOLD MEDAL

In honour of Giles Strangways of Melbury, Dorset, executed after the Restoration by order of Charles II. Only two examples in this metal are known to exist.

Like Giles Strangways, Anthony Ashley is still most worthily represented among Dorset worthies. The medals connected with the victories and achievements of the Dorset Hoods are rather Naval than commemorative in their character. Two varieties of copper token, however, exist, bearing the head of the first Lord Bridport fairly well executed, together with a laudatory inscription.

B.



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# Motoring Notes.

THE Scottish Automobile Club's Trials promise to be a great success, and the entries have been very numerous. Among the competing makers will be the Albion, Argyll, Ariel, Arrol Johnston, Chenard and Walcker, Daimler, Darracq, Gladiator, Humber, Minerva, Mors, Peugeot, Siddeley, Sunbeam, and Swift. The chairman and secretary of the club have recently been over the route for the purpose of making the preliminary arrangements. The trials take place on May 10, 11, 12, and 13.

* * *

In connection with the Tourist Trophy Race in the Isle of Man, the Continental Company have offered a prize of 100-guineas to the winner of the event, provided the car is fitted with Continental tyres. A 10-guinea cup is also offered by the same firm to the car which accomplishes the fastest circuit of the course regardless of other conditions. The latter is a prize which will have to be accepted by the Automobile Club with some care, as awards for speed, pure and simple, are entirely foreign to the principle underlying the contest. The entries now number forty, the latest additions being a Whitlock, two Dennis, one Minerva, and a Bristol.

* * *

We are informed that the flotation of "Argyll Motors, Limited," the new company which has been formed to take over the business of the Hozier Engineering Company, has been exceedingly successful, the shares offered having been largely over-subscribed. Arrangements have been made for the immediate erection of large works in the vicinity of Glasgow, with an output of between 1,500 to 2,000 cars per annum, and it is hoped that the 1906 model Argylls will be constructed in the new factory.

* * *

The following is the complete list of cars and drivers for the French Eliminating Trials, the entries having closed on the evening of April 1: 1, Charron-Girardot-Voigt (Girardot); 2, 3, and 4, Panhard-Levassor (Heath, Teste, and Henri Farman); 5, Gobron (Rigolly); 6, 7, and 8, Richard-Brasier (Thèry, Caillois, and Stead); 9, 10, and 11, Bayard-Clément (Albert Clément, Hauriot, and Villemain); 12, 13, and 14, Darracq (Hémery, Wagner, and De la Touloubre); 15, 16, and 17, Renault (Sisz, Edmond, and Bernin); 18, Automoto (Lapertot); 19, 20, and 21, De Dietrich (Gabriel, Rougier, and Duray); 22, 23, and 24, Hotchkiss (Achille Fournier, Le Blon, Lavergne).

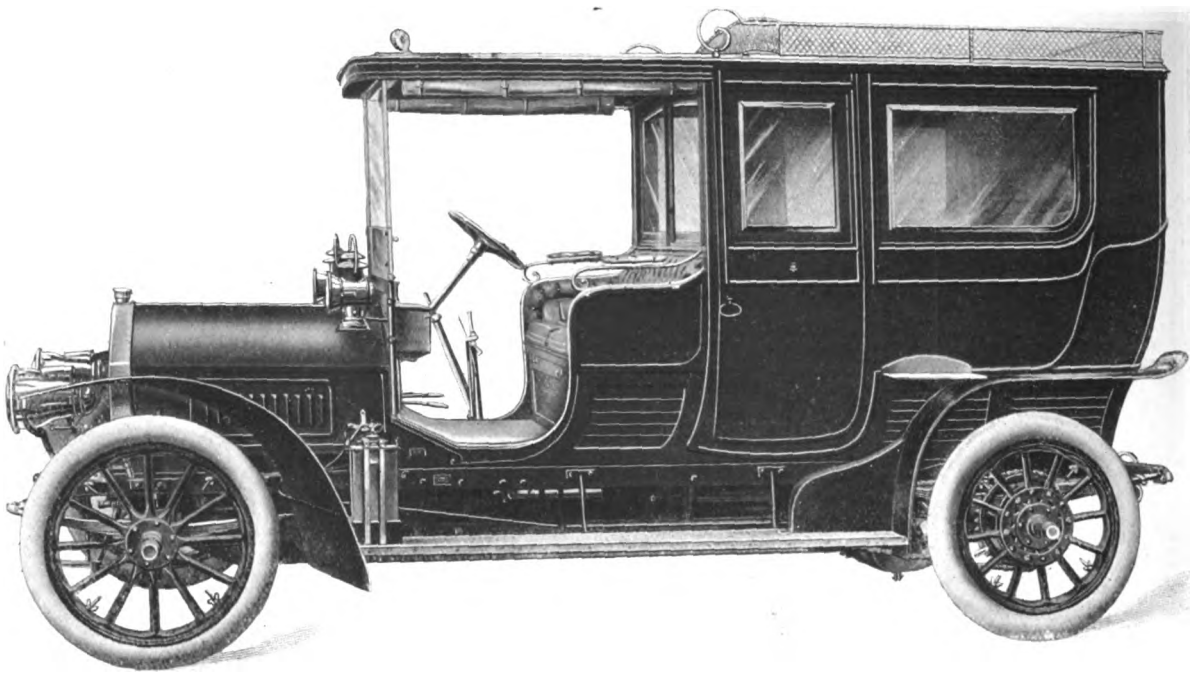
* * *

Colonel Purchas, the Commandant of the Gordon Boys' Home, who is forming classes amongst his boys for instruction in motor-car mechanism, is anxious to obtain, either as a gift or at a cheap rate, one or two cars, or even parts of cars, to be used for instructional purposes. Colonel Purchas, who is doing good work for automobilism by helping to increase the supply of reliable and well-brought-up drivers, should meet with a ready response from the trade and from private motorists who have old but still serviceable cars, whose market value is often extremely small.

The following are a few of the leading motor-car fixtures for the coming summer: May 23, Gordon Bennett Selection Trials in the Isle of Man; June 3, Bexhill Race Meeting; June 10, South Harting Hill Climb; June 12, Henry Edmunds' Trophy (hill climb); July 5, Gordon Bennett race; July 25 to 27, Blackpool Race Meeting.

* * *

We reproduce this week a photograph of a comparatively new type of car, at least so far as this country is concerned. The car shown below is a four-cylinder 20-h.p. Vinot, the sole agency for which has been secured by Messrs. T. J. Harman and Co. of 20, Regent Street, W. It will be remembered that different types of Vinot cars, including the 10-h.p., 14-h.p., 20-h.p., and 30-h.p., were shown first of all at the recent Crystal Palace Show, and again at Olympia. On both occasions a considerable amount of public interest was evinced in these cars, which are really most ingeniously designed, embodying all the latest ideas in motor-car construction. In Paris, and France generally, Vinot cars are very largely used, and so soon as their merits become better known over here should also attain equal popularity among purchasers of moderate-priced cars.



A 20-H.P. VINOT CAR, FITTED WITH LIMOUSINE BODY.

An excellent French car, recently introduced into this country by Messrs. T. J. Harman and Co. of 20, Regent Street. The car, which is of the latest 4-cylinder type, has comfortable seating accommodation for five.

* * *

One of the principal features of the Vinot car is the change-speed gear, the working of which is so simple as to render mistakes almost impossible. By pressing a spring it operates at three different heights; in the highest position it gives two forward speeds, in the middle two more, and in the lowest it puts in the reverse gear. The 20-h.p. type of cars, of which we give an illustration, is provided with both accumulator and chain-driven high-tension magneto ignition, while the chassis are specially constructed to permit of bodies being mounted with side entrances. The cars are very smooth in running, silent, and excellent hill-climbers. Last, but not least, the London agents keep a full stock of spare parts—an important consideration to the purchaser of foreign-made cars.

* * *

The programme for the motor-boat races at Monaco is as follows: *Sunday*, April 9—Racers of 8-mètres in length. Distance, 100-kilomètres. First prize, 5,500-fr. and a gold medal. Cruisers of 6·5-mètres: Course from Monaco to Nice and back. First prize, 4,000-fr.

*Monday*—Racers of 12-mètres. Distance, 100-kilomètres. First prize, 6,000-fr. and a gold medal. Cruisers of 8-mètres: Course, Monaco—Nice—Monaco—Mentone—Monaco. First prize, 5,000-fr.

*Tuesday*—Racers from 12 to 18-mètres. Distance, 100-kilomètres. First prize, 6,000-fr. and a gold medal. Cruisers of 12-mètres: Course, Monaco—Nice—Antibes—Mentone—Monaco. First prize, 6,000-fr.

*Wednesday*—Cruisers from 12 to 18-mètres. Course, Monaco—Nice—San Remo—Nice—Monaco. First prize, 6,000-fr. Auxiliary and yachts' launches: First prize, 3,000-fr. Fishing-boats: Course, Monaco—Antibes—Monaco. Prizes, 3,000-fr.

*Thursday*—Championnat de la Mer. Distance 200 kilomètres. Open to all racers and cruisers. Prizes 15,000-fr., first prize 10,000-fr.

*Friday*—Handicaps for racers. Distance 50-kilomètres. Prizes 6,000-fr. Handicaps for cruisers. Course, Monaco—Nice—Monaco. Prizes 4,000-fr.

*Saturday*—The nautical mile with standing start and flying-kilomètre. Open to all cruisers or racers which have finished their course throughout in the class races on the Championnat de la Mer. First race, open to boats up to 8-mètres. Second race, open to boats up to 12-mètres. Third race, open to boats up to 18-mètres. The three winners will race together in the final. First prize 5,000-fr. and the Prince of Monaco's Cup, value 10,000-fr. A prize of 1,000-fr. will be given to the maker of the propeller of the fastest boat at the meeting. Last year this prize was awarded to Messrs. Thornycroft, who were responsible for the propeller of Trèfle-à-Quatre.

The course which has been laid out in Monaco Bay is an irregular pentagon. The first side is exactly one nautical mile (1,852-mètres) in length, the second 2,100-mètres, the third 4,648-mètres, the fourth 1,000-mètres, and the fifth 3,000-mètres. The total length is therefore 12,600-mètres.



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# *Fashions of To-day & To-morrow.*

## NEW SPRING HATS AT THE MAISON NOUVELLE, REGENT STREET.

*IN WHITE GUIPURE.*

THIS is one of the most tempting seasons of the year for lovers of shopping. There are so many different articles of our wearing apparel that need replenishing, and so many delightfully fresh and novel modes in everything with which to satisfy our every wish. It is only money that is needed now, and the opportunity is there waiting to cater for us. The pretty white coats in all materials and a great variety of shapes are most alluring; the only pity is that white gets so quickly soiled in London that it is extravagant wear for everybody. You may say, "It can be chemically cleaned." I grant that, but unfortunately something generally goes wrong when a coat is cleaned; either it stretches, or it loses its shape, or shrinks. At any rate, it rarely leaves the cleaner's hands satisfactorily, and you always feel inclined to make use of a naughty word, "in a whisper," when your pet blouse comes home ruined. There are a few places where they turn out things well, but they require a great deal of seeking. However, white will be very much worn, in spite of this one disadvantage. White hats, white dresses, boleros, coats, long and short, in cloth, in serge, in silken fabrics, and even in house flannel. I saw one in this material the other day, trimmed with handsome embroidery on white cloth, and it really was most stylish in appearance.

Some of the most charming toques and hats were shown at the Maison Nouvelle in Regent Street, who invariably have a very large selection of all the latest Parisian styles. There were some very becoming white toques and large shapes; one of the prettiest was the white guipure hat here illustrated, with two long white ostrich feathers at the one side, loops of black velvet ribbon falling upon the hair, giving it character. Another new toque is an improved Marquis in blue-grey fancy straw, the edge having a ruche of blue forget-me-nots. This toque is much wider than the generality this season, and is most becoming, especially the back view here shown. Another favourite shape in large hats is the dark brown straw, with yellow roses and wheatears; the crown has a pretty band of velvet embroidered in sequins and silks, and softened with brown chiffon. This house, or rather, these houses, for there seem to be no end of them established in all the largest thoroughfares, have a very happy knack of displaying their modes to the greatest advantage; their shop windows are always attractive at all times of the year, but they are excelling themselves at this present moment.

*IN BLUE-GREY FANCY STRAW.*

Faced cloth and silk are running a race just now, but I think the odds are fairly even, for where you have the cloth gown, silk strappings are used in many novel forms, and the silk dresses are in their turn mixed with cloth. Neutral shades seem to be gaining ground in everything, the one gay spot being the masses of flowers and foliage on the hats and toques. Here, you cannot overdo it; Paris and Vienna beat us in that still.

I must try to describe a novel and dainty blouse bodice, worn with a mushroom faced cloth coat and skirt. This was of accordeon-pleated Mechlin net, made over several layers and interlinings of chiffon, which gave it a very light and charming airiness. Then over this, forming a long point back and front, and gradually decreasing in points to the shoulder, were alternate rows of waved lace (with a design of raised roses) and fawn satin ribbon. A tiny gold cord outlined the lace, and little golden acorns finished off each point. The sleeves were full to the elbow, also accordeon-pleated, and a very long tight cuff of ribbon and lace to correspond. I think it really was the prettiest I have seen for a long time. The coat and skirt were very simple, but that charming simplicity which costs more than the most expensively trimmed costumes, for every line must be perfect.

Talking of perfect lines reminds me of the lines and curves of a man's figure. It is usually the occasion of a general smile when you speak of men wearing corsets, but it is none the less a fact, and they are becoming very general indeed. There is no necessity for tight lacing—*wasp-waists* for men have not yet come into vogue; but the comfort of a corset, scientifically cut, to give the necessary support, has decidedly more supporters than anyone imagines, as those who wear them will testify. The latest and most satisfactory corset is made in the form of a webbing belt, which buckles at the back; this is so constructed that a man rests unconsciously on this, and so throws his shoulders back, and loses that ungainly stoop into which habit men past their first youth so often drop.

R. D.

*IN DARK BROWN STRAW.*

*(From photographs specially taken for this paper by Miss Mabel Lonnilz, 26, Victoria Street, S.W.)*



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5 GOLD MEDALS

FOR MAKING BREAD, CAKES & PASTRY

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I find "Tatcho" excellent, and better than anything I have ever tried in the course of a long life.

High Croft, Winchester.

# Tatcho

Chemists and Stores.


# THE KING'S MENU.

## RAGOUT DE SAUMON A LA MAITRE D'HOTEL.

For half a pound or so of cold boiled salmon make a pint of good béchamel sauce, mix with it two ounces of maître d'hôtel butter, and a dessertspoonful of finely-minced parsley, then heat up in this sauce the cold salmon cut into even-sized fillets, and an equal number of fillets of cold cooked cucumber. When hot, a squeeze of lemon juice can be added to this sauce if liked. Arrange the fish and cucumber fillets alternately in a hot silver or china dish and pour the sauce round. This is a very useful Sunday supper or luncheon dish, as it can be both prepared and served in a chafing-dish on the dining-room table, if everything is put in readiness beforehand.

## BALLOTINES DE VOLAILLE.

Two legs of a fowl go a very long way when prepared like this, and are a very useful and economical dish when the breast has been used for an entrée, such as a suprême, for another meal. Begin by preparing a farce as follows, this quantity being ample for two large legs: Mince and pound together half a pound of lean white meat (such as rabbit, veal, or fowl) and a quarter of a pound of fresh fat pork or bacon, then rub through a fine wire sieve, and mix with it two ounces of grated tongue or lean ham, a couple of cooked chicken livers finely minced, four mushrooms, also minced, and if at hand a truffle is a great improvement. Season this mixture with coralline pepper, a dust of salt, and a few drops of sherry or Madeira (in which it is best to have cooked the chicken livers if possible), and bind with the yolks of two raw eggs. The legs, after boning (retaining the skin on them, mind), are filled with this farce, after which each leg is sewn up with a needle and thread to keep in the stuffing and preserve the shape of the legs. Put a good ounce and a-half of butter in a stewpan with an onion and carrot sliced, a piece of celery, a piece of fat bacon rind, a clove, three peppercorns, a bunch of herbs, and half a bay leaf; lay in the ballotines, and fry with the lid on the pan for ten minutes, turning the ballotines and shaking the pan to keep the contents from sticking and burning. Now add a cupful of good stock, put the pan in the oven, and braise very gently for about fifty minutes, basting the legs frequently, and if necessary adding another spoonful or two of stock or, better still, of light wine. The ballotines are then lifted out, brushed over with thin glaze, then set in the oven for a few minutes. They are then divided into either two or three portions each and dished on a potato border with broiled mushrooms or any garnish liked in the centre, or else arranged on a bed of spinach or mushroom purée, etc. Anyway, pour a good Espagnole or other more or less rich sauce round before serving. If the legs, after stuffing and braising like this, are left till cold, then cut into slices, and masked with a nice chaudfroid sauce they make a useful and pretty little cold entrée. The slices can be mounted on little croûtons spread with a ham or other savoury butter. Also when cold and sliced they will be found an excellent substitute for, or an addition to, salads in which Bologna and other sausages play a part. In this case, though, season the farce rather more highly than usual otherwise, and the grated ham should be a smoked one.

### A SEASONABLE DINNER.

CONSOMME BOUQUETIERE.

RAGOUT DE SAUMON A LA MAITRE D'HOTEL.

BALLOTINES DE VOLAILLE.

GIGOT D'AGNEAU A LA PASCALINE.

PIGEONS ROTIS.

SALADE D'ORANGES ET TOMATES.

SALSIFIS, SAUCE MOUSSELINE.

MOUSSE DE MARASQUIN AUX FRAISES FRAPPE.

CROUTES DE CRABE FAUSSE.

## PIGEONS ROTIS.

Bordeaux pigeons should be chosen for this purpose. Bard them and roast for about fifteen minutes, or a little less, basting the birds well. The strings and barding bacon are then removed, and after browning before the fire for a minute or two, the birds are sent to table, garnished with seasoned water-cress and accompanied by clear gravy or brown sauce, and the following or other salad to taste. *Salade d'Oranges et Tomates.*—Dip the tomatoes into boiling water for a minute, then skin them and set them on ice to make them firm and cold. Meantime, free the oranges from peel and pith, divide them into their natural sections, and with a sharp knife make a tiny slit in those that have pips and squeeze these out carefully. They and the sliced tomatoes are then seasoned, and dressed with oil and vinegar and a fourniture of finely-minced chives (or failing this, the green stem of spring onions will do), tarragon, burnet, or sweet basil.

## SALSIFIS, SAUCE MOUSSELINE.

Wash, scrape, and trim the roots of a bundle of salsify, putting each one as it is done in acidulated water till all are ready, then cook in salted water till tender. They are then



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drained and served with the following sauce. Put the yolks of four raw eggs into a stewpan, and three tablespoonfuls of cream and two crushed peppercorns, stand the stewpan in an outer pan of boiling water and cook the eggs until they thicken, stirring well, then mix in by degrees, letting each bit dissolve before adding the next, an ounce of butter broken up into little pieces. The sauce is then wrung through a tammy cloth, a dust of salt, a grate of nutmeg, a squeeze of lemon juice added, and used at once.

CROUTES DE CRABE FAUSSE.

Take equal quantities of minced shrimps and cold cooked herring-roes (these latter are best steamed for this purpose, not fried) and pound down smoothly with two or three drops of the Escoffier anchovy vinegar, a spoonful of fresh cream, sufficient butter to make a workable paste, and grated Parmesan cheese in the proportion of half an ounce of this to every quarter of a pound of the minced fish. Season with salt, coralline, and freshly-ground black pepper, and a squeeze of lemon juice, then serve spread on croûtes or suitable biscuits, and a garnish of cress. For variety's sake chilli or tarragon vinegar can take the place of the anchovy vinegar given to-day.

LITTLE CHOCOLATE CAKES.

*(Specially prepared and photographed for this paper.)*

## *ANSWERS TO CORRESPONDENTS.*

LITTLE CHOCOLATE CAKES (Mouseué).—Beat half a pound of butter to a cream, mix in four ounces of castor sugar and two ounces of Fry's powdered vanilla chocolate, and work together for ten minutes, then mix in alternately by degrees four whole raw eggs and four ounces of fine well-dried and sifted flour. Work altogether for about a quarter of an hour, then pour the mixture into a buttered and papered tin that has been dusted with equal quantities of flour and castor sugar. Bake for about thirty minutes. When the cake is quite cold cut it into little shapes fancied (or it can, of course, be left as it is), and ice the top or whole of these with chocolate glace, and strew the tops with chopped almonds, pistachios, or rough white loaf sugar. For the glace, put into a stewpan an ounce of Fry's vanilla chocolate finely grated, with two tablespoonfuls of water, and cook till smooth; then mix with it half a pound of icing sugar and three dessertspoonfuls of warm water. Just let these warm up together, then use at once. Mind, if you let the glace after adding the sugar get really hot the icing will be dull. Then, do you know little chocolate meringue cakes? If not, here is a delicious recipe for them: Whisk the whites of seven eggs till so stiff that a knife will cut through them cleanly, then mix in a pound of castor sugar and four ounces of finely-powdered vanilla chocolate, which has been sifted together before being added to the eggs. Have ready a baking sheet covered with well-buttered paper, drop the mixture on it in spoonfuls, and stand aside for an hour before baking. The tin is then put into a moderate oven for ten or twelve minutes. Stand aside till the cakes are cold before detaching them from the paper.

PLASMON POTATO SOUP (G. S. D.).—Boil five or six potatoes, and rub them through a fine sieve, together with an onion boiled till tender, and also sieved. Mix this purée with half a gill of new milk, bring to the boil, then dilute with a pint and a-half of white stock (or all milk can be used if stock is not at hand) and half a pint of Plasmon stock. Season to taste with salt and white pepper, and if liked add a garnish of half an ounce of sago boiled till transparent in the stock.

SOUFFLE D'ORANGES GLACE (Son of a Gun.)—Rub the peel off six Mandarin oranges (which are a large kind of tangerine and the nicest for this sweet) on to five or six ounces of loaf sugar, crush this and put it in a double saucepan with the yolks of twelve and the whites of six eggs, and whisk together till warm and thick. Now remove the pan from the fire and beat the custard till cold and stiff, then add the strained juice of eight oranges, a liqueur glassful of Curaçoa, and half a pint of cream whipped till stiff. Have ready a papered soufflé dish, fill with the mixture, and freeze in the charged ice cave for three hours or so. The paper band must be removed carefully, so as not to tear away any of the soufflé with it, and as the soufflé must not wait after it is taken from the cave have the silver case ready to slip the dish into at once, or a serviette to pin round if this is used instead.

SYBARITE.

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# Here, There, and Everywhere.

THE PRINCESS OF WALES has presented a piano to the Children's Happy Evenings Association, of which she is president, for use in one of its many branches. This is the third piano her Royal Highness has given to the association, which provides evenings of organised play weekly to some 16,000 children attending the county schools in London.

MESSRS. RAPHAEL TUCK AND SONS, LTD., have sent us some specimen sets of their latest post-cards, "The Wide, Wide World" Series, produced in the famous "Oilette" process, direct from either an original oil-painting or water-colour drawing, each post-card being practically a miniature painting. The reception which "The Wide, Wide World" Series of post-cards, although of comparatively recent issue, has met with, already gives every promise that they will become the most appreciated post-cards of the age. The educational influence of such a series of post-cards as "The Wide, Wide World" Series, is enhanced by the terse descriptive matter which is printed on each card.

AN interesting feature of the visit of the D'Oyly Carte Opera Company to the Coronet Theatre this week is the revival on Thursday and Friday evenings of "Princess Ida." At Kennington Theatre this week Miss Minnie Palmer, after an absence of several years abroad, reappears as Tina in "My Sweetheart." For the week following Mr. Robert Arthur has arranged with Mr. Martin Harvey to give three performances of "The Only Way," and four of "The Breed of the Treshams." This will be Mr. Harvey's last appearance in the suburbs this spring previous to his London season in "Hamlet."

WE understand that at the Cape Town Exhibition four gold medals, being the highest awards, were secured by Spratt's Patent, Limited, for their packet bird seeds, parrot food, chicken meal and Chikko, poultry food and patent dog foods.

SOLDIER AND SAILOR COOKS.—The Sixteenth Cookery and Food Exhibition, which opens at the Royal Horticultural Hall, Westminster, on May 2, will have quite a marked Military and Naval *cachet*, for the War Office has sanctioned the attendance of soldier cooks from the battalions of Guards in London and at Aldershot, and also from the regiments of the Household Cavalry, who will compete for prizes and the Army Cookery Challenge Shield. The Admiralty has also granted permission for three cooks' ratings, from the three home ports, to attend with their instructors and under the command of a lieutenant.

THE Grand National Trophy (of which we give an illustration) is designed on the lines of the standing cups of the sixteenth century. A finely-modelled figure, representing Victory with a palm branch, surmounts the cover, while the globe upon which the figure is standing is of rock crystal. The stem with the winged horses makes a rich support to the body of the trophy, and on parts of the cup are some very beautiful decorations, particularly on the cover, while the plain surfaces are in pleasing contrast, and give a fine effect. The trophy has been specially designed and manufactured by the eminent goldsmiths and silversmiths, Messrs. Elkington and Co., Limited, London, Liverpool, etc.

WHAT to do with the sons of our farmers and small landed gentry, and with boys brought up in our country towns, is a question of constantly recurring urgency. There are, of course, the Colonies, and of these, just now, Western Australia appears to be one of the most promising. She offers free lands, and many other advantages which are not obtainable in any other Australian State. Two Experimental Farms, one at Chapman, near Northampton, of about 1,000 acres, and one at Narrogin, on the Great Southern Railway, of about 2,000 acres, have been established, and full information can, no doubt, be obtained from the Agent-General for Western Australia, 15, Victoria Street, London, S.W.

THE programme at the Oxford is quite up to the usual mark, which is saying a good deal, and that the management is never at a loss in a moment of emergency was shown the other night, when Mr. Arthur Prince, at very short notice, took the place of a favourite comedian who was unable to appear. Mr. Prince is probably the most wonderful ventriloquist of this or any other generation, and the way he smokes and drinks during his performance makes his "turn" absolutely unique. The whole show is very excellent; but surely the boxing craze is played out.

FOR the second year in succession the Oxford and Cambridge crews accepted the invitation of the Directors of the Alhambra to spend the evening of the University Boat Race day at "The National Theatre of Varieties," and on the same evening the Alhambra welcomed the International football teams of England and Scotland, after their mighty battle at the Crystal Palace.

*Copyright.*

THE GRAND NATIONAL TROPHY
Designed and manufactured by Messrs. Elkington and Co.

WITHOUT doubt the most interesting section in the historic loan collection of the Naval, Shipping, and Fisheries Exhibition at Earl's Court will be the Nelson Room. Here will be seen the cap he wore as a baby, the dirk he carried as a midshipman, several locks of his hair, and the font at which he was baptised. The United Service Club have lent the sword presented to the hero after Trafalgar, and much later bequeathed to that institution. A suggestion of the gruesome will be found in the plaster cast taken after death upon the "Victory," and also the actual tourniquet utilised to stop the bleeding at the memorable sea-fight when Nelson lost his arm. Many autograph letters, his writing-table from the "Victory," his telescope, and the blue silk netted purse he had in his pocket when he received his death wound, are further items in the collection.

"CHRIST HEALING THE PARALYTIC," Murillo's newly-discovered masterpiece, has been published as a coloured print by Messrs. William Doig and Co., 174, New Bond Street.

## Amusements.


**HIS MAJESTY'S.** MR. TREE
Every Evening (except Mondays), at 8.30.
"A MAN'S SHADOW."
(For a limited number of performances.)
Luversan ... ... ... ... } MR. TREE.
Lucien Laroque ... ... ... }
Matinee every Saturday at 2.30.

**APOLLO THEATRE.**
HENRY LOWENFELD, Sole Proprietor.
TOM B. DAVIS, Lessee and Manager.
Mr. GEORGE EDWARDES' SEASON.
Every Evening at 8.15.
The Comic Opera, in Three Acts,
"VERONIQUE."
Matinee every Saturday at 2.

**PRINCE OF WALES' THEATRE.**
Lessee and Manager: MR. FRANK CURZON.
Mr. George Edwardes' Season.
Every Evening at 8.15.
A New Musical Play entitled
LADY MADCAP.
By Paul Rubens and N. Newnham-Davis.
Matinee every Wednesday and Saturday at 2.15.

**IMPERIAL THEATRE.**
MR. LEWIS WALLER.
Every Evening at 8.30.
MONSIEUR BEAUCAIRE.
Mr. Lewis Waller and Miss Eva Moore.
Matinees Wednesdays and Saturdays, April 8, 12, and 15, at 2.30.
Box Office 10 to 10. Telephones, 3193 and 3194 Gerrard.

**ADELPHI.**
Lessee and Manager: OTHO STUART.
Every Evening at 8.
Saturday Matinee, at 2.
HAMLET.
H. B. Irving, Oscar Asche, Lily Brayton, etc,
Every Wednesday, and Easter Monday, at 2.
THE TAMING OF THE SHREW.
Telephone 2645 Gerrard.

**GARRICK THEATRE.**
Mr. Arthur Bourchier and Miss Violet Vanbrugh
To-night, at 8.30, in
THE WALLS OF JERICHO,
By Alfred Sutro.
Matinee every Wednesday and Saturday at 2.30.

**SHAFTESBURY THEATRE.**
Tita Brand's Season.
To-night and Every Evening at 8.
OTHELLO.
Matinee Saturday, April 15th, at 2.
Box Office now open, 10 to 5.

**WYNDHAM'S THEATRE.**
Proprietor: SIR CHARLES WYNDHAM.
Lessee and Manager: MR. FRANK CURZON.
To-night at 8.45.
MR. HOPKINSON.
An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
Matinee every Saturday at 3.

**VAUDEVILLE THEATRE.**
Managers: A. and S. GATTI and CHARLES FROHMAN.
Every Evening, at 8.15.
THE CATCH OF THE SEASON,
By Seymour Hicks and Cosmo Hamilton.
Mr. Seymour Hicks and the Vaudeville Theatre Company.
Matinees every Wednesday and Saturday at 2.15.

**SAVOY.** DU BARRI.
Sole Lessee: Mr. J. H. LEIGH.
Managers: Mr. GILBERT HARE and Mrs. BROWN-POTTER.
To-night at 8, and Every Evening,
Christopher St. John's Adaptation of
"DU BARRI,"
By Jean Richepin.
Matinee every Thursday at 2.
Box Office 10 to 10. 'Phone, 2602 Gerrard.

**THE LYCEUM.** Twice Nightly, at 6.30 and 9.
Matinees Wednesdays and Saturdays at 2.30.
HIGH-CLASS VARIETIES.
Popular prices 6d. to 1½ guineas. Children half price.
Manager Director, THOMAS BARRASFORD.

**EMPIRE THEATRE.**
New Fairy Divertissement
"THE DANCING DOLL."
Magnificent Varieties.
Doors open 7.45. Manager: Mr. H. J. HITCHINS.




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# THE KING'S COLLECTORS' REGISTER.

I.—Advertisements in this Register must refer to some **specific** object or objects.

II.—The charge for advertising is at the rate of twopence per word, and no advertisement can be accepted of less than twelve words. The price of an article, or group of figures, count as one word.

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Autograph letter of Admiral Byng.—821, THE KING'S EXCHANGE.

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(PORT ORATAVA).

THE ENGLISH

## Grand Hotel,

Over 200 Rooms. Climate and situation unrivalled. Beautiful gardens and grounds. Pure Water. Electric light. Lawn tennis. Near golf links.

*Apply to the Agents—*

**Messrs. SINCLAIR, HAMILTON & CO.,**
17, St. Helen's Place, London, E.C.

THE LINKS, BOURNEMOUTH.

**BOURNEMOUTH.**

## HOTEL MONT DORE.

WITHIN TWO MINUTES' WALK OF GOLF LINKS.

**TUNBRIDGE WELLS.**

## THE SPA HOTEL,

FOR COMFORT, CONVENIENCE, AND LUXURY.

Surrounded by its own Park of 65 acres and with splendid views over the Common. One hour from London.

**BATHS**
of every description, including
**TURKISH, SWIMMING, AND ELECTRIC LIGHT.**
*MASSEURS and MASSEUSE.*

1 minute's walk from **Golf Links.**
**Handsome Public Rooms,** including
**2 LOUNGES and BIJOU THEATRE.**

Garage. Lift. Tennis Courts, Croquet Lawns and Bowling Greens. Warmed to a temperature of 60° in Winter. Postal Telegraph Office in Hotel. Telephone 56.
Terms from MANAGER.

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FACING THE SEA. NORTH BAY.

LADIES' SPACIOUS COFFEE AND DRAWING ROOMS. PRIVATE SITTING ROOMS.

*Excellent Cuisine. Home Comforts. Moderate Charges.*

TERMS EN PENSION ON APPLICATION.

Ten minutes' walk from the Golf Links. Omnibus to all trains.
J. HUGHES, Proprietress; also at the Royal Hotel, Bath.

**WEYMOUTH.** **WEYMOUTH.**
Charmingly situated Seaside on the Dorsetshire Coast.

**WEYMOUTH.** **WEYMOUTH.**
Unequalled for its Marine and Land Excursions. Fishing and Golfing.

**WEYMOUTH.** **WEYMOUTH.**
*Beautifully Illustrated Guide sent free of charge by the Town Clerk, on receipt of cost of postage, 3d.*

THE LINKS, LLANGAMMARCH WELLS.

**LLANGAMMARCH WELLS, Breconshire.**

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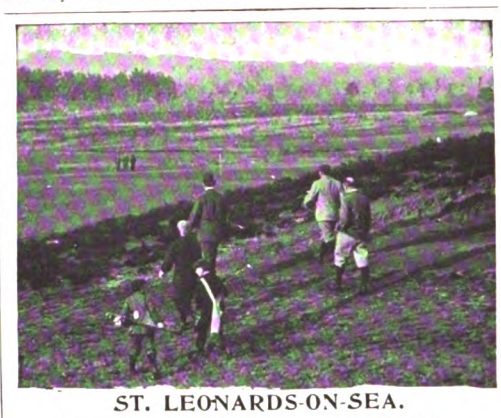
The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.



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This Old Established Family Hotel has been greatly Enlarged and entirely Re-modelled.
THE DECORATIONS, ELECTRIC FITTINGS, AND COMPLETE RE-FURNISHING, by MAPLE & Co., of London.
A Spacious New PALM GARDEN for Outdoor Luncheons and Dinners.
Golf Links within easy distance. Fishing in the Broads. Tariff extremely moderate.

**BEXHILL-ON-SEA.**

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MOTOR GARAGE. INSPECTION PIT.

Delightfully situated on Sea Front, two minutes from Golf Links.

Recognised as being one of the most perfectly appointed Private Hotels on the South Coast.

New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

*Week-End Tickets, including 1st Class Return Railway Fare, Hotel Accommodation, and Full Board,*

Saturday to Monday, 35/-; Friday to Monday, 42/-.

To be obtained from Thos. Cook, Ludgate Circus, or any of their offices.

Resident Proprietress, Mrs. GIBSON.
Telephone, 8 Bexhill. Telegrams: "Riposo, Bexhill."

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**SEATON, DEVON.**

First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.
Misses E. A. and C. C. SMITH, Proprietors.

**BEXHILL.**

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WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.

*Telegrams: "Sackville, Bexhill."* *Telephone: 10, Bexhill.*

THE GOLF LINKS, CHERTSEY.

**LEIGH-ON-SEA (Essex).**

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

**FARNHAM, SURREY,**
Within easy access of London.

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Moderate Tariff. Special Week-End Terms for Golfers, inclusive of table d'hôte dinner. Saturday until Monday morning, **£1 1s.** The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable, being on sand.

**GENTS' GOLF GARTERS.** NON-ELASTIC; Nickel Lever Buckle, no teeth; Fine Tan Webb, ⅞ in. wide; instantly adjusted to any TENSION; ensures comfort and smartness in appearance, 1/- per pair post free.—**DAN MOODY & Co., Egyptian Works, TROWBRIDGE.**



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# THE GOLFERS' GUIDE.

THE GOLF LINKS, MUNDESLEY-ON-SEA.


## PNEUMATIC GOLF BALL

TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

**VULCAN WORKS, ST. THOMAS ST., S.E.**

SUNNINGDALE GOLF LINKS.


ASCOT.

## THE BERYSTEDE.

SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer).*

"'Is it a Private House or an Hotel?' is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels.'

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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Haskell and other Cored Balls re-covered equal to new, and guaranteed at

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**RE-COVERED** HASKELLS, ARLINGTONS, or WIZARDS

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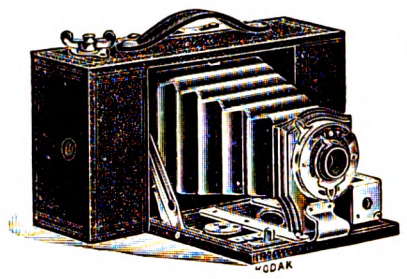

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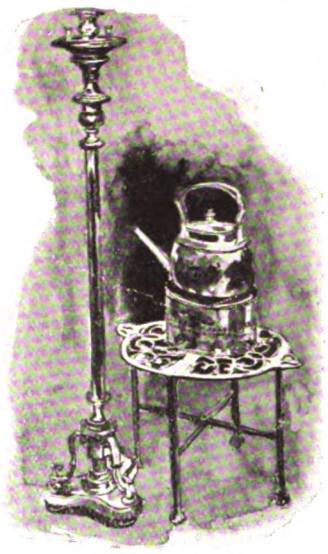

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# ARTISTIC PHOTOGRAPHY.


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

Vol. XX. No. 428. SATURDAY, APRIL 15th, 1905. Price 6d.

*Elliott and Fry.*

MAJOR DALRYMPLE WHITE.

Prospective Conservative Candidate for East Wilts.

(*See page 75.*)

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 428. Saturday, April 15, 1905.**

*Editorial Offices*—3, SOUTHAMPTON STREET, STRAND, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone*—*No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND FRANCE.—It would be ridiculous to pretend that the meeting of M. Loubet and King Edward at Pierrefitte Station had no significance. Unostentatious though the meeting was, it seemed to keep before the minds of the world outside that, as the two heads of the two neighbouring States are friendly, so the two States themselves are in cordial agreement. A railway carriage it appears is capable of many things, and may form an admirable substitute upon occasion for the "roadside inn" of Lord Rosebery. Pierrefitte, like Noisy-le-Sec, where Felix Faure met Queen Victoria seven years ago, as she too voyaged to the South of France, is a little wayside station, yesterday of local importance naturally, but to the great world outside simply a station like any other. To-day it is world-famous as a meeting-place, where a conversation began, the effect of which upon the world's history we have yet to learn.

THE KING AND ITALY.—The meeting between King Edward and the King of Italy is a natural event in view of the British monarch's voyage in the Mediterranean, and follows easily upon the Duke of Connaught's recent visit. The Italian Royal family have a great liking for everything English, and the way the two children have been brought up has been often commented upon with justifiable pride by the English Press. That this is in large measure due to King Victor's own predilections is generally recognised, but it is not well known that the children tyrannise over their father as no one else can. Outside the family circle the King is strictness itself, and his regard for discipline has done much to instil new spirit into the Italian Army, but he has not been able to do much in the way of drilling Princess Yolanda, who orders her father about with absolute authority. When she was quite a tiny mite she escaped one day from the nursery, and toddled down a corridor which led to the King's private apartments. He was closeted with a foreign Ambassador on State business of the most urgent nature, but the little Princess tapped vigorously at his door, and called loudly "Papa! Papa!" and until papa had held her on his knee some minutes and fed her with a few biscuits, she refused to go away or to allow her Royal parent to consider anyone but herself as deserving his attention.

*Walter Barnett.*

MRS. ELINOR GLYN

The well-known novelist, whose latest work, "The Vicissitudes of Evangeline," has had a success almost equal to that which attended the publication of "The Visits of Elizabeth.

THE PRINCE'S HOLIDAY.—After the slight operation which was necessary last week, and his subsequent detention at Marlborough House, the Prince of Wales not unnaturally desires a short change, and Scotland is likely to be the venue of his holiday, if only for a week. Easter he proposes to spend in Frogmore with the Princess and the children, but the fresh breezes of the moors and the prospects of salmon-fishing will no doubt do much to restore him to good health. The official reticence of the nature of the operation performed last week gave rise to some rather alarmist rumours, which are fortunately only rumours, and have no foundation. The penalty of Royalty, in these days of cheap journalism and the unreliable conscience of the "yellow" reporter, is much heavier than it was in the days even of such observant commentators as Fanny Burney, and that which would go unmarked in an ordinary citizen becomes subject for piquante paragraphs when Royalty is in question.



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THE GERMAN EMPEROR'S CRUISE.

The visits that the Kaiser has been paying to the various countries bordering on the Mediterranean began with a short stay in Portugal, where he was the guest of the King and Queen. In our illustrations he is seen with a group of the Portuguese Royal Family at the residence of the Queen Maria Pia, and embarking in the State barge at Black Horse Square to rejoin the "Hamburg," in which vessel he commenced his trip.

*Rajh.*

THE GRAND DUKE CONSTANTINE

Who recently appeared in St. Petersburg in his own translation of "Hamlet."

*Blake and Edgar.*

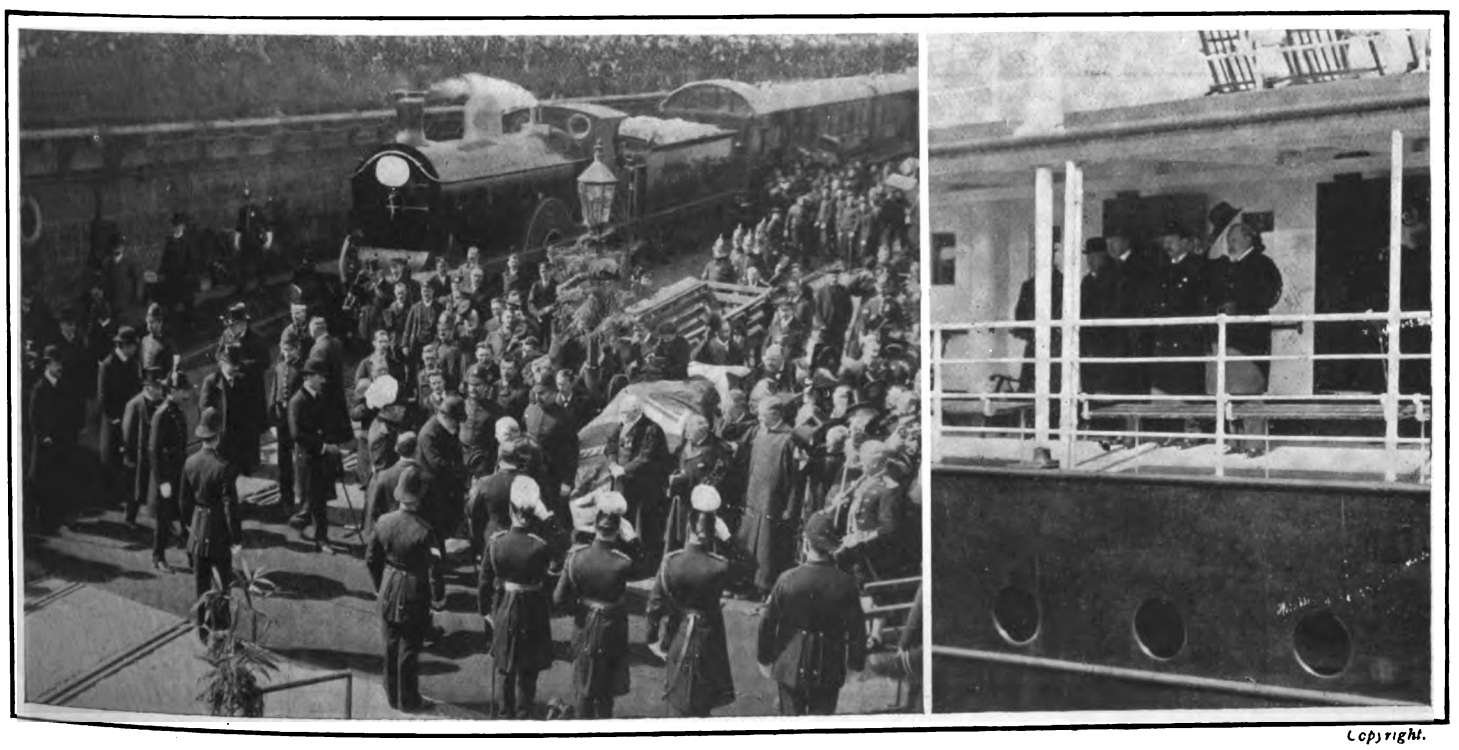
THE BEDFORD TROPHY

The shield presented by the inhabitants of Bedford to the cruiser of that name.

*Tear.*

LIEUTENANT C. ROSAS, C.N.

The Naval Attaché to the Chilian Legation, who was presented at the last Levée.



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THE KING'S VISIT TO THE MEDITERRANEAN.

King Edward left England last week to join Queen Alexandra. At Dover he was received by the Deputy-Mayor and Corporation, and on his way through France was joined for a short interview by M. Loubet, with whom he travelled from Pierrefitte to Paris.



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BUSINESS MEN AND PARLIAMENT.—The appointment of Lord Cawdor to the post Lord Selborne has vacated, and the consequent resignation by the former Peer of his duties as chairman of the Board of Directors of the Great Western Railway, are interesting, and direct attention to the large number of Peers and Members of Parliament who are directors of companies. The Earl of Chesterfield, for instance, is a director in twenty companies, mostly mining concerns, and the Marquess of Tweeddale has a seat on the Board of twelve, submarine telegraph companies principally. But in the House of Commons there are four members who, between them, hold seats on the Boards of sixty-one companies—wine companies, hotel companies, tramway companies, shipping and railway companies, and, indeed, almost anything that can be turned into a joint stock concern, excepting, curiously enough, newspapers. Several members of the Lower House are directors of six companies and less, and altogether something like 3,000 companies have, at least, one Peer or Member of Parliament among their directors. The debates on the new Companies' Bill should be interesting. They, at least, will not fail for want of first-hand knowledge among the members.

*Higgins.*

SPORTS AT WOOLWICH.

The annual meeting between the Royal Military Academy, Woolwich, and the Royal Military College, Sandhurst, resulted this year in a win for the former by six events to three. The finish of the 2-mile race is shown in the above illustration, Halland of Woolwich winning.

*Russell, Wimbledon.*

THE WEST KENT ARCHERY CLUB.

The new club-house of the West Kent Archery Club was opened last week at Bickley. Archery is a pastime which has been rapidly growing in favour again, and the success which has attended the meetings of the West Kent Club has been most satisfactory to those who were responsible for its inception.

*Higgins.*

THE WOOLWICH-SANDHURST MEETING.

The finish of the 100-yds., one of the three events which fell to Sandhurst. As usual the results of the races were signalled by flags, and at the start of the 2-mile race there were five dark ones flying for Woolwich and three light ones for Sandhurst, the ninth event falling to the Academy.

HEREDITY AND THE STAGE.—Our reference last week to the late Mr. Maurice Barrymore recalls the fact that his three children are all on the stage, and this instance of the truth of the old German proverb, "All good things go in threes," is by no means isolated in theatrical chronicles. One has only to think of the three brothers Kemble, of the Irvings, father and two sons, and of the three Terry sisters, Kate, Ellen, and Marion, to find instantly other examples. Then there are also the three brothers Frohman, of whom Charles is the best known in this country. Daniel Frohman began in a newspaper office, and now works hundreds of touring companies in the States, and "Gus" Frohman, of whom but little is ever heard, is the real founder of the family connection with the theatre. Another notable American "triplet" is the Sire Brothers, who have been connected with the Bijou, Casino, and other New York theatres at some of the most successful periods of their history.



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# THE STOCK EXCHANGE STEEPLECHASES.

## THE POINT-TO-POINT RACES AT WING.

The annual meeting in connection with the Stock Exchange Steeplechases last week was not quite so well attended as in previous years, and the Nimrod Cup, for instance, had to be eliminated owing to lack of entries. Our illustrations show: (1) Mainsail II., ridden by the owner, Mr. S. Gurney Sheppard, winner of the Heavy-Weight Cup. (2) Mr. C. Carlos Clarke, the starter, who officiated in place of Lord Cowley. (3) The Inter-Regimental Yeomanry Race, between teams from the Bedfordshire, Buckinghamshire, Northamptonshire, and Herefordshire Yeomanry Regiments. (4) The Open Steeplechase, won by Colonel Jenkins's Prater, with Mr. G. E. Clayton up. (5) The Stock Exchange Light-Weight Cup, won by Mr. A. J. Schwabe's Highland Laddie, with Mr. Cecil Grenfell up. (6) Some interested spectators at the meeting.



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PORTMAN SQUARE.—The history of London is written in her squares, an American once wrote to a friend in the States, and within limits his remark is true. And the square at the junction of Baker Street and Orchard Street, overlooking which are the windows of the town house of the Duke of Fife, has played its part in the story of the metropolis. With it are bound up memories of *the* Mrs. Montague and the youthful chimney-sweep, where street" for Conquered and Enmity. It may reasonably be claimed for him that he caused most noise in the world of all the inhabitants of the square.

PRIZE-MONEY.—The reappearance of Togo's fleet, and the prospects of another Naval engagement, have revived the question of prize-money. But those who talk about the large sums that must be accumulating for the

THE COUNTESS OF KERRY

*Alice Hughes.*

Who was married last year to the eldest son of the Marquess of Lansdowne. The Countess of Kerry is a daughter of Mr. E. S. Hope, and a great-grand-daughter of the second Earl of Hopetoun.

once a Duke of Hamilton resided, and where a frugal Duke of Newcastle, resenting the extravagance and "smartness" of Mayfair, withdrew to eke out his existence in peace. And there M. Otto, the French Ambassador at the time of the Peace of Amiens, nearly had his house burned about his ears for exhibiting the words "Concord" and "Amitié," which were taken by the pre-Board School "man in the

Japanese Naval officers are evidently ignorant of the fact that prize-money is not paid in the Japanese Navy; and it is quite possible that that privilege will also be withdrawn from the British Navy before the next great Naval war. For captains of cruisers on commerce-destroying raids would wax rapidly rich on the enormously valuable cargoes carried by liners and merchant vessels generally to-day. A most interesting volume could be compiled on the history of prize-money, and during the Nelsonic period in particular there were some lucky officers who could have founded family fortunes on their shares. On the lower deck, also, money was won and lost, and it is recorded that on one occasion, a man of generally good conduct having forfeited his share for some misdemeanour, the hat was passed round, each man subscribing a dollar, and each midshipman five. "This act is characteristic of the British seaman," the chronicler goes on to say, and his deduction is eminently just.

SPARROW CLUBS.—The ghastly cruelties practised upon the unfortunate little birds which fell into the clutches of the sparrow clubs of our ancestors are not likely to be repeated to-day, although there is apparent a strong revival of antagonism to the depredations of the mischievous and perky little creature. But that he has his uses is indubitable, and the London streets, at any rate, would seem strange without his chirruping presence. His very nickname "Philip" Sparrow is derived from his chirp, and to him 400 years ago a poet laureate wrote an epic. Skelton's "Boke of Phyllyp Sparowe" is a most curious and rare work, and it finds confirmation at a later date in Shakespeare's "King John," where Bastard says to James Gurney, "Philip?—sparrow!—James, there's toys abroad; anon I'll tell thee more." In Scotland he is called both "spurdie" and "sproug."

THE TRANSPARENT BOY.—Mr. A. C. Benson has called the boy of twelve a transparent creature. If Mr. Benson were a regular journalist one might suspect him of having merely invented a very happy phrase, which, like most of its kind, is not akin to the truth, for the average boy is very far from transparent. He can, on occasion, be even more decently opaque than the most hardened diplomatist, and he adds to it an artlessness which the elder man has left long behind him. The transparent boy is a dunce of the first water, for he has not the wit nor the ability to disguise his sentiments. Could any "transparent" boy have the cheek to tell his master, as a youngster did the other day, that the chief mountains in Scotland were Ben Nevis, Ben Lomond, and Ben Jonson? And how far could a master see through the boy who told him that David liked to stand in the doorway of the temple of the Lord "because he could walk about outside while the sermon was being preached."

EARTHQUAKES.—The town of Loh, son of Rama, the City of Dreadful Night, has been visited by a disaster as appalling as it is wonderful, which repeats the catastrophe of thirty years ago, and the beauties of Lahore have been in many instances razed to the ground. But it is the loss of life that is most serious; and though some time must elapse before we can be really sure that we have arrived at the sum total of deaths, it is to be feared that it will closely approach some of the most serious disasters of the past century. When Aleppo was destroyed in 1822 some 20,000 lives were lost; when Montemurro and some other Calabrian towns were involved, thirty-four years later, about half as many persons perished; and a decade later the terrific catastrophe in Peru occurred, when 25,000 were killed, 30,000 rendered homeless, and some £60,000,000 lost in property. The Martinique disaster of three years ago was, however, the most terrible of all, and all will fervently hope that this generation may not see a repetition of that tragedy.



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# THE EARTHQUAKE IN INDIA.

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THE GOLDEN TEMPLE AT AMRITSA.

Reported damaged during the recent earthquake. Amritsa is the wealthiest city in the Punjaub, and the religious capital of the Sikhs, who hold the temple in the greatest veneration.

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A GENERAL VIEW OF LAHORE.

Showing he Jumna Musjid, or Great Mosque, which was seriously damaged. The building on the right is the tomb of Ranjit Sing.



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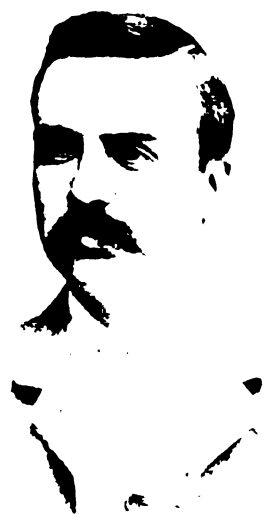
# *On the Links.*

EDITED BY A. J. ROBERTSON.

APPARENTLY this is to be the age for the formation of Golfing Societies. Though the movement which has often been advocated to form a large and comprehensive Association for the purposes of golf is no nearer being realised than it was ten or a dozen years ago, golfers seem inclined unconsciously to be attacking the problem in detail. The liberal professions and important commercial interests in our varied industrial life are rapidly forming themselves into golfing societies embracing the playing members connected with them. Thus we have societies representative of the Bar, the Universities, the Press, the Solicitors, the Musicians, the Actors, the Stock Exchange, and some other bodies. The latest society to be formed is the Cricketers' Golfing Society, which is to be open only to members of first and second class county cricket teams and those players in the two principal Universities who have had the distinction of having a "Blue" conferred upon them. The intention is to play inter-club and inter-county golf matches; and considering the large number of very excellent cricketers who almost stand in the front rank as golfers, this commendable movement to organise their play on the links ought to meet with a great deal of hearty encouragement. Mr. Alfred Lyttelton, the Colonial Secretary, himself one of the best cricketers in his University days, and to-day one of the best players in Parliament, will be president of the new society, while Mr. H. W. Bainbridge will be captain, and Mr. G. L. Jessop hon. secretary.

* * *

The Stock Exchange Golfing Society, which was formed a few weeks ago, will have as its captain Mr. Mure Fergusson, and Mr. W. Brander, jun., and Mr. C. G. Tunks as joint hon. secretaries and treasurers. The committee is a strong one, and is thoroughly representative of all kinds of athletic sports among the members of the Stock Exchange. Among the names are Mr. A. D. Blyth, Mr. H. C. Blyth, Mr. F. H. A. Booth, Mr. Walter Carr, Mr. Horace Castle, Mr. J. H. and Mr. R. H. Hedderwick, Mr. W. E. Maclagan, and Mr. W. M. and Mr. H. W. de Zoete.



*Proctor.*

MR. TOM MORRIS OF THE LEVEN THISTLE.

The accompanying is a likeness of Mr. Morris, who tied for the Autumn Medal of the Leven Thistle at 77, but was beaten in playing off by Mr. George Clark, the champion of the Edinburgh Insurance and Banking Club, with 73, a record for Leven Links, which he shares with Mr. W. Norman Boase of the Royal and Ancient and the Innerleven. Mr. Morris is a native of Leven, and represented the Thistle, when only fourteen years of age, in their club matches against St. Andrews, when two of his opponents were Herd and Auchterlonie, Leith Thistle, Burntisland, etc. He removed to England at the age of sixteen, and, except when on holiday, played no golf for fourteen years. He holds the records of the Welsh courses at Colwyn Bay, Rhos-on-Sea, and Borth at 76 each. He won the Scratch Cup at Church Stretton on the opening of that course, the Porter Cup at Colwyn Bay in 1901, the Medal at Rhos also in 1901, the Hughes Cup at Borth in 1903—in the last two cases with record scores. Mr. Morris is not a relative of his more famous namesake of St. Andrews.

* * *

News comes from America that among the entries for the Ladies' Championship at Cromer next month there will be about eight American lady golfers. Last year Miss Mabel Higgins of Chicago was the only lady golfer from the other side of the Atlantic, and owing to the luck of the draw she unfortunately had to play at the outset of the tournament a couple of unusually hard matches. It is a great compliment, however, to our ladies to find that this year the number of American visitors is to be increased so greatly, for it indicates, at any rate, that they are certain of a most cordial welcome. Among the American ladies who are to be present at Cromer are Miss Georgiana Bishop, the United States Lady Champion, Miss Griscom, the ex-Champion, and the Misses Harriet and Margaret Curtis of Boston.

* * *

We are informed by the British Golf Company, Limited, that Mr. H. H. Hilton has been appointed manager to the company. No one knows more about the requirements of golfers than Mr. Hilton, and no one assuredly possesses a finer eye for the form of a golf club and its general appearance and balance suitable for all sorts and conditions of

*Copyright.*

THE TOOTING BEC LINKS.

**A view of the course from the 15th hole.** Mr. Cowell Davis and Mr. J. Verran approaching the green. The wooden hut under the trees is "The Halfway House," where refreshments are dispensed in the summer-time.



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# On the Links.

players. His appointment as head of this company should be a guarantee at least that the clubs sent out by it have first of all passed the ordeal imposed by the rigid test of a skilled player.

* * *

We have received from Messrs. Chappell and Co., music publishers, New Bond Street, the musical score of a golfing song, entitled "A Golfer's Toast." The words are by Mr. A. T. W. McCaul of the Hanger Hill Golf Club, and the music is by Mr. Hermann Lohr. The lilt of the chorus seems to recall the measure of "John Peel":

"Then here's to the Links and a fair blue sky,
The soft down turf, and a clean straight lie;
For the swing of a club and the sea-bird's cry,
Are the charm of a bright May morning."

The music fits the words most admirably, and the composer has caught up their fine rollicking swing. The song, indeed, is a capital one in every respect for a golf dinner.

* * *

In the notice published a short time ago of the Bramshot golf course it was stated that the two professionals, Martin and Forrest, had been engaged in laying out the course. As a matter of fact, the course was laid out by Captain Seton and Mr. W. J. Muller of Mill House, Cookham, under the direction of Taylor.

LADIES' GOLF AT WINCHESTER.
Mrs. Lee White and partner at the 10th tee.

## ROYAL WINCHESTER GOLF CLUB.

THE Royal Winchester Golf Club, with much enterprise, left the course over which so many of their members had learnt the game of golf in 1901, and under the guidance of their then professional, Taylor, laid out a new course on Teg Down. At that time Mr. E. H. Buckland was the moving spirit of the club, and was ably assisted by the hon. secretary, Mr. W. A. Hunt, the present captain. Taylor and Mr. Buckland planned out a very good course, difficult enough for the ordinary player. It was found, however, to be too short for Mr. J. A. T. Bramston, who returned such ridiculous scores that the course in 1902-3 was considerably lengthened, and now it requires very steady play, even on the part of the most skilful, to get at all low down in the seventies. The "Bogey" score is placed at 37 out and 41 home. The feature of the course, and that which adds to the enjoyment of the game, is the very excellent lies which obtain through the green, if the player keeps straight off the tee. For this state of affairs the committee have their reward, for, in defiance of popular opinion, they twice had the course rolled with a heavy steam roller, with the happiest results.

The holes which afford the most interesting shots—and interesting shots, in the opinion of the present writer, are what the layer-out of a golf course should endeavour to provide—occur at the third, eighth, tenth, eleventh, twelfth, and thirteenth holes. To reach the third green two long shots are required, but the green is so well guarded by bunkers to the left and right that not only must the second shot be far, but deadly straight as well. For the eighth hole a drive and a short iron shot are all that are necessary to reach the green, but that second shot is one that requires a great deal of skill to play; a downhill lie, a wind behind, a bunker short of the green, a slippery green, and punishment for being too far, it is only a very accurately-played shot which remains near the hole. The tenth takes two fairly long drives to reach the green; bunkers have to be carried with both shots. The eleventh—a short hole—one shot, but what club to use is always a puzzle. If the green is overrun it means trouble, a sliced ball is punished, so is a pulled one, and if the ball is short of the green it is extremely difficult to play a ball near the hole. Perhaps the next hole is the best on the course; after a good drive a player is within reach of the green, and here is an interesting shot indeed. The green is raised above the level of the other ground, so that a ball with the slightest slice is at the bottom of the steep rise to the green, and on the left of the green is a hedge running parallel to the green. The thirteenth hole requires two very accurate shots to reach, and as the green is on a slope it is difficult to stop the ball near the hole; the distance is nothing, but a player is always pleased when he can write a four against the hole. To describe all the holes would be wearisome; suffice it to say they are varied, and each has a character of its own—some long, some

KENT v. HAMPSHIRE LADIES AT WINCHESTER.
Miss E. Hull driving in the recent ladies' match.

THE LADIES AT WINCHESTER.
Mrs. Lushington (captain) playing a second shot.

LADIES' GOLF AT WINCHESTER.
Miss Gowan driving from the 10th tee.



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# *On the Links.*

THE WINCHESTER LINKS.
A view of the 11th putting green.

GOLF AT WINCHESTER.
One of the picturesque teeing grounds skirting the wood. Mr. Leonard Keyser (the hon. secretary) driving; Mr. E. Elgee and Mr. C. H. Sapte on the left.

THE WINCHESTER LINKS.
A view of the 12th tee and the fair prospect beyond.

short, and some of medium length. No one could say of Winchester golf that it was monotonous. The down is hilly, and often the ball is not on the same level as a player's feet, which all makes for variety and adds to the difficulty of the game. The greens are good and true, but the plantain at present has the better of it; however, war has been declared, and the plantain is to be attacked tooth and nail.

Should the *blasé* golfer require something a little different to the golf which obtains round London, he should visit Winchester, where he is sure of an enjoyable game over a course which is not quite ordinary, is well taken care of, and, summer or winter, in good order for golf.

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IN our issue of January 21 there were published in this column some stanzas, with the heading "Incedit vel Jove digna Soror," of which a correspondent, with a turn for tuneful versification, sends the Editor the following version in Latin:

Incessu regina patet, Jovis esse videtur
Et Jove digna soror.
Sic tua carminibus toties laudata, Properti,
Cynthia nota fuit.
Non aliter sceptrum proprium mea Cynthia gestat
Et diadema suum;
Namque pilis inter lusores arte Dianam
Cynthia nostra refert.
Spicula succinctam non evitanda fatentur
Telaque certa deam;
Nostra tamen similes sibi vindicat undique lauros
Ludere docta pilis.
Talia tentantem me primo mane bubulci
Risibus increpitant;
Res peregrina mihi est, nequicquam fuste laboro,
Nec pila linquit humum.
Quaerere tum socii "cur nunc mutatus ab illo est
Cui prius haud placuit
Sic matutinos per litora verrere rores
Posthabita requie?"
Hoc aenigma diu dubios vexavit amicos,
Causa quibus latuit;
Nota sed haec dominae est; taceat licet ipsa, rubentes
Non tacuere genae. B.

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## *FIXTURES.*

April 15.—Sundridge Park Monthly Medal (Bogey).
April 15.—Glasgow, Spring Meeting (Gailes).
April 15.—Royal Wimbledon *v.* London Scottish.
April 17.—Lytham and St. Anne's Ladies' Open Meeting.
April 20.—Glasgow (Killermont) *v.* New Club, St. Andrews.
April 20-25.—Le Touquet, Easter Meeting.
April 21-24.—Frinton Easter Meeting.
April 21-24.—Sundridge Park Easter Competition.
April 21-25.—Sheringham Easter Meeting.
April 22.—Tooting, Foursome Tournament.
April 22.—Rye, Annual General Meeting; "Master of the Rolls" Cup.
April 22.—Newhaven Spring Meeting.
April 22.—Beckenham Easter Meeting.
April 22.—Royal St. George's Spring Meeting.
April 22.—Royal Portrush Easter Meeting.
April 22-23.—Lytham and St. Anne's Spring Meeting.
April 22.—Rye Easter Meeting.
April 22.—Seaford Easter Meeting.
April 22.—Hunstanton Easter Meeting.
April 22.—Hayling Easter Meeting.
April 22.—Guildford Easter Meeting.
April 22-24.—Royal Ascot Spring Meeting.
April 24.—Rye, Club Gold Medal (scratch); Challenge Plate (1st round); "Master of the Rolls" Cup (3rd round).
April 24-28.—Royal Portrush Ladies' Easter Meeting.
April 26.—Oxford *v.* Cambridge.
April 26-28.—Royal Liverpool Spring Meeting.
April 27.—Royal Eastbourne Spring Meeting.
April 28.—Brighton and Hove Spring Meeting.
April 28-30.—Le Touquet, Matches with Mr. and Mrs. Ryder Richardson's (Mixed) Team.
April 29.—Huntercombe Spring Meeting.
April 29.—New Luffness, Spring Meeting.
May 1.—Hanger Hill, Foursome Competition.
May 3.—Royal and Ancient, Silver Cross and Bombay Medal.
May 3.—Warwickshire Spring Meeting.
May 4-6.—Sussex County Union, Annual Meeting at Rye.
May 5-6.—Hanger Hill, Spring Meeting.
May 6.—Sundridge Park Single Tournament and Foursomes.
May 6.—Glasgow Spring Meeting.
May 8.—Royal Blackheath Ladies' Spring Meeting.
May 8.—Hanger Hill, Mixed Foursome Competition.
May 8-12.—Irish Ladies' Championship, at Portsalon.
May 10-11.—Lytham and St. Anne's Professional Tournament.
May 12-14.—Le Touquet, Solicitors' Golfing Society *v.* Le Touquet.
May 13.—Parliamentary Tournament at Deal.
May 13.—Hanger Hill, Medal and Magistrate's Bowl.



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# *On the Links.*

## THE WIMBLEDON LADIES' GOLF CLUB.

THE SPRING MEETING.

(1) Mrs. Richardson at the 4th tee. (2) The club-house. (3) Mrs. Cameron at the 1st tee. (4) Miss M. Browne at the 8th tee. (5) The scratch players—Mrs. F. W. Brown, Mrs. Willock, and Mrs. Richardson. (6) Miss MacFarlane, Captain of the Club.



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# *The Styles of Eminent Players.*

## VII.—Mr. CHARLES HUTCHINGS.

THE TOP OF THE SWING.

THE FINISH OF THE SWING.

THE FINISH OF THE IRON SHOT.

TRULY an amazing golfer is Mr. Hutchings, beginning as he did when most of us are thinking of taking to a less violent method of exercise, and, by careful study and a natural gift, rising in a short space of time to the highest form of playing excellence. Who among us will expect to win the championship when a grandfather?

Mr. Hutchings is one of the most interesting golfers to watch. His methods in a great number of shots are totally at variance with the accepted ideas of style; but the result of the shot is as good as, or better than, most people with ideal swings can accomplish. Who of us who were present at Hoylake when he won the championship will forget his magnificent play in the first round in the final, or, indeed, any round during the week? But in that particular round every shot came off, every putt went in; it was an extraordinary round for a final in the championship, when scores often run high. Who, again, will forget the excitement of the second round, when, with admirable courage and skill, Mr. Fry took him to the last hole, and the 3-yds. putt Mr. Hutchings had to hole to win? It was indeed exciting, and, small wonder, it rather laid the veteran by the heels for a bit; but by good fortune that is all over now, and Mr. Hutchings is playing as well as ever.

Mr. Hutchings plays, or rather played (for he has deserted his old course now), most of his golf at Hoylake; but he does not despise other courses. At St. Andrews he is a player to watch in a medal round. At Pau he is invincible. "Champion of the Pyrenees" being another of his titles. Indeed, all first-class courses know him well, and wherever he goes there is always a hearty welcome for him, and pleasure at his coming.

Nos. 1 and 2 show Mr. Hutchings at the top and finish of his swing. As will be noticed, Mr. Hutchings does not swing far back. He takes the shot very easily, thumbs down the club; but, on the other hand, he follows through (No. 2) further than any other first-class player. The great feature of Mr. Hutchings's swing is the slowness with which he comes down, until within about 2-ft. from the ball. Then he seems to put in a tremendous lot of force with his wrists, and he hits the ball very hard, rising on both toes to do it. Of course this is all wrong, according to the canons of golf; but no matter, the result is excellent. It is mainly with his wrists that he drives, and the result is a low ball with a suspicion of pull, not an enormous distance, but very straight. Mr. Hutchings knows thoroughly his distance, and never goes for doubtful carries, rightly trusting to his iron clubs, which very seldom fail him.

No. 3—Finish of iron shot. Mr. Hutchings is a beautiful iron player. In contradiction to the flight of his ball off wooden clubs, there is no pull whatever, but generally a slight, very slight, slice, and the ball drops very dead. Notice in this photograph that both heels are off the ground again. Mr. Hutchings with his iron clubs pulls his body up just at th time of hitting, as if to help his wrists through and brings the club up with a very sharp jerk.

No. 4—Finish of "run-up" shot He is a past-master at this shot, playing it with a long-bladed straight-faced club. He plays the shot closer to the ground than the majority of players, trusting to his knowledge of distance more than to the drag. The thumbs are down, and the right forefinger is hardly touching the club.

No. 5. This is hardly a bunker shot, the ball lying very well. I was glad when I saw him go into it, as I had been following him about for a long time, and he would not get into a bunker. But fate was kind to him, and his ball was lying so well that he put it 3-yds. from the hole, 150-yds. away.

No. 6—Putting. Mr. Hutchings is one of the best hitters of a ball on the putting green I have seen. He hits it so truly and relatively so hard. He putts with a club slightly wry-necked, both thumbs down and right hand resting very lightly on the club. His favourite distance is about 4-yds. It is a curious thing that all the golfers in the first flight are very good at from 4-yds. to 2-yds., and the one failing of most of them is the 1-yd. and 2-ft. I wish it were the other way. Mr. Hutchings uses his putter for all kinds of shots, one of his favourite strokes being a high shot with no run of about 160-yds. How he does it I have never been able to make out, as the club is not a heavy one and is quite straight in the face.

H. Ferrier-Kerr.

THE FINISH OF THE "RUN-UP" SHOT.

WELL OUT OF THE BUNKER.

THE PUTTING STANCE AND GRIP.



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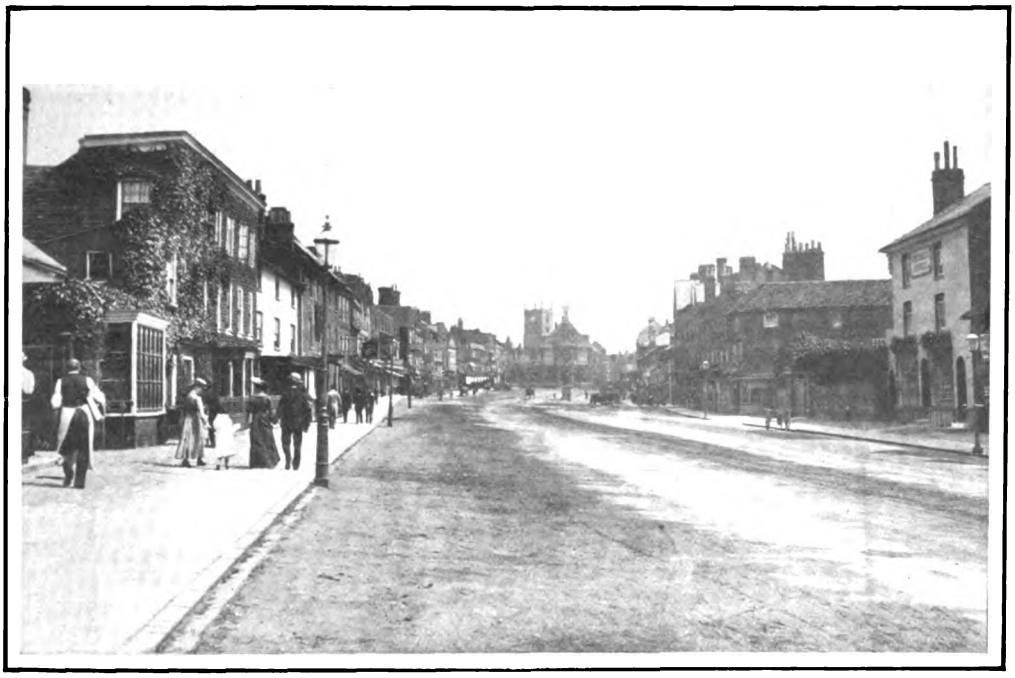
# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XXXVIII.—Major Dalrymple White, Prospective Conservative Candidate for East Wilts.**

IN the "good old days" of electioneering, Wiltshire was veritably the "cockpit" of many a great political struggle, and many are the traditions, and bulky the volumes, which bear the records of the contests of such great political houses as the Longs, the Wellesleys, the Astleys, and the Methuens. Families have been impoverished, for elections lasted many weeks, and the costs were piled up by dinners, processions, poets, and banners to £80,000 or £100,000 for a single contest. The many small boroughs once contained in Wiltshire have been reformed out of existence, although they were represented frequently by eminent statesmen; but at the last Reform Bill the county divisions were increased, and the boroughs of Devizes (reputed to be the original Eatanswill, although there is another claimant for the doubtful honour) and Marlborough, with portions of North and South Wilts, were amalgamated into East Wilts, first represented by Mr. Walter Long, the present Chief Secretary for Ireland. Marlborough lies geographically near the centre of the constituency, and we give an illustration of the wide and picturesque High Street. Mr. Gladstone, in his great speech on the Redistribution Bill, said: "The associations of a great school, and the memory of a noble name, would perpetuate the fame of this ancient borough." Thus no longer does the old Castle Inn resound with the bacchanalian ditties of election dinners, in praise of a Pole, a Long-Wellesley, or a Methuen, now enshrined in "Wiltoniensis Scrapiana," or other collections of election literature. But yet—does heredity apply to places as well as persons?—the classic shades of the great coaching inn, now Marlborough College, send forth many a master to air his gifted eloquence in the Bœotian plains of agricultural Wiltshire, and to become the keenest fighter in modern political duels.



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THE HIGH STREET, MARLBOROUGH
Once a well-known Parliamentary Borough; now the centre of the East Wilts Division.

The present member, Mr. Goulding, having announced his intention of retiring from the representation at the next election, East Wilts chose in Major Dalrymple White a probable successor who, both in person and by his family, has "done the State some service." This gallant Guardsman, who was born in 1866, is the son of the late General Sir Henry Dalrymple White, K.C.B., who commanded the 6th (Inniskilling) Dragoons with great distinction throughout the Crimean War, including the notable charge of the Heavy Brigade at Balaclava. He is the grandson of the late Sir John Chambers White, K.C.B., who served in the Navy throughout the great French War, and until his death as Commander-in-Chief at Sheerness in 1845, while his great-grandfather was General Sir Hew Dalrymple, Bart., who commanded the army in the Peninsula before the great Duke of Wellington took the reins. Thus he may well be proud of the prowess of his forbears both by sea and land. The family traditions were to be maintained, so after an education at Wellington and a course at Sandhurst, young Mr. White entered the Grenadier Guards in 1885. Home service, Canada, and Gibraltar contributed to his experience, and after the outbreak of the South African War the promising young officer resigned a Staff appointment to rejoin his regiment, fighting with them before Pretoria, at Donkerhock, Belfast, and the advance to Koomati Poort. He was also in the thick of it at De Wet's Dorp, and in the two days' action against De Wet at Slik Spruit he had a horse shot under him. Then came the arduous pursuit of Kritzinger in his mad raid into the Cape Colony, and the enforcement of martial law in the Hanover District, where Major Dalrymple White was Commandant till after the peace. He was mentioned in despatches, and possesses the Queen's medal with three clasps, and the King's medal with two clasps.

Major White has travelled extensively on the Continent and in Egypt, and he has a particularly intimate acquaintance with Canada and the United States, formed first of all during eighteen months' service on the staff of General Sir John Ross, K.C.B., who commanded the Imperial Forces there, and again in expeditions after big game in the Rocky Mountains and in Nova Scotia, or in fishing for the mighty tarpon in Florida. Extensive travel in every part of these vast dominions should give a man exceptional advantages when he attains the magnificent responsibility of taking his share in that great Parliament of our time, which in its deliberations and decisions not only "surveys," but dominates, "mankind from China to Peru." His experience of North America is supplemented by a considerable knowledge of the West Indies; and in South Africa, as Commandant of a District, Major White had exceptional opportunities for studying the very complex Dutch character, which should give him considerable authority on questions relating to colonial and foreign policy. And now, in the "piping times of peace," the gallant Major has settled down to woo the agricultural constituency of East Wilts; but even here he finds that the sword has not entirely given way to the ploughshare, for the division includes Salisbury Plain, as well as Collingbourne, and Tidworth, once the home of the "modern Nimrod," Assheton Smith, and a favourite meet of the Iron Duke's in his hunting days, now the headquarters of Sir Evelyn Wood and a numerous staff. The prospective Conservative candidate for East Wilts has for some time resided in the district, at Stokke, in the village of Great Bedwyn (which, by the way, once returned two members to Parliament). Here, while enjoying the sport which Wiltshire provides so plentifully for country gentlemen, he also pursues an indefatigable system of holding meetings and attending gatherings in every part of East Wilts, and thus (as the natives say) he captures many friends by his smart, soldierly demeanour and *bonhomie*, and adds to the success of many a gathering by his fluent oratory. He is a bachelor, but is accompanied often by his sister or his mother, Lady Dalrymple White, who thus obviate what would be a disadvantage in the coming fight, the lack of material aid from the ladies of the candidate's family.

Major White has an ideal in politics. He is modest in expressing it, but evidently his great desire is to put an end to the miserable bickerings of rival political parties, and to see in their place some day—is it the dream of Utopia?—a real "National party," which will not treat politics as if it were a game of football. Though opposed to Protection, he believes that much may be done to improve upon our present system of so-called "Free Trade" on the moderate and statesmanlike lines sketched out by Mr. Balfour, and he would welcome any outcome from the deliberations of a Colonial Conference which would tend to cement the Empire on a basis satisfactory to this country without entailing extra expense on the poorer classes, for whose needs he has great sympathy, and for whose amelioration he is content to labour.



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# The Motor: On Highway and Seaway.

THERE is no question that a few years ago the motor-car threatened to have an injurious effect upon the yachting industry, and I could name several men who for a time gave up their yachts in their enthusiasm for the new pastime. The yacht-builders, however, have gained in the long run far more than they lost, and many yards are now finding renewed prosperity in the construction of motor-craft of various types. Indeed, there is little doubt that the adaptation of the internal-explosion engine for marine and river purposes will largely increase the number of people who spend their leisure time on the water, and for some time past the yachting journals have fully realised the fact. The situation was recently summed up by the *Yachtsman* in words which will bear repeating, as they express the opinion of the leading organ of the pastime on the advent of the marine motor: "Far from detracting from sailing sport, or even killing it, as so many sailing men gloomily prophesied on its advent, the motor has not only now been recognised by sailing men, but has even helped sailing as a sport. Its usefulness to the yachtsman, especially the Corinthian yachtsman, is now unquestioned, while that large and important section of our fraternity—the week-end sailor, who can only take his pleasure when his work ashore is through—has more reasons than one to be grateful for the motor. He may only go afloat when he can, not when he wills, and judiciously subordinated to the sail, a motor is a help to him in all weathers He must take his chance of sailing weather; but blow hard or not at all, his motor can always get him back to port in time. For larger boats a motor-tender is equally as useful as the auxiliary motor is to the smaller craft; it comes and goes in all weathers, and there is hardly limit to its usefulness."

The one weak point in the motor-boat is the fuel that is most generally used. Petrol possesses certain advantages over paraffin, but I doubt whether any system of tank, pipe, and carburettor installation, however carefully devised, could render it absolutely safe for use afloat. In open boats, where the risk of vapour collecting in the bilge is small, and the free current of air minimises the danger of an undetected leak, petrol may be used with reasonable safety, so long as the tanks and connections are properly arranged and sensible precautions are observed. On the larger craft, the decked cruisers and sailing yachts with auxiliary motors, I believe the makers will have to depend on paraffin as a fuel, and the sooner the fact is realised the better will it be for the popularity of the motor-yacht.

Possibly a compromise could be devised by which some insignificant quantity of petroleum spirit might be used for starting purposes, and the engine run entirely on paraffin after the first few revolutions. There may be room for improvement in the paraffin carburettor, but that it has already arrived at a considerable degree of perfection is proved by the fact that the only motor-boat which obtained full marks under every head in the Reliability Trials which were held last July by the Automobile Club, was driven from start to finish on paraffin, and never suffered from a single involuntary stop during the twenty hours' running. At the present moment the motor-boat-builders seem hardly to realise the danger of petrol in ordinary everyday use afloat, though they are paying more attention than formerly to the isolation of the fuel tanks and the prevention of leaks in the connections. In the case of the large craft, they would do better to direct their energies to the abolition of petrol altogether, and the substitution of some less dangerous source of power.

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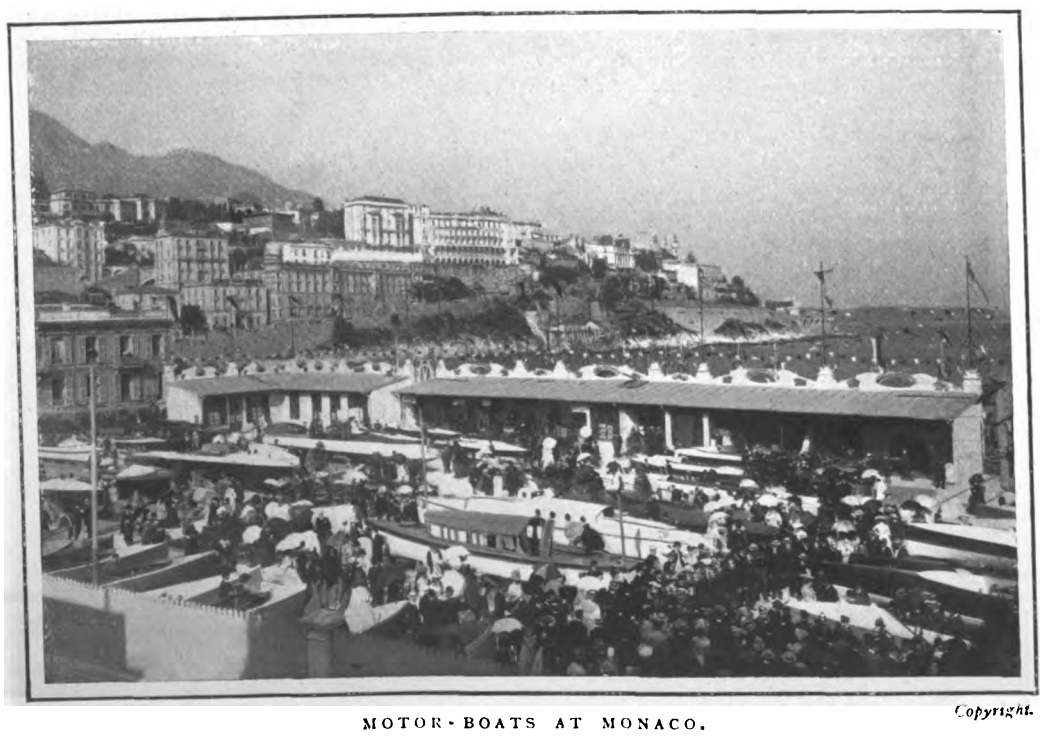
A FIAT CRUISER IN MONACO BAY.



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MOTOR-BOATS AT MONACO.
The opening of the Exhibition.

With the advent of dry weather the side-slip question is relegated to the background for a time, and the dust problem is once more to the fore. During a recent week-end the dust on all the main roads near London was simply appalling, and the traffic which brought it into evidence seemed greater than I could ever remember it to have been. It must be admitted that the motor-car is by far the worst offender on the road; but every cycle and horsed vehicle adds its quota to the cloud, while a cycling "club run" rivals a fast car in the quantity of dust that it raises. Curiously enough, the average cyclist seems impervious to dust, though it must seriously diminish the advantage he derives from his weekly spin into the country. With head bent low over the handle-bar, he will follow in the wake of a car for mile after mile, regardless of the gritty fog in which he is enveloped, so long as he can keep up with his involuntary and unwilling pacemaker. The club runs, which seem almost as popular as they were in the early nineties, proceed contentedly in their own self-raised cloud of dust, and even the individual rider appears to prefer the main roads rather than the clear atmosphere of the side lanes, whose surface nowadays is often no wit inferior to that of the great traffic-worn highways.



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This, however, is somewhat of a digression. What does concern the motorist is the possibility of alleviating the dust nuisance. The more enterprising of the local authorities are experimenting with tar and other substances, and doubtless it will be found practicable to protect at a reasonable cost the small towns and villages through which the great trunk roads pass. Nothing, however, short of remaking the surface with dustless materials will suffice to cure the evil in the open country. Reform in road construction may come sooner than is expected, and many of the leading county surveyors have already realised the folly of using road scrapings and fine gravel as a binding material for macadam. In the meantime, I think the motor manufacturers might do something to lessen the dust-raising propensity of their cars.

It is well known among motorists that the worst offenders are those machines which have low-hung fuel tanks or tool-boxes at the rear. Living on one of the most frequented main roads to the South of London, I may claim to have had, to my personal inconvenience, unique opportunities of studying the dust problem, and I can state without the slightest hesitation that, other things being equal, the greater the clearance between the ground and the rear of the chassis, the less is the volume of dust raised. Unfortunately many of the most fashionable makers prefer the pressure-feed system of fuel supply which generally results in the tanks being placed at the rear of the chassis. The Automobile Club commenced a series of experiments last autumn with the object of deciding definitely what were the main factors in dust raising, and it is to be hoped that these investigations will be continued. The results should be of the greatest value, if only the makers can be brought to see the wisdom of helping to lessen the dust terror by carefully avoiding any form of body or any feature of construction that is proved to aggravate the evil.

RADIATOR.

*Thomson.*

MRS. HOUSTON FRENCH IN HER PANHARD.

Mrs. French, who is an expert motorist, is a sister of Lady Forestier Walker, and wife of Captain Houston French.



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# The Parisians of Paris.

## THE AUTHOR AND THE HALF-WORLD

WE are very tired of the "Eternal Feminine" in the pen of the modern dramatist. His women are all of the same type, of the same set, of the same composition. They all think alike, look alike, act alike. They all belong to the half-world, visit among each other, talk of the latest "collage," of the way he deceives her or she deceives him; always the same thing; and it can never vary. In this *milieu* nothing else is of moment. Half of Europe might fall into the hands of one of the Powers, and this world would not know it. But the newspapers, you may say. They read them. Certainly. But their newspapers are made for them. They all read the same. One in particular. It is called a newspaper, and it gives news of a sort. Have you never come across it? Surely. It has one of the largest circulations among the "dailies," and is to be found side by side with the *Matin* and other morning papers.

When the world was looking anxiously to the fate of Port Arthur this sheet came out with its leading columns devoted to a story by Jean Lorrain, and paragraphs of dresses worn by the cocadettes in view. Somewhere in a corner were half-a-dozen lines about the war; the remainder illustrated with portraits of murderers, and men and women who had profited by certain pills and potions that make the lean fat and the fat lean; long articles on the cabaret and the music hall, the music hall and the cabaret; how Mlle. X. lost her jewels, and how Mlle. Z. refuted her milliner's bill. And if there are no lost jewels or over-charged milliners' bills, the reporter who knows his business invents them.

And it is on this world that our authors write their plays. Have they any special reason for selecting one "world" more than another? Undoubtedly. They write on what they know best. They frequent the salons of these half-ladies. They delight in them, feel at home in them. They know no other life, study no other types, mix with no other class of society. In fact, if you bring the modern young author (I could name half-a dozen) into contact with a well-brought-up girl he has no idea how to behave. He is afraid to talk to her, as he may say something "incorrect"; he does not understand her. He cannot write on the thoughts and actions of the thinking world, for he knows no women who are not "fractious," and no men who do not pass their lives, as he does, in their company. Is it then surprising that the conversation between men and women in this set becomes tedious and monotonous to those who are not in it?

During four acts in "L'Age d'Aimer," M. Pierre Wolff introduces us to lovers and their mistresses. They are not particularly attractive, any of them; some young, some old, some foolish, some senile. A bald-headed individual snores on the sofa through the better part of an act. His "little friend" is asked if he always sleeps like that. "Ce serait trop beau" is her answer; and we agree with her. But there are lights and music on the stage, and we follow the pretty women and well-dressed men. They laugh and talk, scold and cry, in the apartment in Paris as in the château in Touraine. They sometimes say a witty thing; never a wise one. And they bored me! How they must bore each another!

Geneviève is a woman who acknowledges to forty years of age. A dangerous age to talk about, as nobody believes she speaks the truth. Does M. Pierre Wolff know so little of women! Her friends give her at least five years more! But let us say forty. A woman of this age who has a young lover cannot expect to keep him indefinitely by her side. She becomes sentimental, cries and looks plain, and the young bird seeks a younger mate. He comes back, of course, or there would be no play, falls into her arms, and is forgiven, and falls out again, in the natural course of things. We are sorry for Geneviève, as we are sorry for any woman who is unhappy. But we blame M. Pierre Wolff.

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MME. REJANE AS GENEVIEVE
In "L'Age d'Aimer," at the Gymnase.

He cannot make this woman interesting. He has selected a demi-mondaine as his heroine, and a woman of this category must be bright and happy if she is to fulfil her mission and amuse. If she cries she is like any other woman, and not more amusing than the respectable type. She consoles the legitimate married woman; that she does without a doubt. But I can scarcely believe this was the object of the play.

L'age d'aimer (the age of love). What is it? M. Pierre Wolff has evidently wished to point out it is not at forty. Geneviève loves Maurice, a man ten years younger than herself; Taverney, an elderly beau, is devoted to Colette, a girl of twenty. These four people are constantly together, with the natural consequences that Maurice and Colette turn to each other like the flowers to the sun, while Taverney and Geneviève look on and lament. This, in a few words, is the theme that the author has developed into four long acts. If M. Wolff had called his play "Le Danger d'Aimer," he would have been nearer the mark, and would have conveyed his meaning more clearly. There is no doubt that the age of forty for a demi-mondaine is a critical one. An age when she is liable to become sentimental, and sentiment spells ruin in this career.

Mme. Rejane, charming and delightful in every *rôle* she undertakes, does all that is possible with the part of Geneviève. It is a pity she had not a stronger play for her *début* at the Gymnase. But she is well surrounded, and a strong company may compensate in some measure for the missing strength in the play.

There are six women's parts here, and each has been dressed by a specially appointed dressmaker. Oh those dressmakers! They are all men, but they all look like women. No matter. They have exquisite taste, and attract men and women of every world to see the half-world and the author.

FRANCES KEYZER.



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# A WELL-KNOWN SINGER.

MLLE. FARRAR

Who has recently appeared with considerable success in grand opera in Paris, Berlin, and other Continental cities.

*(From photographs by Manuel, Paris.)*



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# Under the Burgee.

THE Royal Thames Yacht Club has just issued its programme for the coming season. Following the custom of more recent years, the opening day's regatta—generally referred to as the River Matches—will take place off Southend. That will be on June 9. There will be five events on that date, including a handicap for yachts exceeding 100-tons Thames measurement, for which the first prize will be the Duke of Bedford's Cup, and a handicap for vessels between 50-tons and 100-tons, for which the first prize will be presented by Mr. Myles B. Kennedy, owner of White Heather. The only class race on the programme is, of course, that for the 52-footers, for which a prize is offered by Mr. Almeric Paget. The two other events for this date will be a limited handicap for vessels over 25-tons and not exceeding 50-tons, for a prize of £40, in which the old racers of the 52-ft. class take part, and a handicap for vessels between 9-tons and 25-tons measurement. In the two last-named events the boats will be steered by amateurs, and helmsman's prizes will be given by Sir James Pender, Bart. It will be seen that the programme is drawn up so as to provide for every class of vessel likely to be in commission.

The time-honoured Nore to Dover races, which take place under this club's burgee, are fixed for June 17. On that date the vessels will be divided into the same classes as on the first day. The first prize for the big handicap will be a cup presented by the Commodore, Mr. Theodore Pim, while the 50—100-tons handicap will be for the Clifford Probyn Challenge Cup. The 52-footers will sail for a money prize. Boats in the limited and the smaller handicap will, as on the opening day, be steered by amateurs.

It is usual in these matches to send the bigger craft outside the Goodwins, while the 52-footers and smaller vessels have the option of taking the inner passage. The start for these races two years ago will always be remembered by those who witnessed it. All the races were started to one gun, and twenty-seven boats of various sizes and rigs went crowding across the line. The committee steamer was at the windward end of the line, and, of course, it was there that the greatest fun prevailed as the boats tried for weather berth. Fortunately, no mishaps occurred, which says much for the smart handling of the boats, and the first across the line was Lucida, steered by her owner. Although everything went off well on that occasion, the experiment is too risky to be repeated, and the sailing committee will probably follow last year's precedent, and start the races with intervals of a few minutes between.

The club will also give a day's racing at Dover on Monday, June 19. One of the races on that date will be a handicap for yachts over 50-tons for the Marzetti Cup. The course for this race will be from Dover to Calais and back.

*Stuart.*

INDUNA

52-ft. linear rater, built at Southampton from the late A. E. Payne's design for Major Andrew Coats. She was not launched for twelve months after building, as her owner was on active service in South Africa. She was originally named Balœna, and her principal opponent in her first year was Baron de Forest's Magdalen. She is now owned by Mr. Noel T. Kershaw, and sails in the limited handicap class.

Prospects of racing on the Clyde during the coming season have been much improved during the last few days by the purchase of the old 65-footer Tutty, by Dr. John Inglis, who will sail her in Clyde regattas. Tutty, a Payne design, was champion of her class in 1899, when her chief competitors were Astrild, Senta, and Eelin. There are on the Clyde two boats of similar rating, Carina, the old 40-rater, built in the nineties for Admiral Montagu, and Zinita, the 65-footer which came out last year under Messrs. Connell's flag. It will thus be possible to form a class, although it is only to be expected that handicap allowances on a weight for age principle will be found necessary. But for the advent of Tutty it is probable that Messrs. Connell would not have fitted out Zinita this season, but would have built for the 52-ft. class, and it was generally understood that a provisional order had already been placed at Fairlie for a boat of that rating.

While it is extremely satisfactory thus to know that the Clyde racing will benefit by the formation of another class in the district, a certain amount of disappointment will be felt in English yachting circles if Fife thereby loses an opportunity of producing a new craft to oppose the Herreshoff boat in the 52-ft. class.

Eleven entries have been received for the Transatlantic race for the Kaiser's Cup. There are two British yachts, Lord Brassey's famous Sunbeam and the Earl of Crawford's Valhalla. The eight American vessels are: Atlantic, auxiliary, Mr. Wilson Marshall; Utowana, auxiliary, Mr. A. V. Armour; Apache, auxiliary, Mr. E. Randolph; Endymion, schooner, Mr. G. A. Lauder; Thistle, schooner, Mr. R. E. Tod; Hildegarde, schooner, Mr. E. R. Coleman; Fleur de Lys, schooner, Mr. L. A. Stimson; and Ailsa, yawl, Mr. H. Redmond. The German-owned schooner Hamburg is also entered. Atlantic will be in charge of Charles Barr, of America Cup fame. Ailsa is the old Fife-designed boat, and Hamburg is the old Rainbow built for the late Mr. A. L. Orr-Ewing. There is just a possibility that the old Watson yawl Sybarita might also be a competitor.

It is probable that an international regatta will be held at San Sebastian towards the end of the present summer. Prizes will be offered by the King of Spain for yachts between 40-tons and 100-tons measurement, and there will be valuable prizes for various classes. The proposed arrangements include a fête in honour of the visiting yachtsmen and a reception by the King.

CORINTHIAN.

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MEDITERRANEAN INTERNATIONAL REGATTAS.

| | |
|---|---|
| April 14 to 18 .. .. .. .. | Mentone. |
| April 20 to 30 .. .. .. .. | San Remo. |



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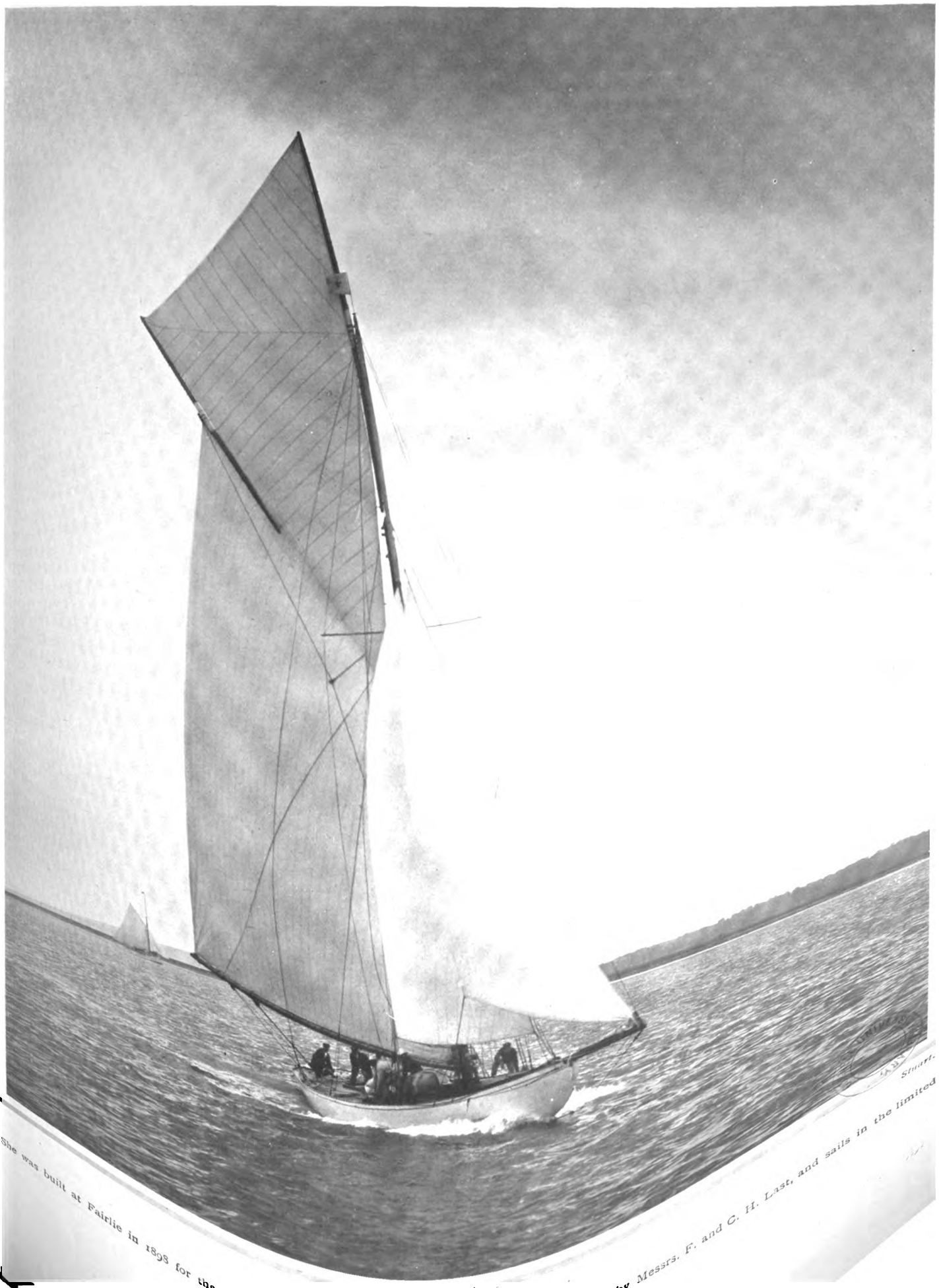
# YACHTS OF THE YEAR.



VIERA.

She was built at Fairlie in 1898 for the 52-ft. class, and was designed by W. Fife. She is now owned by Messrs. F. and C. H. Last, and sails in the limited handicap class.



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# Artistic Photography.

## I.—*THE WORK OF THE BASSANO STUDIOS.*

AN interesting chapter might be written round the individuality of streets. Bond Street has always been a name to conjure with, the heart of social London, the Mecca of the man and woman of fashion, whose day would be incomplete and vain lacking the morning and afternoon promenade along this glittering thoroughfare.

As with streets, so it is with the premises—one dare not call them shops. All that money and taste can contrive in the way of beautiful and luxurious surroundings may be found here. From time immemorial Bond Street has been sacred to the fashionable photographer.

A photograph bearing the hall-mark of Bond Street is recognised in every corner of the world as unquestionably the last word in camera art. The name of Bassano has been associated with Bond Street for half a century, and the historic house has been honoured by the presence of celebrities and notabilities of every kind—kings, queens, generals, statesmen, society leaders, and beautiful and renowned actresses.

The priceless autograph books, which have been in possession of the firm from its commencement, contain a remarkable collection of distinguished names. Lord Kitchener has been a constant patron, and to be photographed at Bassano's has become almost a tradition amongst Army men.

On levée days the salon, a beautiful room decorated in white and gold, with deep green hangings—the chairs and couches are of the Louis Seize period—might be a set piece from a military play. Brilliant uniforms and clanking swords vie with the sober black and silver of the orthodox Court dress. As many as 100 officers have been photographed on a levée day.

The modern photographer, unlike his old-time brethren, tries to infuse as much artistic feeling into his work as the limitations of the camera will allow. The artistic conceptions of great artists like Romney and Greuze are carefully studied, and their methods of posing and draping so closely followed, that we have really artistic photographic studies moulded on similar lines, and stamped with the individuality of the artist. Everyone is familiar with the exquisite portraits of the great eighteenth century French painter Greuze, the beautiful studies of female heads, the charming pictures of young girls, with gracefully bared shoulders and flowing draperies. Greuze is recognised as being without compeer in his portrayal of these types of childhood and budding womanhood.

LADY IDA SITWELL.
(A study after Romney.)

The photographer has long recognised that his best effects are obtained by following the beautiful natural simplicity of the artist, and consequently the old-fashioned stock-in-trade of the old-fashioned photographer is being fast discarded. The revoltingly ugly stage properties, the ludicrous attempts to get artistic results from the use of ostentatious chairs and couches, books, fans, flower-pots, and all the paraphernalia of a suburban drawing-room, are disappearing, and in their stead we have really artistic methods.

The results must be gratifying to the long-suffering public and to the photographer. The Bassano pictures mark a new era in the evolution of the photograph. Their studies after Greuze, and their Romney and Cosway pictures, are all that the most fastidious could desire. In the Greuze pictures one gets charming simplicity and delicate technique. There is no straining after effect, just a pretty head, a glimpse of shapely shoulders, and a simple arrangement of drapery. Hitherto, the photographer with artistic leanings, in his anxiety to secure what he was pleased to term artistic results, tried to ignore the purely mechanical side of the photograph, inevitably sacrificing accuracy of likeness and expression for a questionable and not altogether desirable "art" quality. The Greuze portraits have none of that exaggerated effect. They are the result of technical excellence and perfect taste, and as such they are sure to commend themselves to all those who appreciate really artistic photographs.

One of the conditions which have combined to bring about the advance in the photographers' art has undoubtedly been the widespread use of the photograph for reproduction by illustrated newspapers. Some standard of artistic excellence has been established in response to this demand, and photography has been consequently modernised. The Bassano pictures may be taken as fair specimens of this evolution of the photograph. In the same way the other branches of their art have moved along in a markedly progressive direction.



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A STUDY AFTER GREUZE.

This picture, which is one of the happiest results Messrs. Bassano have yet obtained, is one of the series of studies after great artists, which are marking a new era in the use of the camera. The new departure is a remarkable improvement on the photographs of thirty years ago, with their fearful and wonderful backgrounds, and accessories to correspond.

*(From a photograph by Bassano.)*



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# ARTISTIC PHOTOGRAPHY.

## *SOME STUDIES AFTER GREUZE.*

MISS JESSIE BATEMAN.

MISS DELVA.

MISS LOUIE POUNDS.

MISS PAULINE CHASE.

*(From photographs by the Bassano Studios.)*



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# More Green-room Gossips.

## XXII.—WITH MISS LETTICE FAIRFAX.

### "Of Unrehearsed Effects."

THE shell-pink shaded lamps threw a quiet and grateful light on the dainty furnishings of the green-room at Mr. George Alexander's theatre, and it was with the same feeling of awe that one looks upon gems in a beautiful setting that I glanced round the room where Miss Fairfax was awaiting me. She had only just come off the stage, and I had just come from the auditorium, and, by way of opening conversation, we fell discussing a curious, trivial little incident, quite unrehearsed, which had occurred just before the fall of the curtain, and which, in all probability, had been unnoticed by the majority of the audience. The subject on which I had intended to interview Miss Fairfax was very far removed from "Unrehearsed Effects," but finding that she had a fund of anecdotes, I, diplomatically, made no reference to the other subject, and listened (and wrote) while she talked gaily of one reminiscence and then another.

"There are, of course, any number of reasons for unrehearsed effects," she said; "nervousness is one, forgetfulness is another, and the call-boy is another, especially on first nights. Many an unrehearsed effect has been caused by the absence of an important character at a crucial moment, and that all through the forgetfulness of the call-boy. I don't think it is altogether the poor boy's fault. No actor or actress should rely entirely on him, especially on a first night, for he cannot be expected to know exactly when a cue is coming. But the accidents he causes are sometimes very difficult to bridge over. For instance, I was once playing in a little piece at the Royalty, and was playing the part of a young girl engaged to be married. In the first act I had to count the days, from Monday to Saturday, which was to be the wedding day, and my lover was supposed to steal quietly into the room, put his arm round my waist, and say, 'Counting the days, darling?' On the first night I duly counted 'Monday, Tuesday, Wednesday,' and so on, but when I arrived at Saturday there was no lover!

"So I valiantly set to and counted them through again, and I could hear the anxious stage-manager calling for the missing hero. I finished counting, and still he wasn't there; so I could only sit down to wait. I have practically no inventive faculty, and couldn't on a first night make up a bit of 'business' to save my life. But at last a flushed and breathless young man rushed on to the stage and cried out, 'Counting the days, darling?', and half unconsciously I replied, 'I have been'; and the scene proceeded.

"But a much more terrible thing happened to me once before that. I daresay you remember the dance Miss Topsy Sinden did in 'Don Juan'? On tour I had that part, and the mechanical appliances at provincial theatres were not so good in those days as they are now—I am talking of ten years ago—and for the flight across the stage which finished up the dance I had to have strong wires fastened to hooks in my bodice, and was then swung across from one side of the stage to the other, being caught by the feet at the end of my journey by three men and helped to the ground. One night the three men were not there. I completed the first swing all right, but when I got to the top of it, and there was no one to catch me, I lost my balance, turned upside down, and swung back right into view of the audience, my legs wildly waving, and my hands clutching at the air. Fortunately, when I arrived at the side I had started from I was able to catch hold of some scenery and cling there until I was rescued. I don't think the audience really realised what had happened; but those behind the scenes did!"

"Have you ever been addressed by your real name on the stage?"

"Never. It is a most rare accident. I believe it has happened to Sir Charles Wyndham once, and I have heard one of our leading actresses say it had happened to her; but I forget which one it was now. But it is an accident that very seldom occurs, and I do not think I have ever been present on an occasion on which such a slip has been made."

"Have you ever been the recipient of advice from the gallery?"

"Never. Such small fry does not merit the attention of the gallery, I fear. But I have known plenty of players who have." That sounded hopeful, and I prepared for more anecdotes. "Oh, but they've all told the stories themselves so often that they are not worth repeating," Miss Fairfax continued; and my pencil remained idle for a few minutes.

"My earliest experiences of audiences were in pantomime in the provinces, and I played Cinderella. It is curious that the only two occasions on which I have appeared in the provinces have been in pantomimes, and on each occasion it has been in a town where a 'students' night' was one of the features of the last week of the run. And, really, on that night the actors had nothing to do. The students sang all their songs for them, spoke all their jokes, and even did all the kissing that was necessary. At least, they made noises with their mouths during the love scenes which we took to mean the sound of kisses.

"From pantomime I went to America to understudy Miss Ada Rehan with Augustin Daly. He was the most marvellous man I ever met. I remember I was understudy to Miss Rehan as Peggy in Wycherley's "Country Wife," a fascinating part, and one which she played grandly. I was called for rehearsal, and at that time, of course, knew very little of the technique of my profession. The first thing Mr. Daly said to me was, 'Now, mind your tones.' I had no idea what he meant, and looked at him with round eyes. And he set to and explained to me that in ordinary conversation we do not keep our voices on one note, but run up and down the scale. And for an hour he kept me talking, up and down, up and down, repeating my part over and over again, in different keys and on different notes. And that one lesson was enough. He managed so marvellously that even a little duffer, as I have no doubt I was then, it only needed an hour's training to get just what he wanted. Of course, I benefited enormously."

"Miss Fairfax, please," the call-boy interrupted with "This time," she said, as she passed down the corridor to the stage, "he has not failed me. There will be no 'unrehearsed effect,'" Nor was there, for I got back in front in time to see.

F. E. R.

Johnston and Hoffmann.

MISS LETTICE FAIRFAX

Who is appearing in Mr. Barrie's new play, "Alice-sit-by-the-Fire," at the Duke of York's Theatre.



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# *Letters to Stage Favourites.*

## XXII.—TO MR. H. B. IRVING ON HIS HAMLET.

DEAR MR. IRVING,—As I watched your performance at the Adelphi Theatre the other night, I realised what a great actor your father is. He suffers from the same stage disabilities as you—a voice which has little natural beauty in its tones, a guttural utterance, an awkwardness of movement, high shoulders, dragging feet. Yet he makes us forget them all, and remember only his marvellous magnetism of personality, his commanding gestures, his arresting eye.

I wish I could persuade myself that you have inherited these gifts. In modern plays I have admired you without measure. I thought your "Admirable Crichton" a perfect piece of work. You were very good in "Letty." To go further back a little, you played the warm-blooded prig in "The Ambassador" quite as well as you played the elderly-young diplomatist in "The Princess and the Butterfly." In frock-coat and dress-clothes pieces you have scarcely ever failed to score. You have a more striking individuality, a keener intellect, a firmer grip on character than most of the actors of to-day.

But when you play Hamlet you let us into the secret of your limitations.

You cannot, as Sir Henry Irving did, triumph by sheer force of will over the drawbacks of figure and voice. It is not to be expected that you should. We cannot help being conscious of these drawbacks. Though your performance is interesting, and in many places admirable, it is never great. It never lifts us out of ourselves into the region of ecstasy. We never sink back into our seats at the end of a scene, breathless with its tension, murmuring "Magnificent."

Stay, though; there is one such scene—indeed two—which extort this spontaneous tribute. But then they are scenes in which you do not appear. They are Ophelia's mad scenes. Never have I seen an Ophelia who put into her madness so much power, as well as pathos, as Miss Lily Brayton.

Always in victims of disordered wits there is something uncanny, as well as pitiful. You feel a certain shrinking from them, as well as a sorrowful tenderness towards their affliction. No Ophelia within my experience has brought this aspect of Ophelia's madness before us. Their endeavour has always been to make the mad scenes merely pathetic, to represent Ophelia as being prettily wayward and eccentric, rather than incurably insane.

Miss Brayton grasps the difficulty with a firm hand. She alters her appearance. Her complexion has changed from its healthy pink and white of the second and third acts to an ashy paleness, the hue of countenance which anyone who has visited an asylum for lunatics always associates with a mind diseased. She alters her voice. It has no longer the firm, clear ring of confident youth. It is strangled, uncertain, quavering.

At her entrance she makes you feel at once the horror of the situation. There were three people she loved and trusted above all others. Of these the first, Hamlet, who had won her girlish heart, has gone mad (as she supposes) and killed her father, the second; while the third, her brother Laertes, is far away. With no one to turn to, she has lost her reason. The pity of it is almost intolerable.

THE NEW HAMLET.

Yet, little by little, Miss Brayton's Ophelia wins your heart again, mad as she is. She is still the same gracious child. Not even the overthrow of her reason can change her nature entirely. She remains sweet and lovable.

> "Thought and affliction, passion, hell itself,
> She turns to favour and to prettiness."

Other actresses have taken these lines as meaning that the mad scenes had in them no element of the painful or the terrible. For my part, I agree with Miss Brayton that madness must always be painful and terrible. Where her skill is so great is in showing that, in spite of her dreadful affliction, Ophelia could still turn "to favour and to prettiness" everything that came into her poor wandering mind.

You see that when I look back upon the performance, the Ophelia stands out in my recollection more clearly than the Hamlet. And I think the reason of this is that there was not enough unity in your conception of the character. In fact, strange as it may sound, Hamlet at the Adelphi did not seem to me to have any particular character. Why, right at the end—in the grave-diggers' scene—you suddenly appeared in an entirely new mood—cheerful, calm, and careless. Yet I did not feel surprised exactly, for I really scarce knew, even at that late period of the action, what sort of a man you imagined Hamlet to be.

One thing you certainly do not make him, and that is princely. He has no natural dignity of manner, no gracious courtesy, no amiability of demeanour. His style of conversation is short and sharp, nasal as well as guttural. Nor do you bring out his humour, save in your instruction to the Player:

> "Follow that lord, and look you, mock him not,"

which I thought was given in a manner both charming and original—not as a stern command, but as a sympathetic word of warning.

Still, of course, there is much that is commendable and even excellent in your performance, as plenty of critics more experienced than I have been pointing out. And I am a bad one to judge a new Hamlet, for I don't mind telling you it is a part I have always longed desperately to play myself.

What a curious fascination Hamlet has, not for actors alone, but for everyone who possesses the dramatic sense. I have no desire to play Macbeth, or Othello, or King Lear, or even Brutus. But I should love to play Hamlet. I have my own ideas about every speech, about every sentence almost. I can see myself in it!

Put my churlish attitude towards your effort down to base envy, my dear Mr. Irving. It is next door to impossible to pass fair judgment upon the accomplishment of a task which you want all the time to be trying your hand at yourself. That was, I am afraid, the state of mind the other evening of your imperfect appreciator, Φ



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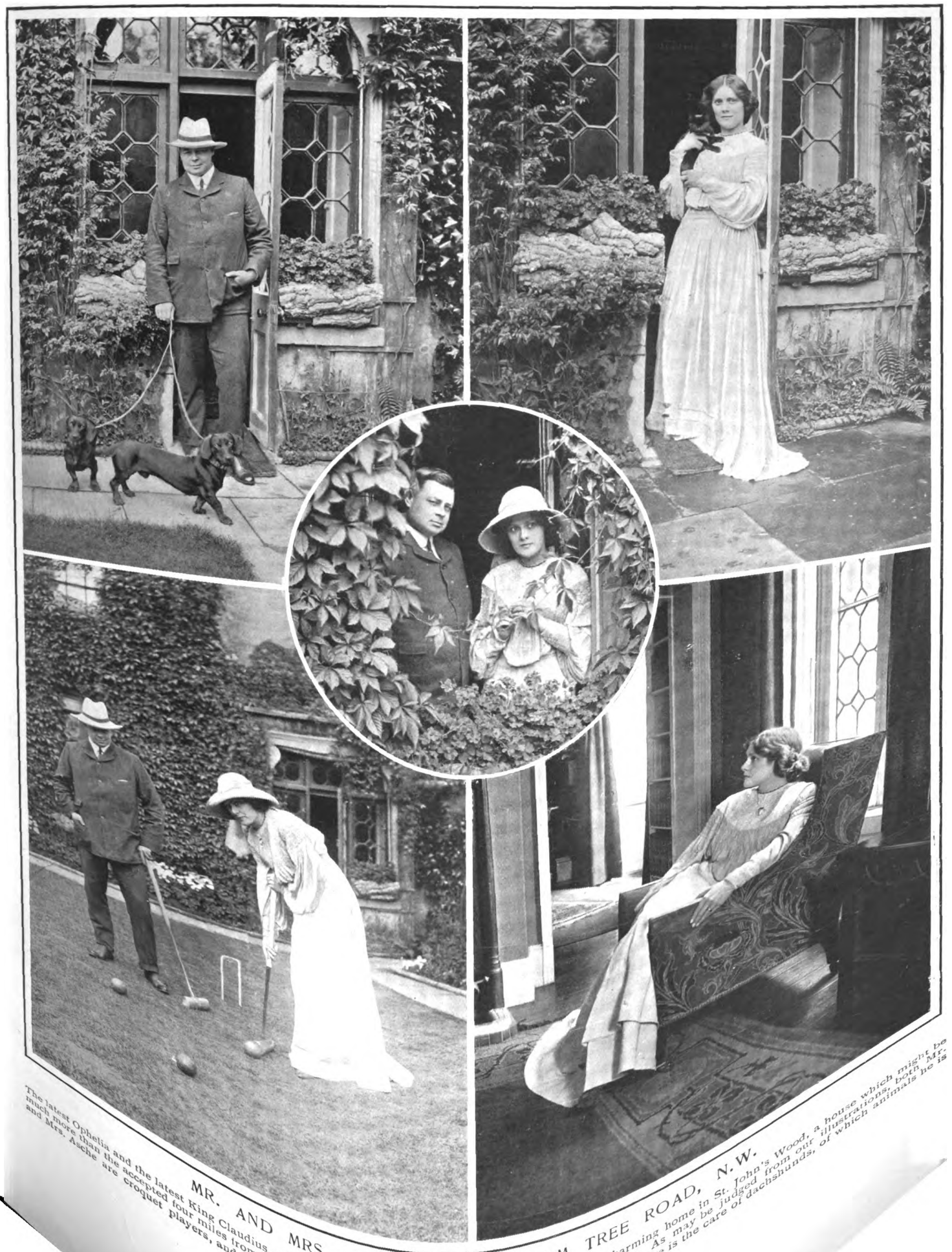
# ACTRESSES AT HOME.

## *XVI.—MISS LILY BRAYTON.*



MR. AND MRS. OSCAR ASCHE AT ELM TREE ROAD, N.W.

The latest Ophelia and the latest King Claudius, who are in private life Mr. and Mrs. Oscar Asche, have a charming home in St. John's Wood, a house which might be much more than the accepted four miles from Charing Cross, for it has all the appearance of a country mansion. As may be judged from our illustrations, both Mr. and Mrs. Asche are croquet players, and a further hobby on the part of the "producer" at the Adelphi Theatre is the care of dachshunds, of which animals he is accounted a good judge.

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# The Traveller.

## A HOLIDAY ON THE GREAT EASTERN RAILWAY.

OF the thousands of holiday-makers who annually fly to the Eastern Counties during the summer months, it is astonishing how few ever dream of visiting Essex. Apparently for other reasons than that it has so long been stigmatised "a flat, dull, uninteresting county," Essex is regarded in a totally different light from either of its neighbours on the north. As compared with other English counties it may truthfully be called flat, but dull and uninteresting it certainly is not. For historic interest it stands, perhaps, second to no other county in England; while its natural beauties—seldom seen from the window of a passing railway carriage—have been painted over and over again by such famous artists as Constable and Gainsborough, both of whom were born on the borders of Essex and Suffolk. What lover of art is not familiar with the peaceful, pastoral scenery of North Essex, a country of cornfields and sloping river banks, of old-time water-mills, locks, and still backwaters? Here, again, we find spacious valleys, enlivened by white farmhouses and cottages, with their high-pitched roofs, sparkling distances of woods and grey church towers—altogether an ideal training ground for the artist.

The district known as "Constable's Country" can be conveniently reached from London by taking the train either to Manningtree or Colchester on the Great Eastern Company's main-line system. A good deal of this interesting country can be seen even if one decides to spend not more than a couple of days away from town. From Manningtree, which lies on the banks of the Stour, we can visit Dedham, East Bergholt, where Constable was born, and Flatford Mill. This excursion may be undertaken on foot or by cycle; it is not a very long one, the distance being about eleven or twelve miles at the most. Dedham Vale, which Constable chose as the subject of one of his most beautiful pictures now hanging in the National Gallery, is to some people rather disappointing. On a dull day it is like many another English valley; but seen under a congenial sky, on a day such as Constable chose when he painted it, an entirely different impression is given. Constable's picture of the "Vale of Dedham" was painted from a point in the little village of Langham, also on the banks of the Stour. "I associate," writes the artist, "my careless boyhood days with all that lies on the banks of the Stour. These scenes made me a painter, and I am grateful. The beauty of the surrounding scenery, its gentle declivities, its luxuriant meadow flats sprinkled with flocks and herds, its well-cultivated uplands, its woods and rivers, with numerous scattered villages and churches, farms and picturesque cottages, all impart to this particular spot an amenity and elegance hardly anywhere else to be found."

The little town of Dedham, which gives its name to the district, is an interesting spot, for here we find the church which forms so conspicuous an object in the painting. It is a handsome building, founded in the sixteenth century by Thomas Webbe and his son John, woollen manufacturers. It has a massive tower 130-ft. high. A curious feature of the interior will be noticed on the south side of the chancel, in the shape of a small recess with a chimney leading from it. This is said to have served the purpose of an oven for baking the sacramental bread. Some interest attaches to the Grammar School, which, under the Rev. D. Grimwood, provided young Constable with the finishing part of his education. Leaving Dedham, a pretty road takes us up to East Bergholt, situated on the Suffolk side of the Stour, Constable's birthplace. The family, originally a Yorkshire one, had occupied land on the border-line of Essex and Suffolk for three or four generations. The father of

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THE CONSTABLE COUNTRY—FLATFORD BRIDGE.

This picturesque bit of scenery on the Stour formed the subject of one of Constable's great masterpieces. The picture was painted nearly a century ago, but it is easy to recognise, even to-day, the quaint old structure which formed so conspicuous a feature in the artist's works.



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Constable was a miller, owning the water-mills at Dedham and Flatford, the latter appearing in another of the artist's celebrated pictures. The two windmills near East Bergholt were also the property of the Constable family. Bergholt village still retains much of its quiet rustic air; its church has undergone but little change since Constable used to attend service there, and the peal of bells still hang in a kind of wooden cage in the churchyard.

A steep, narrow lane leads from Bergholt to Flatford Mill and Willy Lott's House, which formed the subject of another of the artist's great works, painted in 1817, now in the National Gallery. The old mill was a favourite subject of Constable's; he had painted it over and over again from different points of view. The picture which we know as "Flatford Mill" was bequeathed to the nation by the Misses Maria and Isabel and Mr. Lionel Constable.

Those who visit this peaceful old-world spot at the present day will not find it difficult to recognise the place from Constable's picture, although it is nearly 100 years ago since he painted it. The old mill is there, and so, too, are the old wooden lock and the towing-path—one of the artist's favourite haunts. Wild flowers grow here in endless variety, and it is an altogether ideal spot for the picnicker.

By many people Colchester, which offers, perhaps, more comfortable hotel accommodation, would be chosen as the starting point for excursions into the Constable country. In Colchester itself there is much to interest the visitor. Camulodunum, as the Romans termed Colchester, was one of the earliest Roman settlements in Britain. The ancient city walls are still in a good state of preservation, and the Castle, which boasts the largest Norman keep in England—twice the size of the White Tower of London—contains a museum rich in Roman remains. St. Botolph's Priory is an interesting old ruin, having once been the premier house of the St. Augustine Canons in England. It is built from Roman materials by Norman hands, and is very picturesque in its decay.

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IN THE CONSTABLE COUNTRY.

Dedham Lock, on the Stour. This lock, with the surrounding scenery, inspired some of the finest of Constable's works. The artist himself says in one of his letters, "I associate my careless boyhood days with all that lies on the banks of the Stour. These scenes made me a painter, and I am grateful."



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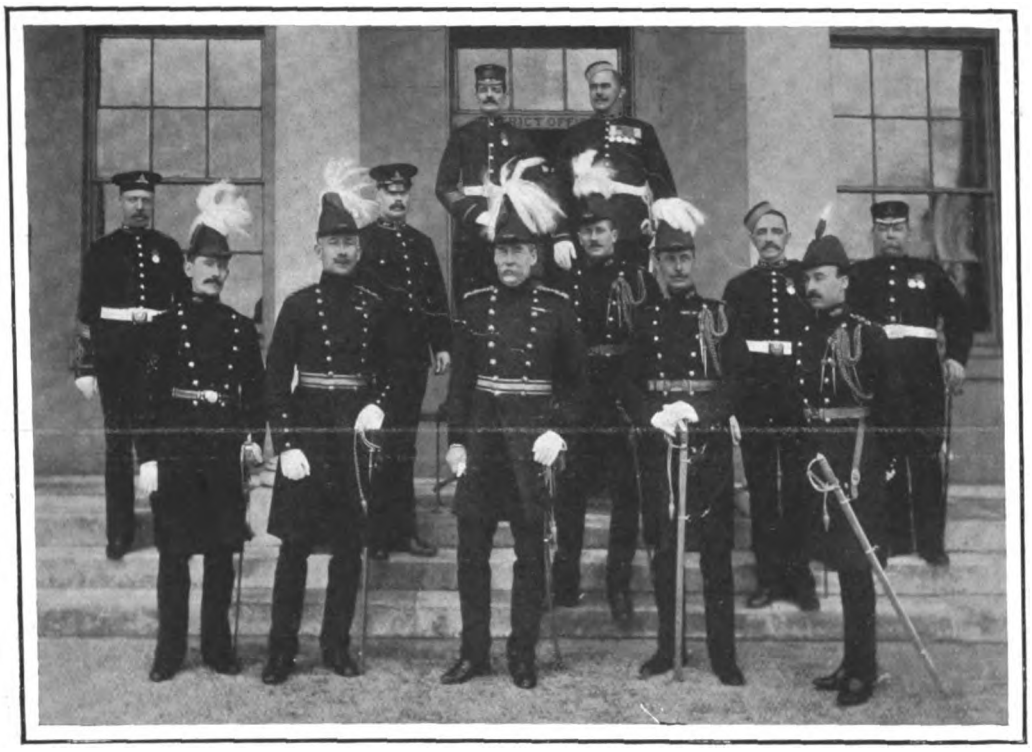
# THE SERVICES.

THE appointment of Brigadier-General S. B. Beatson, C.B., to the suite of the Prince and Princess of Wales in special connection with the forthcoming tour of their Royal Highnesses in India, is of great Service interest. General Beatson himself is, of course, well known both as a distinguished fighting soldier with several campaigns to his credit, and also for his excellent work as Inspector-General of the Imperial Service Troops. An old Wellingtonian, and originally appointed to the 17th Foot, now the Leicestershire Regiment, he joined the Indian Staff Corps in 1876, and was appointed to that very crack native cavalry regiment, the 11th P.W.O. Bengal Lancers, subsequently seeing a quantity of active service both as a regimental and a staff officer. In 1882 he was A.D.C. to the late Sir Herbert Macpherson during the latter's period of command of the Indian Contingent in Egypt, and again in 1901 he had an important extra-Indian experience as commander of a mobile column in South Africa. General Beatson is the son of the late Captain William Stuart Beatson of the old East India Company's service, and his mother was a niece of the first Lord Lurgan, whose family, the Brownlows, have numbered many distinguished soldiers. He is also related, the writer of these notes believes, to that well-known General Beatson who, after a distinguished Indian career, had command of the Osmanli Irregular Cavalry, better known as the Bashi-Bazouks, in the Russian War. On his wife's side, again, he has many Service connections, for her father was that notable veteran of both the Crimean and Indian Mutiny Campaigns, the late Sir William Elles, K.C.B.



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THE LAST MAJOR-GENERAL IN COMMAND AT WOOLWICH, WITH HIS STAFF.

For more than a century Woolwich has been a first-class command, but it has been latterly changed into a station, and is now commanded by a Colonel, receiving orders direct from the headquarters at Dover of the Fifth Division of the Eastern Command. Those in the above illustration are, reading from left to right: Back row—Quartermaster-Sergeant Harley, Clerk to D.A.A.G., and Sergeant-Major Tresidder, Garrison S.M. Middle row—Quartermaster-Sergeant Bonynge, Garrison Q.M.S., Sergeant-Major Brewster, Superintending Clerk R.A., Major Tennant, B.M.R.A., Sergeant-Major Goold, Superintending Clerk R.A., and Quartermaster-Sergeant Cresswell, Garrison Provost-Sergeant. Front row—Lieutenant-Colonel Laffan, C.R.E., Colonel E. B. Coke, C.V.O., C.R.A., Major-General Sir J. Leach, K.C.V.O., Major De Rougemont, D.S.O., M.V.O., D.A.A.G., and Captain Ward, A.D.C.

MAJOR-GENERAL J. C. DALTON, who has just been appointed to the command of the Artillery at Gibraltar, is no stranger to the "Rock," for he was D.A.A.G. there in the eighties for nearly four years, during which time he edited the *Gibraltar Chronicle*. An accomplished *littérateur*, General Dalton has produced some valuable Artillery manuals, and he was one of the chief compilers of the well-known "Army Book for the British Empire," which, as it was, perhaps, the best and most instructive publication it ever gave birth to, the War Office has for years allowed to remain out of print. General Dalton saw service in the Afghan War, and was for some time C.R.A. at Devonport. But he has been chiefly employed at Army Headquarters, both in the Intelligence Division and the Military Secretariat. He is an old Cheltonian, and, of course, a Staff College graduate. When he gets his next step he will be a Lieutenant-General R.A., as his father was before him. He married the daughter of that fine old soldier Sir George Barker, sometime commanding at Hong Kong, and, later, Governor of the Bermudas. His younger brother, Charles, is well known as editor of the "Waterloo Roll Call" and of the Army Lists and Commission Registers, 1661-1714.

IT is interesting to learn that the life of the late Duke of Cambridge is making progress in the capable hands of Colonel Willoughby Verner, the well-known Rifle Brigade officer who guided the fighting square after Abu Klea and El Gubat in its march to the Nile. Colonel Verner will also be remembered as having been severely wounded at Graspan, where he was serving on the staff. But, creditable as his war record is, his chief distinction has so far arisen from peaceful achievements. He is known throughout the Army as the inventor of a number of appliances for military sketching and surveying, including the luminous magnetic and prismatic compass and the adopted pattern of cavalry sketching case. Colonel Willoughby Verner is also the author of several works of much military and historical interest, and was the founder and editor of the *Rifle Brigade Chronicle*. In him the old Duke will have an able and sympathetic biographer, and the life of the former Commander-in-Chief, by such a competent soldier-writer, will be awaited with great and widespread interest, especially at a juncture like the present.

REAR-ADMIRAL C. H. ADAIR, who has just attained flag rank, has an important reputation in connection with Naval gunnery, his command of the Sheerness Gunnery School dating from the beginning of 1902. He had been A.D.C. to the King since January, 1904. He has not been fortunate in the matter of war experience, being only credited with service as lieutenant of the "Helicon" during the combined Naval and Military operations in the Eastern Soudan at Suakin in 1884-85. But an officer does not become a Naval A.D.C. to the King and get promotion to Rear-Admiral on the Active List for nothing, and, in any case, the right sort of authority on gunnery is worth more to the Navy just now than the possessor of war records unaccompanied by any special qualification.

CAPTAIN LYON'S appointment to the "Blenheim" having been cancelled, the cruiser has been recommissioned by Captain E. R. Pears for service in the Sheerness Chatham Reserve Division. The "Blenheim" was formerly on the China station, where she was replaced by the "Andromeda." Shortly after she was first commissioned she was sent to the Pacific, and was in American waters at the time of the Spanish-American War, provoking many admiring comments by her splendid appearance. Her new captain has seen a good deal of active service, having come to the front recently as Commander of the "Perseus," which was busily employed during the Somaliland operations in landing troops and stores, and in the maintenance of a patrol of the coast in order to stop gun-running. Previously Lieutenant Pears had taken part in the Benin City Expedition under Admiral Rawson, and he was also an Acting Sub-Lieutenant in the "Ruby" during the Egyptian War of 1882.

COMMANDER W. H. COWAN, D.S.O., who was formerly Senior Officer of the Devonport Instructional Flotilla, and who has just been appointed to command the torpedo vessels in commission in reserve at Devonport, has already compiled a brilliant record of distinguished service. After a very brisk and full experience on the coasts of Africa under Admirals Sir Frederick Bedford and Rawson, he served with the gun-boats on the Nile in the Khartoum Expedition, and was Staff Officer in the later operations against the Khalifa in 1899. He also acted as Naval A.D.C. to Lord Roberts and Lord Kitchener in South Africa.



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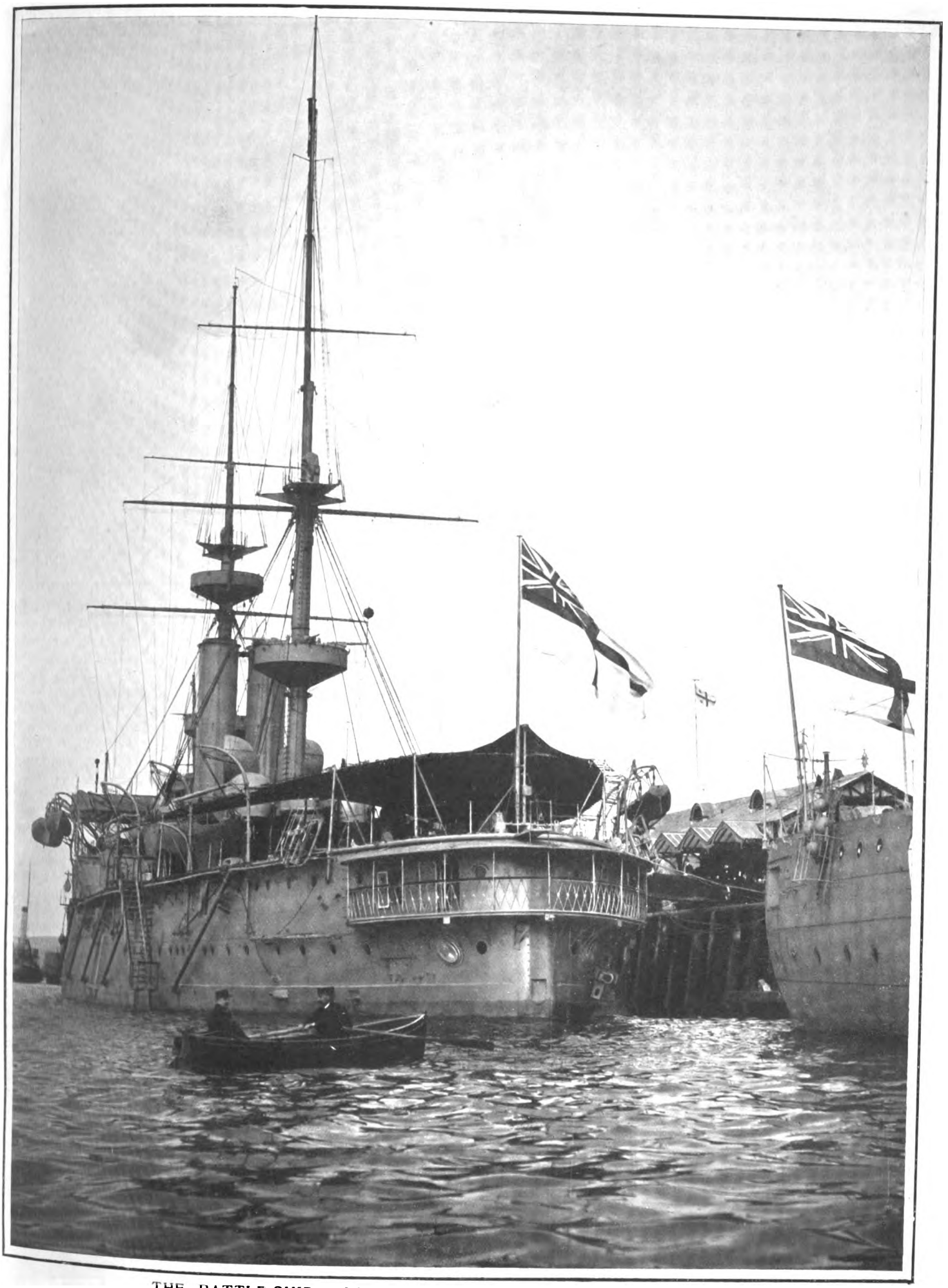
# THE ROYAL TOUR TO INDIA.



THE BATTLE-SHIP "RENOWN" IN PORTSMOUTH HARBOUR.

The recent visit of the Prince and Princess of Wales to Portsmouth to inspect the battle-ship "Renown," makes it practically certain that that vessel will be chosen for the duty of conveying the Royal party to India in November next. She will be commanded by Captain the Hon. Hugh Tyrwhitt, who has recently been acting as private secretary to the First Lord of the Admiralty.



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# THE RACING SEASON.

AFTER the heavy and exciting business of the Lincoln and Liverpool meetings, the past week's racing has been comparatively tame, although the sport itself has been of a thoroughly interesting nature. The Warwick Meeting was, as usual, well patronised, but although the racing on the first day of the meeting was fairly good, there was no special feature which calls for notice. On the second day Ypsilanti, by winning the Jockey Club Plate, incurred a penalty which will probably put him out of court for the Kempton Park Jubilee; and the running for the April Handicap was interesting from the fact that Catty Crag to some extent enhanced the form of the Lincoln Handicap by making hacks of Golden Saint and Gilbert Orme, and it must be a matter of regret to J. Osborne that he should have sold this very useful horse for, I think, about fourteen sovereigns. Mr. G. Thursby rode a couple of winners at the aristocratic meeting at Croxton Park, and while the horses were at the post for the Private Sweepstakes some diversion was created by the collapse of the flooring of the Stewards' stand. Fortunately no one was injured; but both Lord Lonsdale, who hung on to the railing of the stand, and Captain Forester came in for a good deal of chaff from their friends.

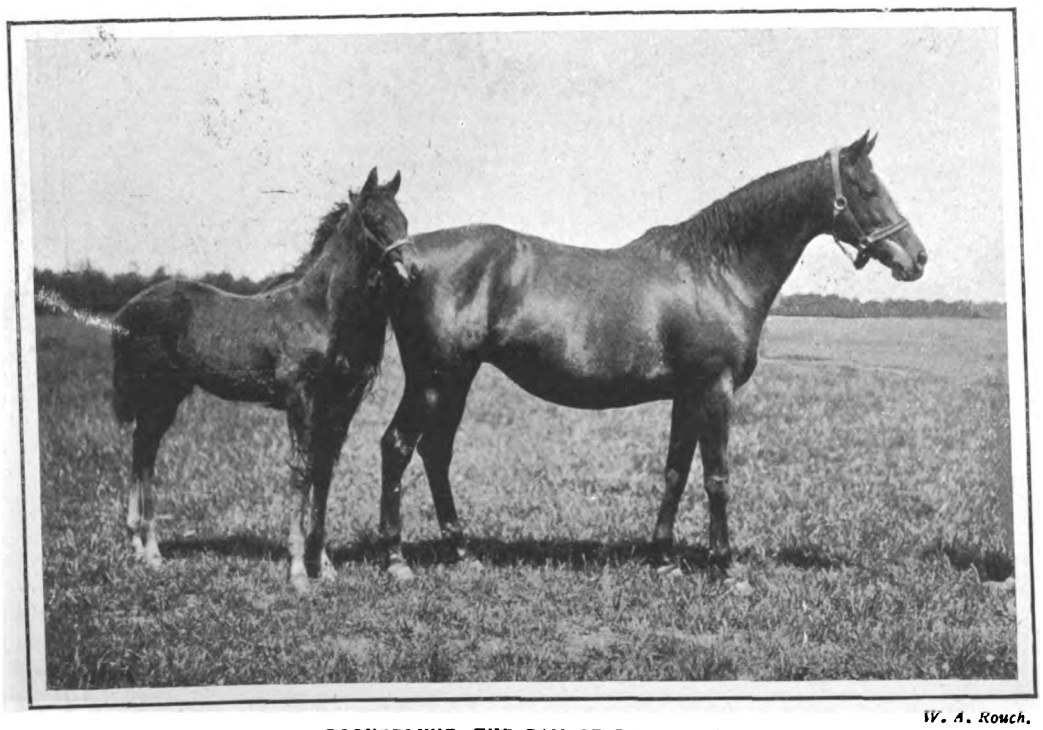
A good many people went on from Warwick and Croxton Park to Leicester, but owing partly to the bitterly cold weather and the counter attractions of Pontefract, Maiden Erlegh, and Aylesbury the attendance was decidedly below the average, and the sport does not call for much comment.

Before these lines are in print the Craven Meeting will have come and gone; but the Derby Meeting, which takes place at the end of the week, promises to be as interesting as ever. The Doveridge Handicap of 600 sovs. is the principal event on the first day of the meeting, and of the thirty-eight original entries, twenty-eight have been left in; but in estimating the chances of the candidates it must be noticed that the weights have been raised 13-lb. all round, Sansovino, with his extra penalty of 10-lb. for winning the Lincoln Handicap, appears quite out of court, but Andria (8-st. 5-lb.) should run considerably better than he did at Lincoln. The Drakelow Maiden Plate may not improbably fall to St. Galette. The Sudbury Stakes, with an entry of just fifty runners, is very dangerous to deal with so long before the race. On Saturday, the second day of the meeting, the Derbyshire Plate has attracted twenty-three entries, and at present nothing appears to have a better chance than the top-weight, Percussion.

*W. A. Rouch.*

CHALEUREUX, A CESAREWITCH WINNER.

Rock Sand, Sir J. Miller's strong champion, has at last retired from the racecourse to the stud. His deeds are fresh in the memories of all race-goers, and from his splendid breeding there is every probability that he will become the sire of yet another Derby winner for his popular owner. Sainfoin, his sire, was bought by John Porter and Sir R. Jardine at the sale of the Hampton Court yearlings for 550 guineas, and sold by them to Sir J. Miller for 6,000 guineas and half the value of the stakes if he should win the Derby, which he did, beating the French horse Le Nord by three-quarters of a length. It is not altogether uninteresting to note that in this respect his son, Rock Sand, followed in his footsteps by defeating another French horse, Vinicius, for the same great race; and in connection with the sale of Sainfoin, it is rather a curious fact that at the same sale and on the same day Memoir, the winner of the Oaks, was amongst the other yearlings sent up for sale.



*W. A. Rouch.*

ROQUEBRUNE, THE DAM OF ROCK SAND.

Backers appear to be hardening their hearts, and speculation on the City and Suburban is already fairly brisk. If St. Amant is ever going to reproduce the form he showed in the race for the Derby, he will probably do so at Epsom. Dean Swift ran sufficiently well in the Cambridgeshire last back end to entitle him to respect for this race, and at the present moment Nabot, Andover, and Challenger also appear to be horses that should be taken notice of.

The executive of the Stock Exchange Steeplechase provided a capital day's sport on Saturday, on the course which they used some few years ago at Wing, near Leighton Buzzard. It is a very sporting course, and the fences require plenty of doing. Mr. C. A. Grenfell rode Mr. A. J. Schwabe's Highland Laddie to victory in the Light-weight Challenge Cup; the Inter-Regimental Yeomanry Race (an excellent institution) went to the Northamptonshire team; Mr. S. Gurney Sheppard's Mainsail II. made hacks of his opponents in the Heavy-weight Challenge Cup; the Open Steeplechase was won by Colonel Jenkins's Prater; and Mr. A. Chapman brought a cheery day's sport to a conclusion by winning the Farmers' Race with Mr. G. Chapman's Dainty IV.

On the same day a crowded attendance once more testified to the popularity of the meetings held at Alexandra Park, under the auspices of Messrs. Pratt and Co.

CAURIRE.



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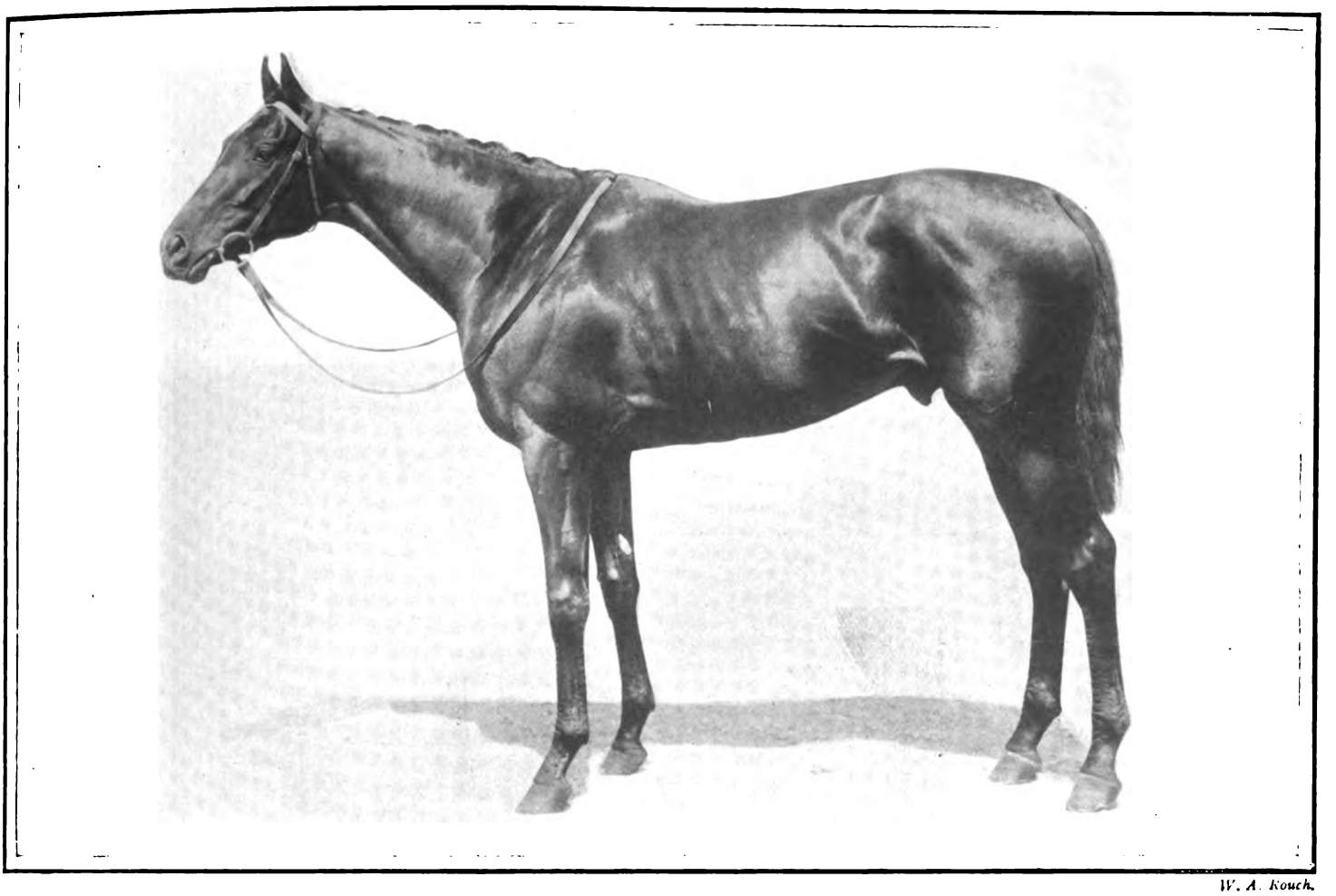
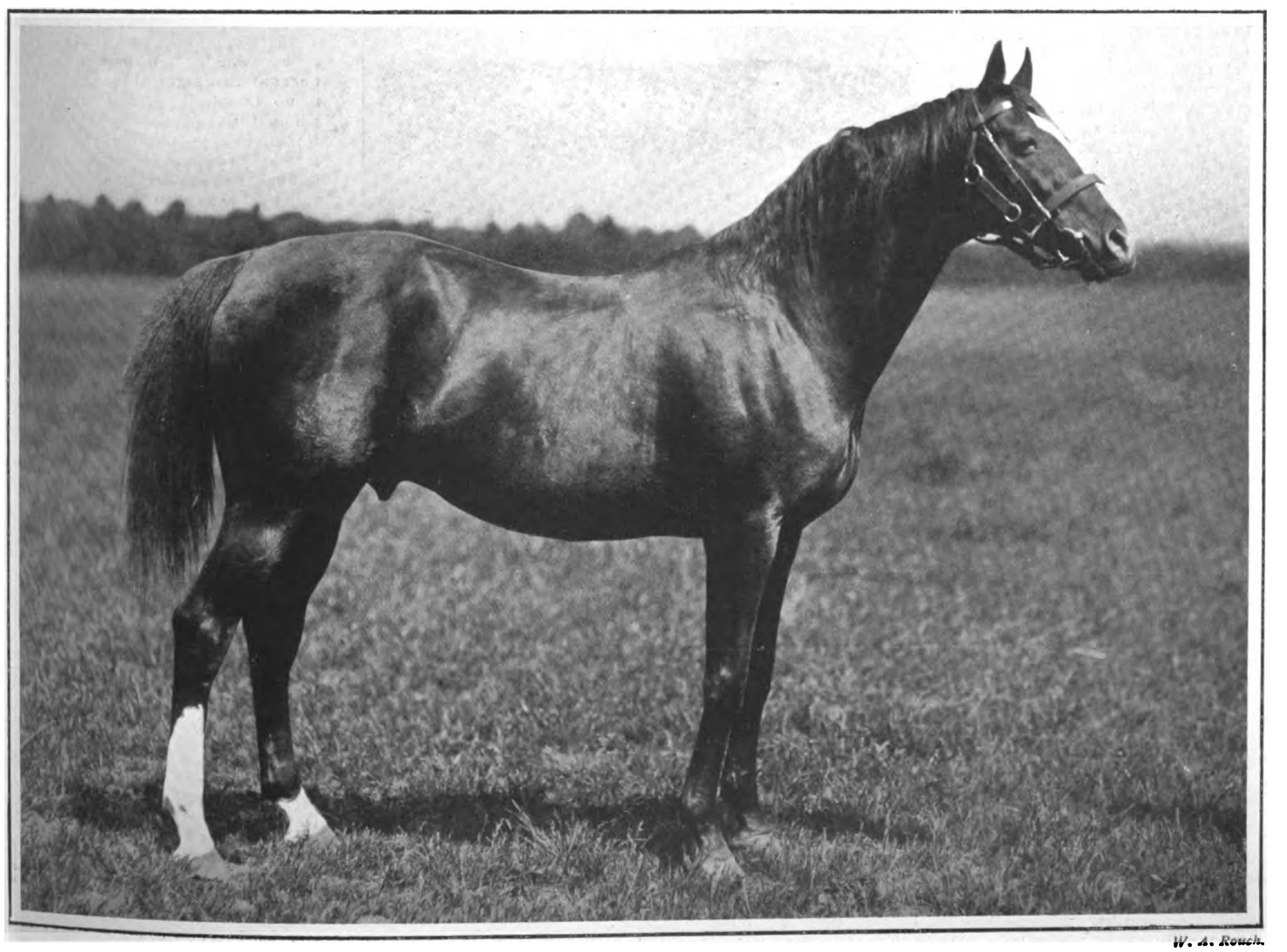


*W. A. Rouch.*

ROCK SAND: SAINFOIN—ROQUEBRUNE

**Winner of the Two Thousand Guineas, Derby, St. Leger, and other races.**



*W. A. Rouch.*

SAINFOIN: SPRINGFIELD—SANDA

**Winner of the Derby in 1890.**



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# LITERARY NOTES.

WE have received from Messrs. Cassell and Co. "The Blue Adventure Book," which contains a series of stories reprinted from "The World of Adventure," under the editorship of Mr. A. T. Quiller-Couch. It is a capital book for boys of all ages, containing stories of adventure of all kinds, from "The Charge of the Light Brigade" and "The Loss of the 'Kent,' East Indiaman," through a hunt for a murderer, told by Mr. Dick Donovan, to some stories of American Indians that will fascinate the youngest and the oldest of readers. Some of the most interesting numbers are the account of the sufferings of Charles Jackson in the Irish Rebellion of 1798, the adventures of Alexander Henry among the Chippeway Indians, the story of De Latude's imprisonment in the Bastille, and the siege of Caldecote Hall, Warwickshire, during the Civil War. The book is very handsomely illustrated with coloured plates and in black and white, and not a page of it is dull.

**An Adventure Book.**

* * *

FOLLOWING the very successful publication of "A Belle of the Fifties," the memoirs of Mrs. Clay of Alabama during the American Civil War, Mr. Heinemann has issued another volume of recollections by an American lady, "A Diary from Dixie," as written by Mary Boykin Chesnut. Mrs. Chesnut's husband was Senator for South Carolina from 1859 to 1861, and afterwards A.D.C. to Jefferson Davis and a Brigadier-General in the Confederate Army. It is only to be expected, therefore, that Mrs. Chesnut is very thoroughly on the side of the South, and the editors of her book, Miss Isabella D. Martin and Miss Myrta Lockett Avary, are hardly claiming too much when they state that in this diary, as perhaps nowhere else in the literature of the war, will be found the Southern spirit expressed with such delightfully unconscious frankness. The diary covers the important years 1861-65, and is continuously interesting. The book is illustrated with well-chosen photographs of the people and scenes concerned.

**A Diary from Dixie.**

* * *

A NEW volume in Messrs. Black's series of colour books is the work of Mr. and Mrs. Nico Jungman, who lately collaborated so successfully in their beautiful book on Holland. The subject of the new work is Norway, in which they have found in some respects an even more interesting theme. The pictorial qualities of the country are known, at least by reputation, to nearly everyone; but the common knowledge is nearly confined to those parts which are within the reach of the casual tourist. Mr. and Mrs. Jungman have gone further afield, and the result will give those who secure their book not only a widely-increased knowledge of the scenery of the country, but also an intimate acquaintance with the home life of its inhabitants.

**Pictures of Holland.**

* * *

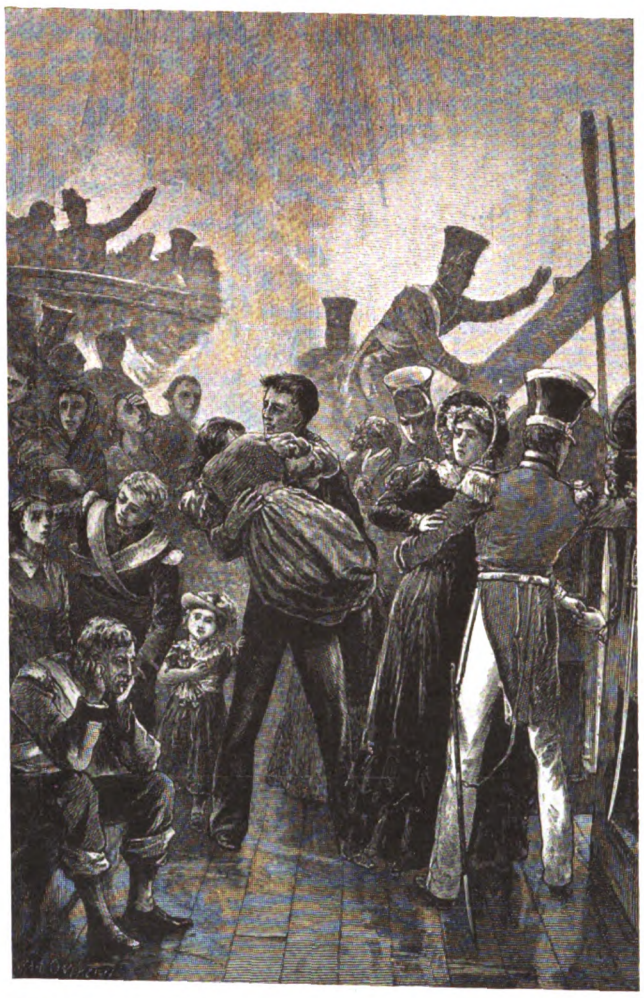
IN a "Queen of Unrest" (Swan Sonnenschein) Mr. Harry Tighe, who is already known as a novelist of some skill, tells in a popular form the story of Juana of Castile, the mother of the Emperor Charles V. Juana was the daughter of Ferdinand and Isabella, and was married to the Archduke Philip, who died early. Her life was a sad one. The last forty-six years of it she spent in confinement as a lunatic. To English readers her life is particularly interesting, since she visited Henry VII., by whom she was sought in marriage. Mr. Tighe has told her story in an agreeable manner, with the novelist's keen sense of dramatic possibilities combined with the patience and accuracy of a historian.

**A Queen of Unrest.**

* * *

MR. K. KYNASTON GASKELL'S "Catalogue of British, Hanoverian, and other Waterloo Medals in the Collection of Henry Gaskell, with Notes on the Last Survivors," comes out very appropriately in reference to the approaching ninetieth anniversary of the "ever-glorious eighteenth of June." It will assuredly find a place in every Napoleonic as well as Wellingtonian collection, for it contains good portraits (not elsewhere obtainable) of the four last surviving officers who took part in the battle, the last of whom died in 1891, at the age of ninety-six. The last authentic surviving British combatant was Private Samuel Gibson, who survived Lieutenant-Colonel Hewitt only two months.

**The Gaskell Medals.**



THE SCENE ON DECK DURING THE BURNING OF THE "KENT," EAST INDIAMAN, IN 1825.

One of the illustrations to "The Blue Adventure Book," edited by Mr. A. T. Quiller-Couch. (Cassell and Co.)

Mr. Gaskell credits Mrs. Moon and Mrs. Watkins (the one died in 1903, and the other in 1904) with being the last surviving eye-witnesses. Mme. Dupuis, who saw the battle from the hills to the south, is alive, and will be 103 on June 6 next. It is satisfactory to know that Mr. Gaskell in his painstaking researches has unmasked one or two impostors, the ever-green "trumpeter" amongst them.

* * *

MESSRS. ISBISTER send us a very unusual book, a translation by Mary Louise Hendee of Pasteur Charles Wagner's book, "The Simple Life," which was publicly recommended to the American people the other day by President Roosevelt. The drift of the book may be gathered from its title. It is hardly strange that in these over-elaborate, over-civilised days of ours a new and far more genuine Jean-Jacques Rousseau should have arisen in the person of an Alsatian Protestant minister, to warn us against the physical and moral results of over-complication of life. Miss Grace King contributes to the little shilling volume an introduction and a biographical sketch of the author.

**The Simple Life.**

* * *

MR. AUSTIN RIVERS sends us a little volume called "Lovers in London," by A. A. Milne, some chapters of which, if we remember right, are reprinted, without acknowledgment, from a contemporary. The book is amusing enough in a rather American way. It describes how He and She saw the sights of London, and may be picked up in an idle moment after dinner. From Messrs. Constable we have received "A Rough Reformer," by Ernest Glanville. Mr. Glanville has ideas, and, on the whole, we have been interested in his story of a poor young man who becomes rich several times and poor again, and starts, while very rich, a number of reforms, not for the sake of the reformed, but because he has a mania to be doing something of the kind. Mr. Glanville is not good at describing Society; but there is power in his book of an uncommon and welcome order.

**Two Novels.**

* * *

A NEW and very handy little series of reprints is "The Cameo Classics," just started by the Library Press. It is too late to protest against such books as "The Beauties of Sterne," which forms the second volume, but the other three announced show a good choice, and the little sixpenny volumes are pleasant to handle and to read. Meanwhile Messrs. Macmillan and Co. announce a series of pocket editions of the works of Scott, Dickens, and Thackeray, printed on India paper and bound in cloth and leather. India paper, or, as it is sometimes called, thin paper, is, if a necessity, a disagreeable one; but there is no doubt, if we are to have the whole of the Waverley or the Pickwick Papers in a volume that will go comfortably into the pocket, India paper it must be, and, after all, if you get someone else to turn over the pages for you first, the trouble is not so bad.

**Reprints.**

## *BOOKS TO READ.*

### Fiction.

A Frontier Mystery, by Bertram Mitford. (White.)

The Master Mummer, by E. Phillips Oppenheim. Illustrated by F. H. Townsend. (Ward, Lock.)

Li Ting of London, and other stories, by George R. Sims. (Chatto and Windus.)

The Bell and the Arrow: An English Love Story, by Mrs. W. H. Chesson (Nora Hopper). (T. Werner Laurie.)

Captain Balaam of the "Cormorant" and other Sea Comedies, by Morley Roberts. (Nash.)

### History.

Makers of Modern History: Three Types, Louis Napoleon—Cavour—Bismark, by the Hon. Edward Cadogan. (Murray.)

### Music.

The Concert-Goer: A Handbook of the Orchestra and Orchestral Music, by William H. Daly. (Paterson.)

### Natural History.

Wild Flowers Month by Month in their Natural Haunts. Illustrated from photographs depicting the various flowers as they are found growing. In twelve parts. Part I. by Edward Step, F.L.S. (Warne.)

The Camera in the Fields: A Practical Guide to Nature Photography, by F. C. Snell. (Unwin.)

### Sport.

An Angler's Hours, by H. T. Sheringham. (Macmillan.)

Swerve, or the Flight of the Ball. Illustrated by explanatory diagrams by P. A. Vaile. (Tamblyn.)

### Topography and Travel.

Letters from Catalonia and other parts of Spain, by Rowland Thirlmere. (Hutchinson.)

Our Sudan, its Pyramids and Progress, by John Ward, F.S.A. (Murray.)

Lhasa and its Mysteries, with a Record of the Expedition of 1903-4, by L. Austine Waddell, LL.D., C.B. (Murray.)



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Although this advertisement deals with the Pianola's educational uses, it must not be supposed that it is the instrument's only charm. It interests and entertains, and as a social factor it is equally valuable.

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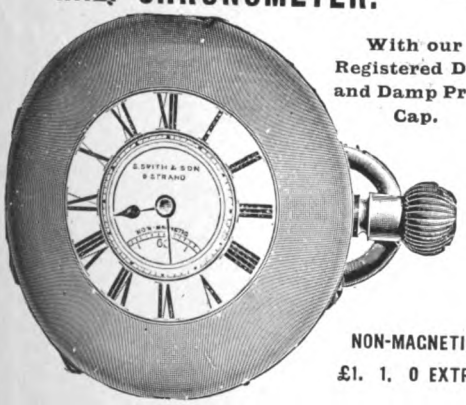

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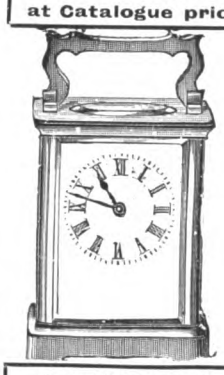

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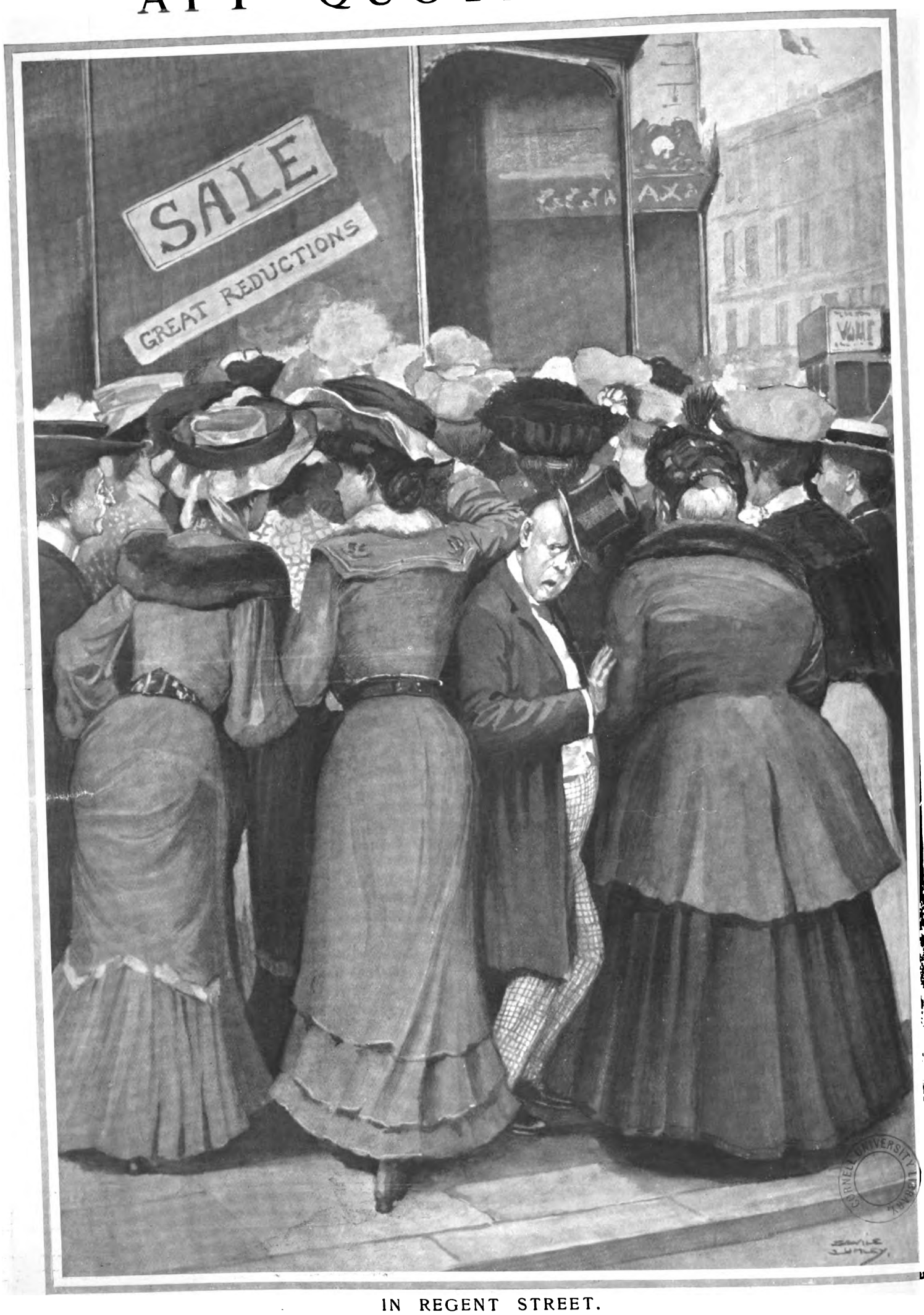


IN REGENT STREET.

"Man seems the only growth that dwindles here."—GOLDSMITH.

(*Drawn by Savile Lumley.*)



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Quickest and most Direct Route

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EXPRESS TRAINS.

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**OLIVER BURY,** *General Manager.*

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### EXTENSION OF WEEK-END TICKETS.

Cheap Week-End Tickets will be issued on Thursday, April 20th, as well as on Friday and Saturday, April 21st and 22nd, from London (St. Pancras) to the principal Seaside and Inland Holiday Resorts, including the Peak District of Derbyshire, Morecambe, the Lake District, Yorkshire, the North-East Coast, Scotland, and other parts, available for return on any day up to and including Tuesday, April 25th, except day of issue. Cheap Week-End and Day Excursion Tickets will also be issued to Southend-on-Sea during the Easter Holidays.

For ordinary train service arrangements see the Co.'s Time Tables, etc.

DERBY. **JOHN MATHIESON,** *General Manager.*

# SOUTH EASTERN AND CHATHAM RAILWAY.

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PARIS *via* FOLKESTONE - BOULOGNE, or DOVER-CALAIS, 1st Class 55s. 4d., 2nd Class 37s. 6d., 3rd Class 30s., available by 2.20 p.m. and 9.0 p.m. Services from CHARING CROSS on April 19th, 20th, 21st, and 22nd; also by 10.0 a.m. Service on April 20th. Returning from Paris any day within 14 days. For Return Times, see Handbills.

BRUSSELS and Back, *via* CALAIS or BOULOGNE 22s. 11d., *via* OSTEND 18s. 4d., tickets available for 8 days.

CHEAP SATURDAY to MONDAY TICKETS, also Special 8-Day Tickets will be issued to BOULOGNE and CALAIS; and 8 Day Excursions will be run to OSTEND, AMSTERDAM, THE HAGUE, etc. Continental Services as usual during the Holidays. A Special Express will leave Victoria (S.E. & C.) at 8 50 p.m. for Dover, on Thursday, April 20th, in connection with the Boats to Boulogne, Calais and Ostend respectively.

TUNBRIDGE WELLS, ST. LEONARDS, HASTINGS, BEXHILL, CANTERBURY, WHITSTABLE, HERNE BAY, BIRCHINGTON, WESTGATE, MARGATE, BROADSTAIRS, RAMSGATE, SANDWICH, DEAL, WALMER, DOVER, FOLKESTONE, SHORNCLIFFE, HYTHE, SANDGATE, and NEW ROMNEY (LITTLESTONE-ON-SEA), CHEAP RETURN TICKETS will be issued from LONDON by certain Trains on Thursday, Friday and Saturday, April 20th, 21st and 22nd, available to return on Tuesday, April 25th by any Train (Mail or Boat Expresses excepted).

CHEAP DAY EXCURSIONS on GOOD FRIDAY and EASTER MONDAY from the principal LONDON STATIONS to ASHFORD, CANTERBURY, DEAL, TUNBRIDGE WELLS, GRAVESEND (for Rosherville Gardens), HASTINGS, BEXHILL, WHITSTABLE, HERNE BAY, BIRCHINGTON, RAMSGATE, BROADSTAIRS, MARGATE, HYTHE, SANDGATE, FOLKESTONE, DOVER, etc.

CHEAP DAY EXCURSION to ALDERSHOT on BANK HOLIDAY, leaving CHARING CROSS at 9.24 a.m. Return Fare 3s. 0d., Third Class.

CRYSTAL PALACE (HIGH LEVEL) on BANK HOLIDAY. Return Tickets (including admission) will be issued from London.

For full particulars of the above Excursions, Extension of Time for certain Return Tickets, Alterations in Train Services, etc., see Special Holiday Programme and Bills.

VINCENT W. HILL, General Manager.

# LONDON, BRIGHTON & SOUTH COAST RAILWAY.

## Paris, Rouen & Dieppe at Easter
### 14-Day Excursions. (Via NEWHAVEN.)

Thursday, April 20th, from Victoria 9.45 a.m., 10.0 a.m. and 2.15 p.m., and London Bridge 10.0 a.m. (1 & 2 Class), and Wednesday. Thursday, Friday and Saturday, April 19th to 22nd, from Victoria and London Bridge 9.10 p.m. (1, 2 & 3 Class). Fares—Paris, 39s. 3d.; 30s. 3d.; 26s.; Rouen, 35s. 3d.; 27s. 3d.; 23s. 8d.; Dieppe, 31s.; 25s.; 20s.

## DIEPPE.
### Thursday to Tuesday Cheap Return Tickets.

From London Bridge and Victoria, Thursday, Friday, Saturday, Sunday and Monday, April 20th to 24th. Fares, by Day or Night Service, 1st Class 30s., 2nd Class 22s., and by Night Service only, 3rd Class 16s., available for return up to April 25th. 1st and 2nd Class tickets are also issued by a Special Afternoon Service leaving Victoria 2.15 p.m.

SPECIAL PROGRAMME AT DIEPPE CASINO, APRIL 20TH TO 25TH.

*Details of Continental Manager, London Bridge Terminus.*

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| St. Ives ... ... | | Exeter ... ... | 28/4 | Cardiff ... ... | 25/6 |
| Helston (for the Lizard) | | Ilfracombe ... | 33/- | Tenby ... ... ... | 37/- |

For particulars of train service and all other information, send a post card to the Superintendent of the Line.

PADDINGTON STATION, W. **JAMES C. INGLIS, General Manager.**



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# THE ROMANCE OF A ROYAL REMARK BOOK.

*("Recovery of the MS. Journal kept by King William IV. (1780-82), describing his impressions of Gibraltar, New York, and other parts of North America, while serving as a Midshipman on board H.M.S. 'Prince George.'")*

IN no part of the world do the autographs of Royalty, great and small, find so ready a market as in the United States. American collectors are, as a rule, far more enthusiastic than their European *confrères*, and it is, therefore, curious that such a unique item as a holograph account of the Great Republic, written towards the close of the War of Independence, by one who, just fifty years later, was destined to ascend the British throne, should have escaped their notice and found its way into the possession of an enterprising London bookseller, Mr. Roche of New Oxford Street, who happened to be present at the sale of the personal property of Princess Edward of Saxe-Weimar several months since—a sale remarkable for the almost total absence of Literature of any kind.

Lot 15 was described thus: "MS. Poems by Adelheit Carolath, Countess Pappenheim, in pen and ink, bound in calf and gilt with double clasps; MS. Abstract of the principal occurrences in the Naval History of Great Britain, by Prince George, 1780, in his own handwriting; MS. System of Geography, 1781, by Prince William (Henry), in his own handwriting; MS. Remarks on Countries, &c., 1780, by Prince William Henry, in his own handwriting, all bound in calf." With the first two items the writer has no present concern, except that the supposed abstract by Prince George (George IV.), although the handwriting greatly resembles his, may possibly be one of the MS. books used by the Naval Instructor on board the ship bearing his name, upon which his younger brother and ultimate successor served first as an Able Seaman and afterwards as a Midshipman.

In 1780, the third son of George III. was popularly known as "Jolly young tarry breaks"; half a century later he was spoken of apologetically as "Our good Old Sailor King." If George III. was penurious in everything else, he spared no expense in the education of his children. The Prince of Wales and the Duke of York were good classical scholars while still in their teens, and one of their sisters (the "dear Princesses" of Fanny d'Arblay) became an accomplished artist, while a second wrote tolerable poetry, and a third played Handel's music on the harpsichord. Their training began almost as soon as they could walk, and Prince William's caligraphy at the age of fifteen certainly did infinite credit to Dr. Majendie and General Budé. There is no sort of doubt but that the contents of the two last-named volumes, the one bound in green and the other in white calf, are entirely in the neat and legible handwriting of the Royal sailor. From his youth upwards Prince William was, like his father, an industrious correspondent. In the possession of the writer is a letter addressed by him on November 18, 1782, from the "Barfleur" off Sandy Hook, to his old tutor Dr. Majendie. The identity of the handwriting in that and in the two volumes of MS. notes is at once recognisable, although, as might be expected, a slight improvement in it had certainly manifested itself between March, 1780, and November, 1782. The "Abridged System of Geography" fills twenty-three quarto pages; the "Remark Book" contains no less than fifty-six. The latter is, of course, by far the most interesting.

The story of the connection of William IV. with the Navy (which began as early as July 12, 1778, and only ended exactly half a century later, when he was summarily removed from his post as Lord High Admiral) has yet to be written. We really know quite as little about his Naval career as we do of that of another Royal Lord High Admiral, James II. The best existing account of the earlier portion of his life at sea is to be found in Vol. LXVI. of "The Dictionary of National Biography." William was born in Buckingham Palace on August 21, 1765. At five he was made a Knight of the Thistle; before he was thirteen his father had arranged with Captain Robert Digby that he was to go to sea with him. In July, 1778, George III. wrote to the future Lord Hood asking him "to write down what clothes, necessaries, and books he ought to take," and informing him the boy had already "begun geometry," and that the King would "have an attention to forward him in whatever you may hint as proper to be done before he enters upon that glorious profession." In May, 1779, three months before his fourteenth birthday, he embarked (accompanied by his old tutor) on board the "Prince George," his anxious father informing Lord Hood that "he had sent an hair-trunk, two chests, and two cots, done up in one mat, to be delivered unto you for the use of my young sailor," and adding that "he flattered himself he would be pleased with the appearance of the boy, who neither wants resolution nor cheerfulness, which seem necessary ingredients for those who enter into that noble profession." The honest enthusiasm of the King over his sailor lad found an echo in the hearts of his subjects. Prince William Henry was the hero of the hour. Ballads like the one reproduced were circulated throughout the length and breadth of the country. This was a time of wars and rumours of wars, and the patriot Prince was depicted as saying:

> "The cause of my country I'll boldly espouse,
> To the sea I am wedded and give her my vows;
> With Rodney, with Digby, with Ross I will go
> And die, but I'll conquer each insolent foe."

Ten months later he wrote the title-page of the "Royal Remark Book," which, after the lapse of just a century and a quarter, has now come to light. He begins it with a description of Gibraltar and its garrison, and then passes on to a detailed account of "the occurrences which took place there from the arrival of a squadron of ships, under the command of Vice-Admiral Darby, destined for their relief, to their departure from that place, April 20th 1781." Later in that year he commences his "information of various kinds relative to New York and its Dependencies." He seems to have been in constant communication with officials of every description, and to have made excellent use of his opportunities. George III. followed his son's career with eager interest.

An engraving of Prince William by Bartolozzi was published at the very time he was making entries in his "Remark Book"; but far more interesting is that after the picture of Thomas Stothard, who was commissioned by King George to proceed to Portsmouth, and to paint a picture of Prince William on board the "Prince George." This picture, as is pointed out in Commander Robinson's "British Fleet," derives particular importance from the fact that it shows the first uniform ever authorised for midshipmen.

The "Remark Book," unfortunately, comes to an end before the time when Nelson joined the Prince during his West Indian cruise (1783), when he seems to have pleased everybody he met, and earned the unqualified good opinion of England's greatest Admiral.

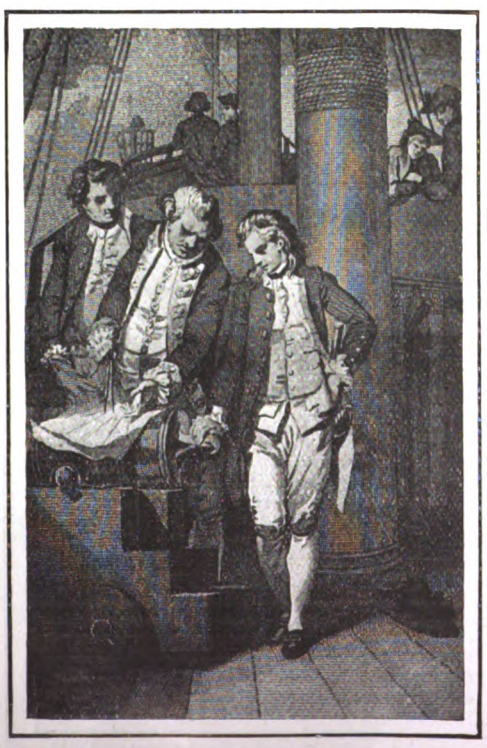
R. K. Y.

PRINCE WILLIAM HENRY

Afterwards William IV., as a midshipman. From an engraving by Bartolozzi,

PRINCE WILLIAM HENRY

From the portrait by Gainsborough, engraved by Dupont.



PRINCE WILLIAM HENRY ON BOARD THE "PRINCE GEORGE."

After a drawing by Stothard, engraved by Collyer.



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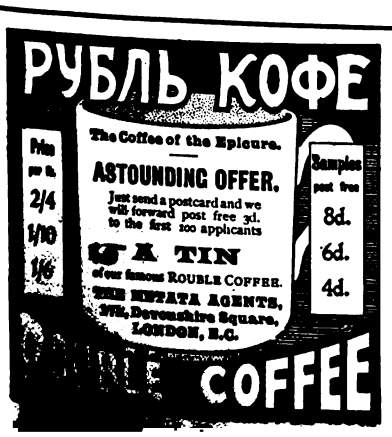


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and pays no more than you—because there's only one quality at one price. "HYDEA" is stamped on every two yards of the selvedge—that's how you may know it—that, and its excellent surface! Send for FREE Booklet:—

APPERLY, CURTIS & Co., Ltd.,
Dudbridge Mills, Stroud, West of England.




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# Motoring Notes.

MR. S. F. EDGE recently carried out some careful tests of the petrol consumption of an 18-h.p. Napier, the results of which are of particular interest in view of the fact that in the forthcoming Tourist Trophy Race, for which his firm has entered two cars, the competitors will be restricted to an allowance of petrol calculated at the rate of 1-gal. per 25-miles of dry average road, the standard road taken for the purposes of the calculation being that from London to Oxford *viâ* Uxbridge, High Wycombe, and Stokenchurch. The net results of these experiments were as follows: Starting from the nineteenth milestone from London, 1-gal. of petrol was placed in the special tank fitted to the car for the purpose of the tests. Twenty-five and three-quarter miles were covered on this allowance, the car stopping at the second telegraph post short of the forty-fifth milestone. The ascent of Dashwood Hill was included in this run. Having filled up with another gallon of petrol, the car ran from there to the fifty-second milestone, just outside Oxford, turned, and reached a point half a mile past the thirty-fifth milestone from London, giving a distance of 24½-miles to the second gallon. The third run was from the thirty-fourth milestone to the thirtieth milestone and back to the seventh telegraph post short of the fifty-first milestone, the distance on this occasion being 24¾-miles. The fourth trial started from the forty-fifth milestone to the eighteenth out of London, the result being 27-miles dead on the gallon. The average of these four runs was 25½-miles to the gallon.

* * *

A few days later some further trials were carried out, the car being loaded on this occasion according to the conditions of the Tourist Trophy Race, that is, with two people on board and 300-lb. of ballast in the tonneau. Curiously enough, a better average was made than in the former trials. The first run was from the nineteenth milestone to three-quarters of a mile past the forty-third, a distance of 24¾-miles. On the second gallon the car covered 26-miles, from the forty-fourth stone from London to the fifty-second and back to the thirty-fourth. The third gave 25-miles, and the fourth 27-miles. The average of these four tests was therefore 25 11-16-miles to the gallon. These experiments are instructive, as showing that the allowance of petrol provided by the rules, which has in some quarters been subjected to rather adverse criticism as being too low, is amply sufficient for a well-built touring car of reasonable horse-power.

* * *

The Lanchester Engine Company have opened extensive showrooms and repair shops in London at 311, Oxford Street. Mr. Frank Lanchester himself will be in charge of the company's London depôt.

Messrs. Darracq and Co., following the lead of the majority of the great Continental firms, have just placed on the market a touring car of very high power. The engine is rated nominally at 70-h.p., the dimensions of the cylinder being 160-m.m. bore by 140-m.m. stroke. The machine, which we are informed can be regulated to run as quietly and as slowly on the top speed in traffic as the well-known 15-h.p. Darracq, is priced complete at £1,450.

* * *

In reference to the paper on "The Future of the Electric Automobile," recently read by Mr. Chambers before the Automobile Club, in which the lecturer maintained that electricity was the most suitable motive power for town carriages, Professor Hubert von Herkomer has written to the journal of the Club as follows: "As all experiences in motoring should be of use, I would like to say that I have done with my English 28—36-h.p. Daimler everything that could be desired in town, such as shopping, calling, theatre, and night work, with the greatest satisfaction. I have my adaptable side windows of celluloid, which have proved an immense success, enabling me to be completely sheltered from wind and rain, or to have the sides open, according to weather—each change easily effected by the occupant whilst the car is running. . . . I am firmly convinced that the petrol car *can* compete with the electric car in town, and do country work in addition."

*Topical.*

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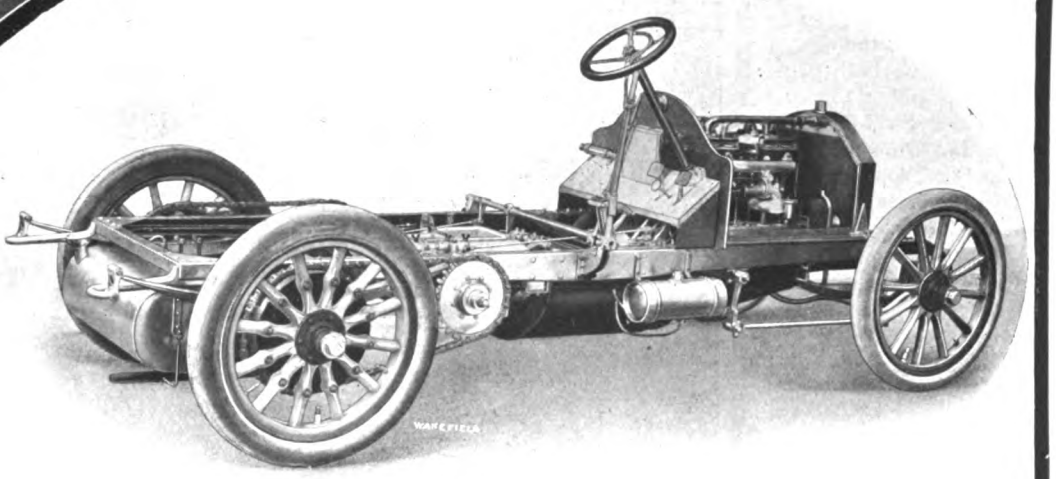

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# *Fashions of To-day & To-morrow.*

TIME passes all too quickly, and before most of us are awake to the fact, Easter will be upon us, and find some of us, doubtless, still unprepared for the sunshine. How his bright, piercing gaze shows up our little weaknesses, not alone in our clothing, but, alas, the weak spots in our personal appearance. The dark, dingy days have hidden some of our blemishes, and with the kindly help of a becoming veil and a little powder, we have thought we really looked remarkably well. But, there, all that is at an end, unless we have taken the precaution of following out Dr. Dys's famous remedies, and have used his delightful Sachets de Beauté accompanied by the Sève Dermale. Then we need not fear the brightest sun, and can discard veils and powder, and "Look the whole world in the face, and fear not any man." Those who have neglected this, don't lose any time, but apply to Darsy, 54, Faubourg St. Honoré, Paris, and your money will be well spent, indeed.

Dressmakers are unusually busy this spring, I have been told, for the different style of corset now so much in vogue has rendered all their last season's toilettes, which might still have done service, almost valueless. The waist is so much longer and the floppy style of bodice quite out of date. The skirt also must be very differently cut to give the necessary flare at the hem. Muslins, both spotted and checked, simply but gracefully shaped, will be general favourites for the river season. These will be made in quaint old-fashioned form, taken from historical pictures. Black ribbon velvet will be much used to finish these off in the way of waist-belts and at the neck and wrists, and as trimmings to the soft picture hats, which will be worn with these gowns. Linens will also be worn, but do not lend themselves so well to the full skirts as the former.

*A TASTEFUL COSTUME IN DUCK EGG GREEN CLOTH.*
(Peter Robinson, Regent Street, W.)

I predict a very good time for the laundries this year, especially for those away from towns. I was astonished to see how general it is becoming for families to send their linen baskets by train sixty and even eighty miles, to be returned at the end of the week purified by sweet country air. How much more healthy such a practice must be than having your linen smoke cured, instead of dried by the sun and wind.

I saw some delightful designs in washing materials at Peter Robinson's last week, whose variety is really amazing in all goods. There were also some charming light-weight cloth costumes, that are just the very thing for present wear. One was a very smartly cut coat and skirt in fine faced cloth in pale blue-grey. The skirt had a ruching of the same coloured velvet round the full hem. The coat, which was short, had handsome revers and collar of guipure studded with velvet buttons to match the gown. A swathed belt of mousseline taffetas outlined the waist. The sleeves were vertically pleated from the shoulder to the elbow, and fell from there full to the wrist, which was finished by a ruching of velvet to correspond with the skirt. A small toque in grey satin straw, with aigrette of white osprey and velvet to match the costume, was worn with this. Another very elegant model was the one illustrated here, in superfine faced cloth of duck egg green. The skirt was trimmed at the foot with very handsome embroidery, with touches of gold here and there. The coat bodice had a corresponding band of this all round. Cavalier cuffs turned back with band of embroidery and Valenciennes lace to the wrists. The vest was of white cloth, with true lover's knots in gold and silk flowers interspersed in delicate tints. Several rows of narrow Valenciennes lace finished this coat. A large black straw hat completed this costume, and made a pleasing contrast.

The millinery at this house is particularly pretty and becoming, and many novelties are to be seen there, both in the shapes and variety of trimming. For silks, this firm is second to none; you can get them in all qualities, and all are equally reliable.

The demand for the corset belt, or rather let me call it "health support," for men, is rapidly on the increase, so I am told by good authority, and this will quite do away with the injurious braces. Men want support just as much as women, only they don't care to acknowledge that they wear "corsets," so they are now to be called "health supports." For evening dress they are invaluable, and give an elegant and slim appearance to even those who have any protuberance below the waistcoat. Man, of course, is not vain, or given to study his personal appearance, as the so-called "weaker vessel," woman, is supposed to do. Still, I have known just a few who are very particular over every item of their apparel, and who devote more time to it than a great many women. But, naturally, these must be the exceptions!

Do women dress for men's appreciation, or for that of their own sex? is the question so often asked, and so unsatisfactorily answered. I maintain a woman dresses well, from the foundation, throughout, for her own personal feelings. I don't deny that, where her affections are placed, she takes especial pride and pains to look her best; but it is her duty, as much to her husband as to herself, to make the very best of the charms given to her, and every woman has *some* personal charm, which careful study will bring out.

R. D.

*(From a photograph specially taken for this paper by Miss Mabel Lomnitz, 26, Victoria Street, S.W.)*



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# THE KING'S MENU.

WITH the exception of the ducklings, all the dishes in to-day's menu could be eaten by anyone who for health's or conscience sake desires Lenten fare.

### ŒUFS A L'ITALIENNE.

The eggs for this plat can be poached in the usual way, or else as balls, or the yolks only poached, this latter, in France especially, being a favourite way of preparing them. The eggs are broken as usual, then the yolks and whites separated, and the former slipped very gently, one at a time, into plenty of boiling acidulated water, in which they are poached for about two minutes, this being long enough to set them nicely. For the balls, either boiling acidulated water or deep smoking fat can be used, the method being the same with either. Have ready a deep pan three parts full of the fat or boiling water, and stir it with a long wooden skewer round and round till it resembles a miniature whirlpool, when an egg is broken into the very centre of this, and the whirling kept steadily going round and round till the egg is cooked, when it will be a round ball. Have ready the required number of squares of hot buttered toast, piled up with hot mushroom purée, put an egg (ball or poached to taste) on each, dust this with coarse freshly-ground black pepper, pour a brown Italienne sauce round, and serve very hot. For the sauce the following proportions must be adhered to, though a larger or smaller quantity can be prepared as required. Begin by boiling a gill (four tablespoonfuls) of light white wine till it is reduced to half (*i.e.*, two tablespoonfuls), then stir in a teaspoonful of Lemco, two gills of rich Espagnole, which has been well reduced by rapid boiling, and finally a heaped tablespoonful of d'Uxelles mixture, and use at once. For this, which is one of the nicest garnishes and additions to sauces possible, especially for dressed eggs, fish au gratin, etc., mince very finely equal quantities of mushrooms—the stalks and peel answer very well for this purpose—and well washed and dried parsley, and half as much finely-minced shallot or chive as you have mushrooms. For instance, say you have a dessertspoonful each of minced mushrooms and parsley, take a large teaspoonful of minced chive or shallot for these quantities. The shallot or chive is then cooked in a little butter, with a dust of salt and pepper, on the stove for five minutes, stirring well all the time to prevent it sticking to the pan or burning; the parsley and mushrooms are then added and cooked with the shallot for another five minutes, when it is ready for use. Instead of a purée of mushrooms, a nicely-seasoned broiled mushroom can be placed under the eggs on the toast, while tomato or a plain Espagnole sauce can be used instead of the Italienne one, for a change.

### TIMBALE DE SAUMON EN ASPIC.

For this, cut some cold cooked salmon into small cubes, sprinkle it with a little lemon juice and good fresh olive oil, and set aside to marinade for half-an-hour. Meantime, have ready a plain mould lined with aspic jelly, and half a pint of green mayonnaise, and the same quantity of just liquid aspic jelly. Mix these two latter together, and with some of it coat thinly the aspic-lined mould. When this inner lining is set, put in a layer of the salmon, cover this with a thin layer of the mixed aspic and mayonnaise, and repeat these till the mould is full, finishing with a layer of the stiffened mayonnaise. When set (and it is an improvement to stand the mould on ice or in the charged ice cave for an hour or so just before serving), turn out, arrange any nice salad to taste round, and arrange a garnish of halved hard-boiled eggs (preferably plovers or bantams) and prawns, as in the illustration. A salade cuite of little pea shapes of young potatoes, carrots, and turnips (boiled, of course), green peas, and tiny sprays of cooked cauliflower, all tossed together in an oil and vinegar dressing, is very good, and the garnish can then consist of turned olives stuffed with anchovy or crayfish butter. Again, some cooks omit the garnish of prawns, and instead decorate the mould itself with a star of crayfish tails arranged round a slice of truffle or hard-boiled egg white, at the bottom of the mould (which will be the top when turned out, of course), and a chain of crayfish tails or bodies and slices of truffle running round the sides of the mould, these being set, of course, with a few drops of aspic to the aspic lining when this is firm. Any nice fish can take the place of the salmon in this recipe, and the aspic stiffened mayonnaise can also be varied to taste.

**AN APRIL LUNCHEON.**

ŒUFS A L'ITALIENNE.

TIMBALE DE SAUMON EN ASPIC.

CANETONS AUX PETITS POIS.

POMMES NOUVELLES A LA MAITRE D'HOTEL.

MACARONI A L'ITALIENNE.

OMELET AU KIRSCH.

GELEE D'ORANGE.

### CANETONS AUX PETITS POIS.

Roast the ducklings, unstuffed, and serve accompanied simply by plain brown gravy and young peas, which after boiling in slightly sweetened salted water with mint, are drained, and a little fresh butter stirred into them, with a dust of freshly-ground black pepper. The young potatoes, after being boiled or steamed till tender, but not broken, are tossed for a minute or two over the fire with a little butter, finely-minced parsley, and a squeeze of lemon juice, and then, just as they are to be served, sprinkle with a dusting of salt.

TIMBALE DE SAUMON EN ASPIC.

*(Specially prepared and photographed for this paper.)*

### MACARONI A L'ITALIENNE.

The fresher macaroni is the better, and, for this reason, it is hardly ever good in England except in those houses where the mistresses see for themselves that it is bought, a small quantity at a time, just as it is required, from one of the Italian paste shops in London, chiefly in the Soho quarter, which make a specialité of it, and addresses of which I can give those readers of THE KING who write for them. When you have it, on no account wash it nor put it on in cold water—both crimes of which many English cooks are guilty. Instead, have ready plenty of fast boiling water, slightly salted, throw the macaroni into this, and boil for from fifteen to twenty minutes, till, on being tested with a fork, it is found to be tender but still crisp (as macaroni cooked to a soft flabby pap, as it usually is here, is quite spoiled). The boiling must then be stopped instantly by a dash of cold water, the pan lifted off the fire, the macaroni thoroughly drained, and then returned to the hot dry pan. Now, for about three ounces of it, stir in by degrees about two ounces of grated Parmesan cheese, shaking this well amongst the macaroni as you add it by degrees, then add an ounce of butter, about a gill and a-half of good tomato purée, and a seasoning of salt and freshly-ground black pepper. If the tomato purée is omitted, and the cheese and butter only added to the macaroni, then it is served as macaroni à la Napolitaine, while, if to a velouté sauce (made with white chicken stock thickened with white roux) or a béchamel one, are added a couple of ounces (to the four or five gills of sauce) of grated cheese, and the cooked macaroni then mixed with this, you have macaroni à la Milanaise. Fresh macaroni, cooked as directed, only needs trying to become as popular in English households as in Continental ones, where much more care and intelligence are, however, brought to bear on household matters than is unfortunately (for our health and tempers) usual here.

### OMELET AU KIRSCH.

For this, add a spoonful of Kirsch to the eggs as you mix them with the sugar, a teaspoonful of liqueur to every two eggs being a very usual allowance, then after making the omelet as usual, put some sieved cherry jam over the omelet just as you slide it out of the pan (as if an omelet is firm enough to turn out, as so many cookery books say, it is practically spoilt for a connoisseur, as above all it should be soft, not of a pancake-like firmness), pour round it two or three spoonfuls of Kirsch, and then set fire to this by putting a match to a teaspoonful of the hot Kirsch, and adding this blazing to the spirit round the omelet, so that it reaches the table blazing.

---

### *ANSWERS TO CORRESPONDENTS.*

SAUMON A LA COLBERT (Zack).—Make what is known as a Court-bouillon by mixing a pint of good fish or vegetable stock with a gill of light white wine (or claret can be used instead, when it becomes a Court-bouillon au bleu), bring this to the boil in a roomy stewpan, and then slip into this as many nicely-trimmed fillets of salmon as the pan will hold without their overlapping. Bring the bouillon to the boil again, then draw the pan to the side of the stove and let it simmer gently, but steadily, for about ten minutes, the exact time depending on the thickness of the fillets. These are then lifted out and kept hot on a dish. Meantime thicken half a pint of the bouillon they were cooked in with an ounce or so of roux, tammy this sauce, then add a little finely-minced parsley, with a liaison of the yolk of an egg beaten up with an ounce of butter, and add finally a spoonful of the "Escoffier" brand anchovy or tarragon vinegar. The sauce must then be used immediately after these are added, pouring it round the fillets, and serving with seasoned watercress.

SALSIFIS A LA POULETTE (Yvette).—For this boil the salsify as usual in salted acidulated water, cutting it into even lengths, and serve it masked with poulette sauce. For this thicken a pint of chicken stock, well flavoured with mushrooms, with three ounces of white roux and cook for twenty minutes, season to taste with salt and white pepper, then put the saucepan into an outer one of boiling water, and add to it, when thus en bain marie, the strained yolks of two eggs which have been beaten up with an ounce of fresh butter. Some cooks finish this sauce with two tablespoonfuls of chopped button mushrooms which have been cooked separately in milk. When not wanted for masking two ounces of roux is sufficient for this sauce, and it is not so much reduced by cooking as in to-day's recipe.

SYBARITE.



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# Here, There, and Everywhere.

THE splendid programme of excursions arranged by the London and South Western Railway Company for the Easter holidays is well worth the consideration of any in doubt as to the best place to spend an enjoyable time. No difficulty will be experienced in making a selection from the numerous delightful resorts reached by this company on the Sunny South and South-west Coasts, the most lovely of which will be found between Southsea and Plymouth, and include the Isle of Wight, Bournemouth, Swanage, Weymouth, Lyme Regis, Seaton, Sidmouth, Budleigh Salterton, Exmouth, etc. To those who delight in the pleasures of a more rigorous climate, the well-known resorts of North Devon and Cornwall—Ilfracombe, Lynton and Lynmouth, Westward Ho, Clovelly, Bude, Camelford, Padstow, Newquay, etc., offer exceptional attractions, directly facing the Atlantic breezes, which impart a tone to the air unsurpassed for its health-giving and bracing qualities. Others who may prefer the quiet inland resorts will have an opportunity of visiting the most celebrated to be found in England, including Tavistock and Okehampton for the magnificent moorland scenes of Dartmoor), Salisbury, Wells, Bath, Gloucester, Cheltenham, Brockenhurst and Lyndhurst Road (for the sylvan scenery of the New Forest), Midhurst, etc. Many will be spending Easter on the continent, and for them the company has made ample arrangements. Fourteen-day excursion tickets will be issued from Waterloo to the French Coast for Paris, Normandy, Brittany, etc. The sea passage is only five hours in the most luxuriously fitted vessels in the Channel Service. Similar tickets will also be issued to the Channel Islands. Full particulars of the special arrangements for the Easter Holidays are given in the programme, to be obtained at any of the company's London offices and stations, or from Mr. Henry Holmes, superintendent of the line, Waterloo Station, S.E.

THE Midland Railway Easter Holiday arrangements include cheap excursions on Tuesday, April 18, to Londonderry. Wednesday, April 19, to Dublin, Cork, Killarney, Belfast, Londonderry, and Portrush. Thursday, April 20, to Londonderry, *viâ* Liverpool, by direct steamer, to Nottingham, Birmingham, Derby, Manchester, Blackburn, Oldham, Liverpool, Sheffield, Leeds, Scarborough, Barrow, and the Furness and Lake District, &c., returning the following Monday, Tuesday, or Friday; to Alnwick, Berwick, Newcastle, Carlisle, Edinburgh, Glasgow, Greenock, Perth, Stirling, Aberdeen, Inverness, Nairn, Forres, Ballater, etc., returning Monday, April 24. Tickets will also be issued by the Scotch excursion at slightly more than the single ordinary third class fare for the double journey, available for returning on any day within eighteen days from and including date of issue. Cheap week-end tickets will be issued on Thursday, April 20, as well as on Friday and Saturday, April 21 and 22, from London (St. Pancras) to the principal seaside and inland holiday resorts, including the Peak district of Derbyshire, Morecambe, the Lake District, Yorkshire, the North-east Coast, Scotland, and other parts, available for return on any day up to and including Tuesday, April 25, except day of issue. Cheap week-end and day excursion tickets will also be issued to Southend-on-Sea during the Easter Holidays. Early issue of tickets.—To prevent inconvenience and crowding the booking offices at St. Pancras and Moorgate Street Stations will be open for the issue of tickets all day on Wednesday, Thursday, and Saturday, April 19, 20, and 22, and tickets to all principal stations on the Midland Railway will also be issued beforehand at any of their City booking offices.

THE Great Northern Railway Company announce that, for the Easter holidays, cheap excursions will be run from London as follows: Thursday, April 20, for five or eighteen days, to Darlington, Newcastle, Berwick, Edinburgh, Glasgow, Helensburgh, Dumbarton, Stirling, Perth, Dundee, Aberdeen, Inverness, and other stations in Scotland. Thursday, April 20, for five, six, or nine days, to Cambridge, Huntingdon, Lynn, Norwich, Cromer, Yarmouth, Grimsby, Lincoln, Nottingham, Leicester, Derby, Sheffield, Huddersfield, Manchester, Liverpool, Doncaster, York, Hull, Harrogate, Scarboro', Whitby, Stockton, Hartlepool, Middlesbro', Durham, Newcastle-on-Tyne, Shields, Sunderland, Leeds, Bradford, Halifax, Blackburn, Bolton, Burnley, Bury, Rochdale, and other principal stations in the Norfolk, Lincolnshire, Nottinghamshire, Derbyshire, Staffordshire, Lancashire, Yorkshire, and North Eastern Districts. Monday, April 24, for half, one, two, or five days, to Grantham and Nottingham; also for one, two, three, four, five, six, eight, or fifteen days, to Skegness, Sutton-on-Sea, and Mablethorpe, and for one day to St. Albans, Hertford, Harpenden, Luton, Dunstable, Cambridge, Huntingdon, and Peterboro'. The cheap week-end tickets usually issued each Friday and Saturday will be issued on Thursday, Good Friday (if train service admits), and Saturday, April 20, 21, and 22, available for return on any day up to and including Tuesday, April 25 (except date of issue). To prevent inconvenience from crowding at the company's principal terminal station, King's Cross, tickets, dated in advance will be issued at King's Cross (G.N.R.), Victoria (S.E. and C.), Ludgate Hill, Aldersgate, Farringdon, and suburban stations, and at the various ticket offices.

THE various variety entertainments in London are drawing crowded houses. At the Coliseum the programme is, perhaps, the best since the opening of that splendid house. Mme. Alice Esty, Miss Winifred Hare, and Miss Madge Lessing winning the heartiest applause in their respective scenas. The Port Arthur spectacle, too, is a remarkable example of modern stage effect. The Hippodrome performance is as bright and entertaining as ever, the inimitable Cinquevalli being one of the most important turns, and "America's Lads in Blue" exhibiting their amazing methods of up-to-date army tactics. The two-house a night show at the Lyceum is also being well patronised, and the operatic scenas, in which Mdlle. van Parys sings so charmingly, have become quite an established success. Miss Minnie Hunt and Rhys Thomas are excellent in their musical duologue "Her Birthday." All the variety theatres are preparing great attractions for the Easter holidays.

SPECIAL excursion tickets will be issued by the South Eastern and Chatham Railway during the Easter holidays to Paris, *viâ* Folkestone and Boulogne, by the service leaving Charing Cross at 2.20 p.m. on April 19, 20, 21, and 22. They will also be issued by the night mail service each evening from April 19 to 22, inclusive, *viâ* Dover and Calais, returning from Paris any day within fourteen days. Cheap return tickets to Boulogne and Calais, available for eight days, will be issued at Charing Cross from April 19 to 24, inclusive. The Casino at Boulogne will be open from April 21 to 25, inclusive. On Good Friday, Easter Sunday, and Easter Monday, special day excursions will be run. Cheap tickets to Brussels by the Calais, Boulogne, and Ostend routes will be issued from April 19 to 24, inclusive, available for eight days. Special cheap eight-day return tickets to Amsterdam, The Hague, and other Dutch towns, *viâ* Queenboro' and Flushing, will be issued from April 19 to 24, inclusive. Cheap eight-day return tickets to Ostend will be issued from April 19 to 24, inclusive. During the holidays the Continental services will run as usual. The home arrangements are as follows: Cheap return tickets to Tunbridge Wells, St. Leonards, Hastings, Bexhill, Canterbury, Whitstable, Herne Bay, Birchington, Westgate, Margate, Broadstairs, Ramsgate, Sandwich, Deal, Walmer, Dover, Folkestone, Shorncliffe, Hythe, Sandgate, and New Romney (Littlestone-on-Sea), will be issued from London by certain trains on Thursday, Friday, and Saturday, April 20, 21, and 22, available to return on Tuesday, April 25, by any train (mail and boat expresses excepted). Cheap day excursions on Good Friday and Easter Monday will be run from the principal London stations to various South Coast resorts. Full particulars of the excursions, extension of time for certain return tickets, alterations in train services, etc., are given in the special holiday programme and bills.

THE Great Central Railway Company are offering ample and admirable facilities to those desirous of spending Easter at places reached by their comfortable and picturesque route. Excursions are announced from London (Marylebone), Woolwich, Greenwich, and Metropolitan stations, to all the principal towns and holiday resorts in the Midlands, North of England, North-East and North-West Coast watering-places, Douglas (Isle of Man), Scotland, and Ireland. The information has ben concisely tabulated in the form of an A.B.C. programme, giving the times of starting, fares, dates and times of return, etc., for any station (alphabetically arranged), which can be easily seen at a glance. Copies of this lucid guide can be obtained free at Marylebone Station or any of the company's town offices or agencies. We also notice that the Great Central Company have issued an Easter souvenir card of an attractive nature, depicting the harbingers of spring in the form of primroses and violets, and skilfully drawing attention to their Easter facilities, which is a distinct departure in railway advertising.

THE Caledonian and London and North Western Railways have a reputation for accuracy and attention to detail which is unsurpassed, and the care which has been expended upon the preparation of their new guide-books will do much to enhance that reputation. "Through England and Scotland" and "Through Scotland," both written by Mr. George Eyre-Todd are books which are not merely guides to interesting sites, they are well-written histories, full of information which the traveller may not note as he journeys, but which may be reperused and marked in the privacy of the study, when the actual journeying is at an end, and it only rests to go over the same ground again and again in imagination. In this the guide-books will greatly assist, and even for those who have never been privileged to visit one half the places described, the literary charm and telling descriptive power of Mr. Eyre-Todd will make these books well-thumbed denizens of the library bookshelves.

AT Easter it is now quite the fashion to flit across the Channel to Dieppe, Rouen, or Paris, where, on foreign soil, amidst unfamiliar scenery and surroundings, it is not difficult to dismiss from the mind all business worries, and to enable the journey to be performed economically the Brighton Railway Company have arranged to run a special fourteen day excursion *viâ* the Newhaven-Dieppe Royal Mail Route, through the charming scenery of Normandy and the Valley of the Seine. The tickets will be issued on Thursday, April 20, by the morning express service and by a special afternoon service, also by the express night service on Wednesday, Thursday, Friday, and Saturday evenings, April 19 to 22. Special cheap return tickets to Dieppe will be issued on Thursday, Friday, Saturday, Sunday, and Monday, April 20 to 24, available for return on any day up to and including the following Tuesday. At Dieppe the Casino will be open for the holidays.




## Amusements.

**HIS MAJESTY'S.** MR. TREE.
SHAKESPEARE FESTIVAL.
The following Plays will be given during Shakespeare's Birth Week, April 24th to April 29th, inclusive. Monday, RICHARD II. Tuesday, THE MERRY WIVES OF WINDSOR. Wednesday Matinee, RICHARD II. Wednesday Evening, TWELFTH NIGHT. Thursday, HAMLET. Friday, MUCH ADO ABOUT NOTHING. Saturday Evening, JULIUS CÆSAR.
Box Office (Mr. Watts) open 10 to 10. HIS MAJESTY'S.

**APOLLO THEATRE.**
HENRY LOWENFELD, Sole Proprietor.
TOM B. DAVIS, Lessee and Manager.
Mr. GEORGE EDWARDES' SEASON.
Every Evening at 8.15.
The Comic Opera, in Three Acts,
"VERONIQUE."
Matinee Saturday next at 2.

**PRINCE OF WALES' THEATRE.**
Lessee and Manager: MR. FRANK CURZON.
Mr. George Edwardes' Season.
Every Evening at 8.15.
A New Musical Play entitled
LADY MADCAP.
By Paul Rubens and N. Newnham-Davis.
Matinee every Wednesday at 2.15.

**HAYMARKET THEATRE.**
Sole Lessee: MR. FREDERICK HARRISON.
Managers: MR. FREDERICK HARRISON and MR. CYRIL MAUDE.
To-night and Every Evening at 9.20.
EVERYBODY'S SECRET.
Preceded at 8.25 (for a limited number of performances) by
A CASE OF ARSON.
Matinee every Wednesday and Saturday, at 2.25.

**ADELPHI.**
Lessee and Manager: OTHO STUART.
Every Evening at 8.
Saturday Matinee, at 2.
HAMLET.
H. B. Irving, Oscar Asche, Lily Brayton, etc,
Every Wednesday, and Easter Monday, at 2.
THE TAMING OF THE SHREW.
Telephone 2645 Gerrard.

**GARRICK THEATRE.**
Mr. Arthur Bourchier and Miss Violet Vanbrugh,
To-night, at 8.30, in
THE WALLS OF JERICHO,
By Alfred Sutro.
Matinee every Wednesday and Saturday at 2.30.

**SHAFTESBURY THEATRE.**
Tita Brand's Season.
Every Evening except Good Friday.
EVERYMAN.
Matinees April 17th, 19th, and 22nd, at 3.
Box Office now open, 10 to 10.

**WYNDHAM'S THEATRE.**
Proprietor: SIR CHARLES WYNDHAM.
Lessee and Manager: MR. FRANK CURZON.
To-night and Every Evening at 8.45.
MR. HOPKINSON.
An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
Matinee every Saturday at 3.

**VAUDEVILLE THEATRE.**
Managers: A. and S. GATTI and CHARLES FROHMAN.
Every Evening, at 8.15,
THE CATCH OF THE SEASON,
By Seymour Hicks and Cosmo Hamilton.
Mr. Seymour Hicks and the Vaudeville Theatre Company.
Matinees every Wednesday and Saturday at 2.15

**SAVOY.** DU BARRI.
Sole Lessee: Mr. J. H. LEIGH.
Managers: Mr. GILBERT HARE and Mrs. BROWN-POTTER.
To-night at 8.15, and Every Evening,
Christopher St. John's Adaptation of
"DU BARRI,"
By Jean Richepin.
Matinee every Thursday at 2.15.
'Phone, 2602 Gerrard.

**THE LYCEUM.** Twice Nightly, at 6.30 and 9.
Matinees Wednesdays and Saturdays at 2.30.
HIGH-CLASS VARIETIES.
Popular prices 6d. to 1½ guineas. Children half price.
Manager Director, THOMAS BARRASFORD.

**EMPIRE THEATRE.**
New Fairy Divertissement
"THE DANCING DOLL."
Magnificent Varieties.
Doors open 7.45. Manager: Mr. H. J. HITCHINS.


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# THE KING'S COLLECTORS' REGISTER.

I.—Advertisements in this Register must refer to some **specific** object or objects.

II.—The charge for advertising is at the rate of twopence per word, and no advertisement can be accepted of less than twelve words. The price of an article, or group of figures, count as one word.

III.—Should advertisers wish to illustrate their advertisements, blocks will be made free of charge, provided good photographs are supplied, but the space occupied by block must be paid for at the rate of 10s. per inch.

IV.—In all cases name and address must be counted and paid for.

V.—These advertisements must always be **prepaid**, and cannot, under any circumstances, be inserted unless accompanied by remittance for the amount.

VI.—In the event of advertisements being too late, or being crowded out of the ensuing issue, they will be inserted in the following issue.

VII.—**Advertisements must be written on one side of the paper only.**

VIII.—Advertisers can have replies to their advertisements sent c/o THE EDITOR, Antique Dept., THE KING, and in these cases, name and address (which must be paid for) should be written on the **back of the advertisement** sent for insertion.

IX.—If several objects of various kinds are included in one advertisement, it will be put under the heading of **Various.**

X.—Stamps will be accepted for sums up to 2s. 6d. Above that sum Postal Orders should be sent, made payable to George Newnes, Ltd., and crossed Capital and Counties Bank.

XI.—Remittances cannot be acknowledged unless a stamped addressed envelope is enclosed with the order.

XII.—In replying to "Wanted" advertisements, it is advisable to send the fullest particulars of the article mentioned, and, when possible, a rough sketch of same.

XIII.—The proprietors reserve to themselves at all times the right of refusing any advertisement, without giving the reason for so doing.

XIV.—All communications relating to the Collectors' Register must be addressed to THE EDITOR, Antique Dept., THE KING, 3, Southampton St., Strand, W.C.

**Before sending Money or any Article on approval, Advertisers are advised to satisfy themselves as to the *bona fides* of Correspondents, for which the Proprietors cannot be responsible.**

## WANTED.

### AUTOGRAPHS AND LETTERS.

Autograph letter of Admiral Byng.—821, THE KING'S EXCHANGE.

Autograph letter of Mrs. Thrale or Henry Thrale, dated from Southwark.—822, THE KING'S EXCHANGE.

### BOOKS.

Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

R. L. Stevenson's "An Inland Voyage," "Travels with a Donkey," "New Arabian Nights," "Virginibus Puerisque," and others same Author.—155, THE KING'S EXCHANGE.

Quin's Jest Book.—156, THE KING'S EXCHANGE.

Naval or Nautical Jest Books.—157, THE KING'S EXCHANGE.

Boxiana, Vols. IV. and V.—158, THE KING'S EXCHANGE.

*Gentleman's Magazine* for 1865, Vol. II. £1 offered.—159, THE KING'S EXCHANGE.

Bell's British Theatre, small 8vo, 1791 Edition, Vol. III.—160, THE KING'S EXCHANGE.

Masonic Song or Music Books before 1783.—161, THE KING'S EXCHANGE.

A Collection of Public Thanksgiving Prayers from 1588.—162, THE KING'S EXCHANGE.

Army List, 1815 and 1816.—163, THE KING'S EXCHANGE.

## WANTED.

### CHINA, GLASS, EARTHENWARE.

Old Earthenware decorated with subjects relating to the Navy, Napoleonic Wars, or Freemasonry.—516, THE KING'S EXCHANGE.

Jackfield Pottery, decorated in gold or colours.—519, THE KING'S EXCHANGE.

### PRINTS, ETCHINGS, Etc.

Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co., London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

Southwark views before 1750.—240, THE KING'S EXCHANGE.

Picture of Showell's Meeting House, Southwark.—241, THE KING'S EXCHANGE.

Contemporary engraved portrait of Henry Thrale.—242, THE KING'S EXCHANGE.

Caricatures or rare prints relating to Selina, Countess of Huntingdon.—243, THE KING'S EXCHANGE.

Portrait of Shakespeare by Droeshout.—244, THE KING'S EXCHANGE.

Small musical portrait of glee composers for extra illustration.—245, THE KING'S EXCHANGE.

### TAPESTRY, FURNITURE, Etc.

A good Specimen of Rock Tapestry. Period about 1640.—410, THE KING'S EXCHANGE.

## WANTED.

### MISCELLANEOUS.

Pictures on glass dealing with Naval subjects.—744, THE KING'S EXCHANGE.

Any Valentines before 1815.—745, THE KING'S EXCHANGE.

Specimen of French Masonic Certificates during the First Empire.—746, THE KING'S EXCHANGE.

## FOR SALE.

### PRINTS, ETCHINGS, Etc.

Scarce Arundels, Angelico's Annunciation, Limia St. Catherine, Adoration Trinity, Giorgione, Primavera, Venus rising, etc.—219A, THE KING'S EXCHANGE.

Grand Oil Painting, Venus and Cupid, 69×54. Landscape, Wilson, R.A. Drawings by Alken, Herring, set by Solomon.—220A, THE KING'S EXCHANGE.

### BOOKS.

A fine copy of Nalte's Bath, or would accept copy of Genest's British Stage, or good extra illustrated Life of Garrick.—129A, THE KING'S EXCHANGE.

New Six Shilling Novels. Price 1s. 6d. and 2s. each. List on application.—130A, THE KING'S EXCHANGE.

### MISCELLANEOUS.

A unique collection of objects relating to Coronations, English and Foreign, 1600-1902. Books, MSS., Views, Portraits, Tickets, Autographs, Medals—742A, THE KING'S EXCHANGE.



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# THE GOLFERS' GUIDE.

FELIXSTOWE GOLF LINKS.


## CANARY ISLANDS.

**TENERIFFE (PORT ORATAVA).**

THE ENGLISH

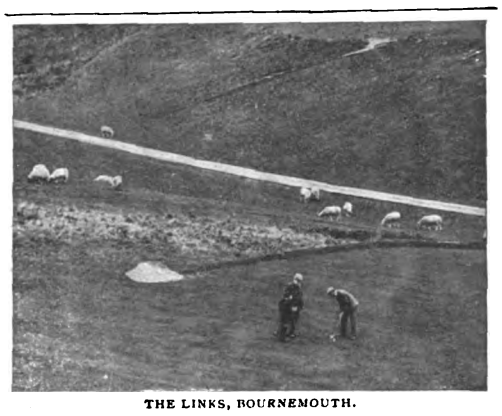
## Grand Hotel,

Over 200 Rooms. Climate and situation unrivalled. Beautiful gardens and grounds. Pure Water. Electric light. Lawn tennis. Near golf links.

*Apply to the Agents—*

**Messrs. SINCLAIR, HAMILTON & CO.,**

**17, St. Helen's Place, London, E.C.**



THE LINKS, BOURNEMOUTH.

**BOURNEMOUTH.**

## HOTEL MONT DORE.

WITHIN TWO MINUTES' WALK OF GOLF LINKS.

**TUNBRIDGE WELLS.**

## THE SPA HOTEL,

FOR COMFORT, CONVENIENCE, AND LUXURY.

Surrounded by its own Park of 65 acres and with splendid views over the Common. One hour from London.

**BATHS** of every description, including **TURKISH, SWIMMING, AND ELECTRIC LIGHT.** *MASSEURS and MASSEUSE.*

1 minute's walk from **Golf Links.**

**Handsome Public Rooms,** including **2 LOUNGES and BIJOU THEATRE.**

Garage. Lift. Tennis Courts, Croquet Lawns and Bowling Greens. Warmed to a temperature of 60° in Winter. Postal Telegraph Office in Hotel. Telephone 56.

Terms from MANAGER.

**TENBY (South Wales).**

## THE COBOURG HOTEL.

FACING THE SEA. NORTH BAY.

LADIES' SPACIOUS COFFEE AND DRAWING ROOMS. PRIVATE SITTING ROOMS.

*Excellent Cuisine. Home Comforts. Moderate Charges.*

TERMS EN PENSION ON APPLICATION.

Ten minutes' walk from the Golf Links. Omnibus to all trains.

J. HUGHES, Proprietress; also at the Royal Hotel, Bath.

**WEYMOUTH. WEYMOUTH.**
Charmingly situated Seaside on the Dorsetshire Coast.

**WEYMOUTH. WEYMOUTH.**
Unequalled for its Marine and Land Excursions. Fishing and Golfing.

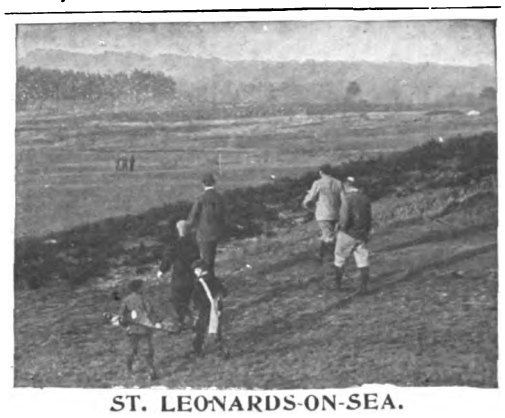
**WEYMOUTH. WEYMOUTH.**
*Beautifully Illustrated Guide sent free of charge by the Town Clerk, on receipt of cost of postage, 3d.*

THE LINKS, LLANGAMMARCH WELLS.

LLANGAMMARCH WELLS, Breconshire.

## LAKE HOTEL.

The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.



ST. LEONARDS-ON-SEA.

## THE SUSSEX HOTEL.

Alight at West Marina or West St. Leonards Stations. High-class Hotel for Families and Gentlemen. Due South, facing Sea. Most select and quiet part of Promenade. Comfortable Public Rooms, consisting of Coffee Room, Reading and Drawing Room, Smoking and Billiard Room. Perfect Sanitary arrangements. Hydraulic Passenger Lift. Electric Light throughout. Warmed in Winter. Table d'Hôte, Separate Tables, at 7. Nearest Hotel to New Golf Links. Motor Car Stabling. Petrol supplied.—Under the personal supervision of PROPRIETOR.

THE LINKS, BLUNDELLSANDS.

**GREAT YARMOUTH.**

## ROYAL HOTEL.

This Old Established Family Hotel has been greatly Enlarged and entirely Re-modelled.

THE DECORATIONS, ELECTRIC FITTINGS, AND COMPLETE RE-FURNISHING, by MAPLE & Co., of London.

A Spacious New PALM GARDEN for Outdoor Luncheons and Dinners.

Golf Links within easy distance. Fishing in the Broads. Tariff extremely moderate.

**BEXHILL-ON-SEA.**

## HOTEL RIPOSO.

MOTOR GARAGE. INSPECTION PIT.

Delightfully situated on Sea Front, two minutes from Golf Links.

Recognised as being one of the most perfectly appointed Private Hotels on the South Coast.

New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

*Week-End Tickets, including 1st Class Return Railway Fare, Hotel Accommodation, and Full Board,*

Saturday to Monday, 35/-; Friday to Monday, 42/-.

To be obtained from Thos. Cook, Ludgate Circus, or any of their offices.

Resident Proprietress, Mrs. GIBSON.

Telephone, 8 Bexhill. Telegrams: "Riposo, Bexhill."

## SEATON BEACH HOTEL,

**SEATON, DEVON.**

First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.

Misses E. A. and C. C. SMITH, Proprietors.

**BEXHILL.**

## THE SACKVILLE.

WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.

*Telegrams: "Sackville, Bexhill." Telephone: 10, Bexhill.*

THE GOLF LINKS, CHERTSEY.

**LEIGH-ON-SEA (Essex).**

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

**FARNHAM, SURREY,**

Within easy access of London.

## THE BUSH HOTEL.

Moderate Tariff. Special Week-End Terms for Golfers, inclusive of table d'hôte dinner. Saturday until Monday morning, £1 1s. The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable, being on sand.

**GENTS' GOLF GARTERS.** NON-ELASTIC; Nickel Lever Buckle, no teeth; Fine Tan Webb, ⅞ in. wide; instantly adjusted to any TENSION; ensures comfort and smartness in appearance, 1/- per pair post free.—**DAN MOODY & Co., Egyptian Works, TROWBRIDGE.**

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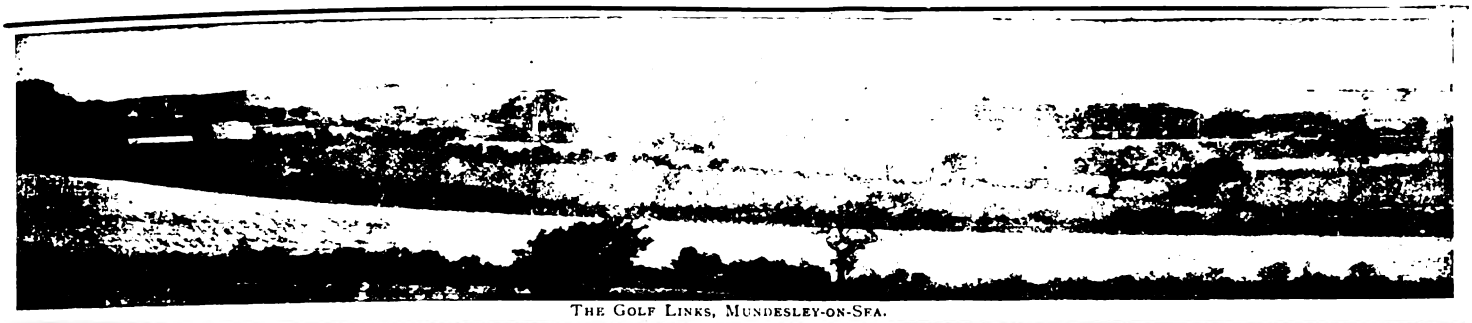
# THE GOLFERS' GUIDE.



THE GOLF LINKS, MUNDESLEY-ON-SEA.


## PNEUMATIC GOLF BALL

TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

**VULCAN WORKS, ST. THOMAS ST., S.E.**

SUNNINGDALE GOLF LINKS.

**ASCOT.**

## THE BERYSTEDE.

SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer).*

"'Is it a Private House or an Hotel?' is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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Haskell and other Cored Balls re-covered equal to new, and guaranteed at

Returned in 7 days. **PER 8/- DOZ.** Post Free.

**RE-COVERED** HASKELLS, ARLINGTONS, or WIZARDS

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We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

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Club Houses can be efficiently and economically lighted by

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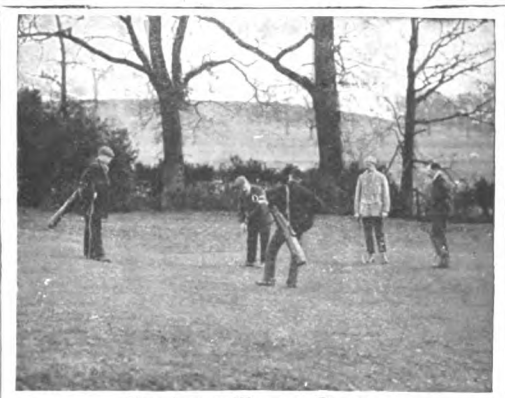
*Write* **H. BAKER, 49, Victoria Street, S.W.**



THE LINKS, WHITLEY COMMON.

**CHERTSEY.**

## CROWN HOTEL.

Under Patronage Chertsey Golf Club, and Headquarters Chertsey Trout Re-stocking Association. "Old Times" Coach stops. Ordinary daily. Telephone No. 0196 Chertsey.

H. R. COX, New Proprietor.

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## THE HOTEL BURLINGTON.

WINTER GARDEN, 300ft. long.
MAGNIFICENT GOLF LINKS.

Most Moderate Tariff, specially revised, on application to Manager, or to the BURLINGTON and BUCKINGHAM PALACE HOTELS, LONDON.

*Telephone 750.*

BOURNEMOUTH CENTRAL.—**Brinklea,** Residential Hotel.—Beautiful Grounds. Nearest to Golf Links. Most Central, top of Richmond Hill, on now favourite East Cliff. Swimming Bath, Covered Fives Court, Tennis, Croquet, Library, Billiards. Moderate Terms *en pension*. Separate Tables. Tariff on application.—Mrs. C. M. CARRELL. Telephone, 01052.

**DEAL, adjoining Sandwich.**

## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

| | First Class. |
|---|---|
| Friday to Monday ... ... | £2 12 6 |
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These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.

**CONWAY**

## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.
Tennis, Croquet, and Putting Lawns, Boating, Fishing.

*Illustrated Booklet and Tariff on application to—*
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Telephone, 25. Telegrams: "Oakwood Conway."

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**SHERINGHAM, NORFOLK.**

## THE SHERINGHAM HOTEL,

ADJOINING GOLF LINKS (18 HOLES).

LARGEST HOTEL IN SHERINGHAM. Open all the year round. Handsome Dining Hall, 67ft. long. Numerous spacious Suites of Rooms commanding beautiful Sea and Land Views. Billiard and Smoking Rooms. Excellent and Improved Sanitary arrangements. Extensive Private Grounds. Lawn tennis, croquet. First-class Stables. Accommodation for Motors and Cycles. Through Trains from King's Cross, Peterborough, Birmingham, Leicester, etc.

*Telegrams:* "Sheringham Hotel, Sheringham."
*National Telephone:* No. 3. F. EDENS, Manager.

**ALDEBURGH-ON-SEA.**

## WHITE LION.

THE OLDEST FAMILY HOTEL.

Facing the Sea, with a frontage of 200ft.

Two new wings added, furnished by MAPLE & Co.

Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.

MODERATE TARIFF.

*Special Terms for Golfers and Families during the Winter months.*

Perfect Sanitary arrangements.

Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

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THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**

Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit.

Apply MANAGER.

Telegraphic Address—"ATLANTIC, WESTON-SUPER-MARE."
National Telephone, No. 11.

**BARTON-ON-SEA, HANTS.**

## BARTON COURT HOTEL.

Nine-and-a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms.*

Telegrams—"BARTON HOTEL, NEW MILTON."

**FRINTON-ON-SEA.**

## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

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Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

ROBERT G. SETTERFIELD.

Rates for advertising in the above can be had on application to the ADVT. MANAGER, GEO. NEWNES, LTD., 5-12, Southampton St., Strand, W.C.




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**LOVELY COLOURS,**
**BRILLIANT GLOSS.**

A Necessity in Every Household during the Spring Cleaning season.

**SPECIAL ENAMEL FOR BATHS**
to stand Hot Water.

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The Coffee of the Epicure.

ASTOUNDING OFFER.
We will send post free, 3d.,
A PACKET
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Equipment Department :
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*Specialite :* CROOK'S PATENT SLEEPING VALISE.
A hold-all in transport and a tent in camp.

"Luxury's Necessity."

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***The Royal Toilet Soap.***

FRAGRANTLY PERFUMED.

DELICIOUSLY EMOLLIENT.

**4d.** per Tablet, **10½d.** per 3-Tab. Box.
*Of all Chemists and Stores.*

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PURIFIES THE BLOOD
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CURES INDIGESTION,
CONSTIPATION, LIVER ILLS, SKIN DISEASES.

"I must honestly say your Vogeler's Curative Compound has done me a lot of good. My face and neck are quite clear of the **Eczema**, and I feel so much better in every respect since taking the medicine. I used to have indigestion and wind very bad after eating, but I am now quite free from both these ailments."

(Signed) Miss S. MORRIS,
June 2nd, 1904. Ash Cottage, Court Road, Malvern.

**Price 1/1½ and 2/6; of all Chemists.**

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# LA PAIX PERPÉTUELLE.

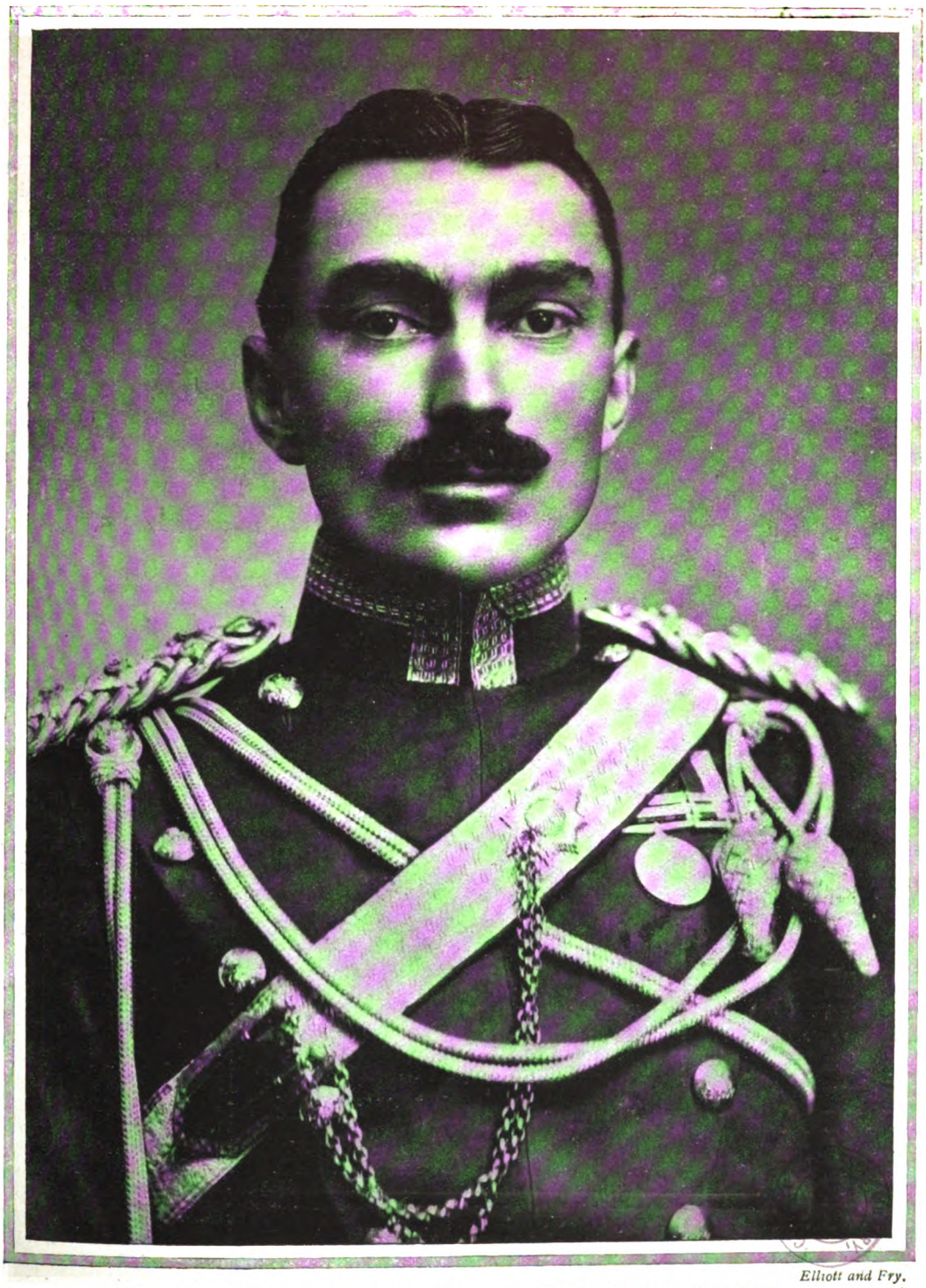
By DAVID HANNAY.


# THE KING

*AND HIS NAVY & ARMY.*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 429. SATURDAY, APRIL 22nd, 1905. PRICE 6d.

*Elliott and Fry.*

CAPTAIN MALCOLM KINCAID-SMITH

Prospective Liberal Candidate for the Stratford-on-Avon Division of Warwickshire.

(*See page 107.*)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

**Vol. XX. No. 429. Saturday, April 22, 1905.**

*Editorial Offices*—3, SOUTHAMPTON STREET, STRAND, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone*—*No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.



**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*


# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND ALGIERS.—The King and Queen have chosen the best possible time of the year to visit Algiers, for it is flower-time in the "great North African sun garden," as an enthusiastic visitor once described Algeria. From February to May the land is filled with genial warmth and sunshine and the odours of countless almond trees and wild flowers. In Algiers itself it is the season, and the streets and squares have been thronged for weeks past with people of every nation. The principal meeting place in the city is the Place Du Gouvernement, bordered on three sides by double rows of plane trees, and on the fourth by the Djemaâ-el Djedid, or New Mosque, erected in 1660 by a Genoese architect, who foolishly designed the building in the form of a Greek cross. This was only discovered when the building was complete, and the unfortunate architect was immediately condemned to death by the reigning Dey. In the Mosque is preserved a most magnificently illuminated copy of the Koran. The King and Queen have certainly seen Algiers at its best, and the enthusiastic welcome accorded them showed that the inhabitants and visitors appreciated the honour they had received.

THE KAISER IN SICILY.—This week the Kaiser passes from Greece to Sicily, from Corfu to Taormina, and the little town nestling at the foot of Etna has become a place of international importance. But Taormina is little likely to have its head turned by the honour, for this is by no means the first time it has welcomed a Royal and Imperial visitor, and it has a history beside which the great kingdoms of the world appear as growths of a day. Founded in the fourth century B.C., it was fought for and conquered alternately by Greeks, Romans, Carthagenians, and Syracusans, not to mention the more modern Normans and Neapolitans. And one of its wonders is the huge Greek amphitheatre, despoiled, according to official accounts, by the Saracens, but, according to local tradition, by a Duca di San Stefano, who stole its architectural beauties to adorn his palace. Even the hotels in Taormina have pasts, and one stands to-day for the reception of the blatant millionaire as it has stood these many hundred years for the reception of those, weary of the turmoil and strife of the world without, who came to seek shelter and peace in the enfolding arms of a monastery. To-day the moneyed traveller sleeps in the little cell that once sheltered a pious monk, and frivolous youths and maidens play tennis on the century old turf where of yore the saintly superiors took their decorous evening exercise. But nothing can quite modernise Taormina, not even touring Royalty.

*Advance Agency.*

A COSTLY VASE.

A small piece of Sevres ware, 16¾-in. in height, was sold at Christie's last week for £4,200. The companion to this valuable *objet de vertu* is in the Royal collection at Buckingham Palace.

*Reproduced by permission of Messrs. R. W. Partridge, St. James's Street, S.W.*

MR. CHOATE AND THE SECRETARY.—Now that Mr. Joseph Choate is leaving us the newspapers are reviving all the stories about him (and they are many) that can be remembered. But one, which shows the famous American Ambassador at his very best as a wit, has escaped attention up to the present. He had occasion once, some few years ago, to call upon the heads of one of the departments in Washington upon a matter of business. The Secretary was out, but a new private secretary, who literally "knew not Joseph," received the visitor in the haughty and bored manner common to great men's private secretaries the world over. "Can you tell me," asked Mr. Choate in his blandest manner, "when the Secretary will return?" "Really," was the reply, "really, I have no idea." Mr. Choate looked him up and down gently for half a minute, and remarked, "No, I didn't think so. You look it."



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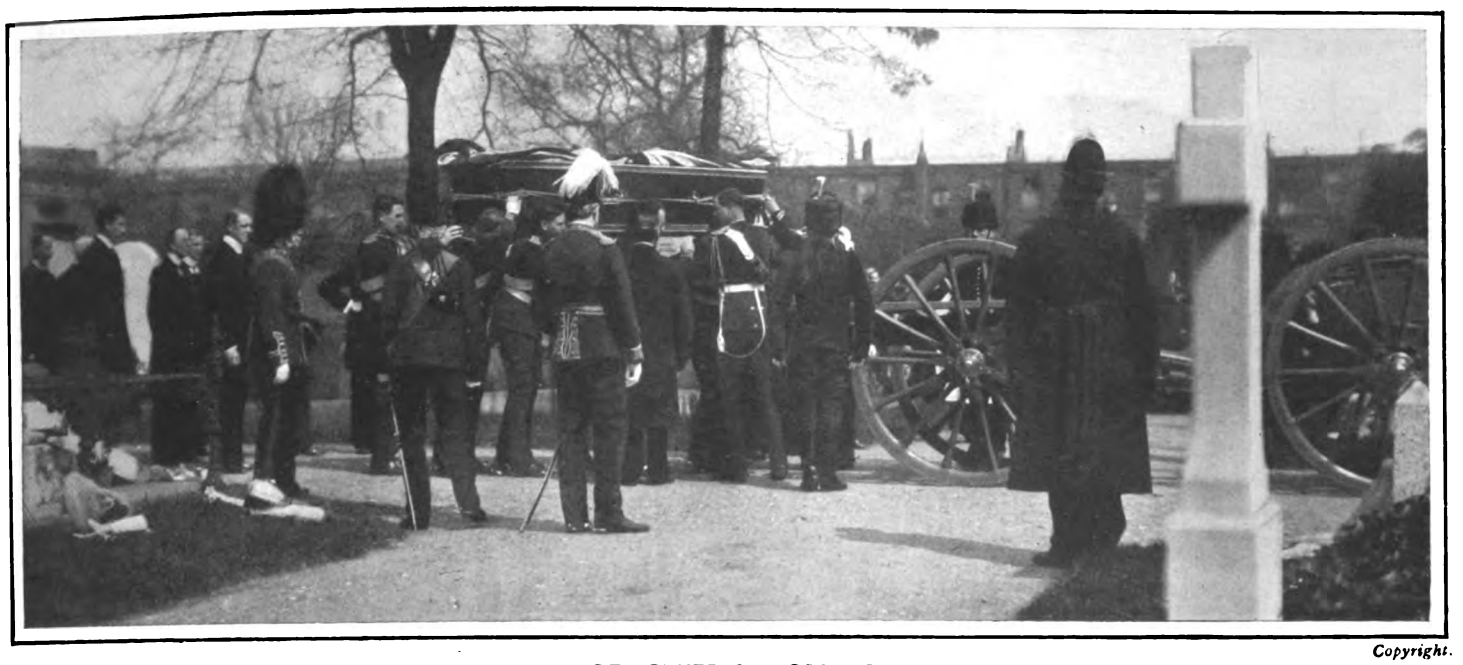

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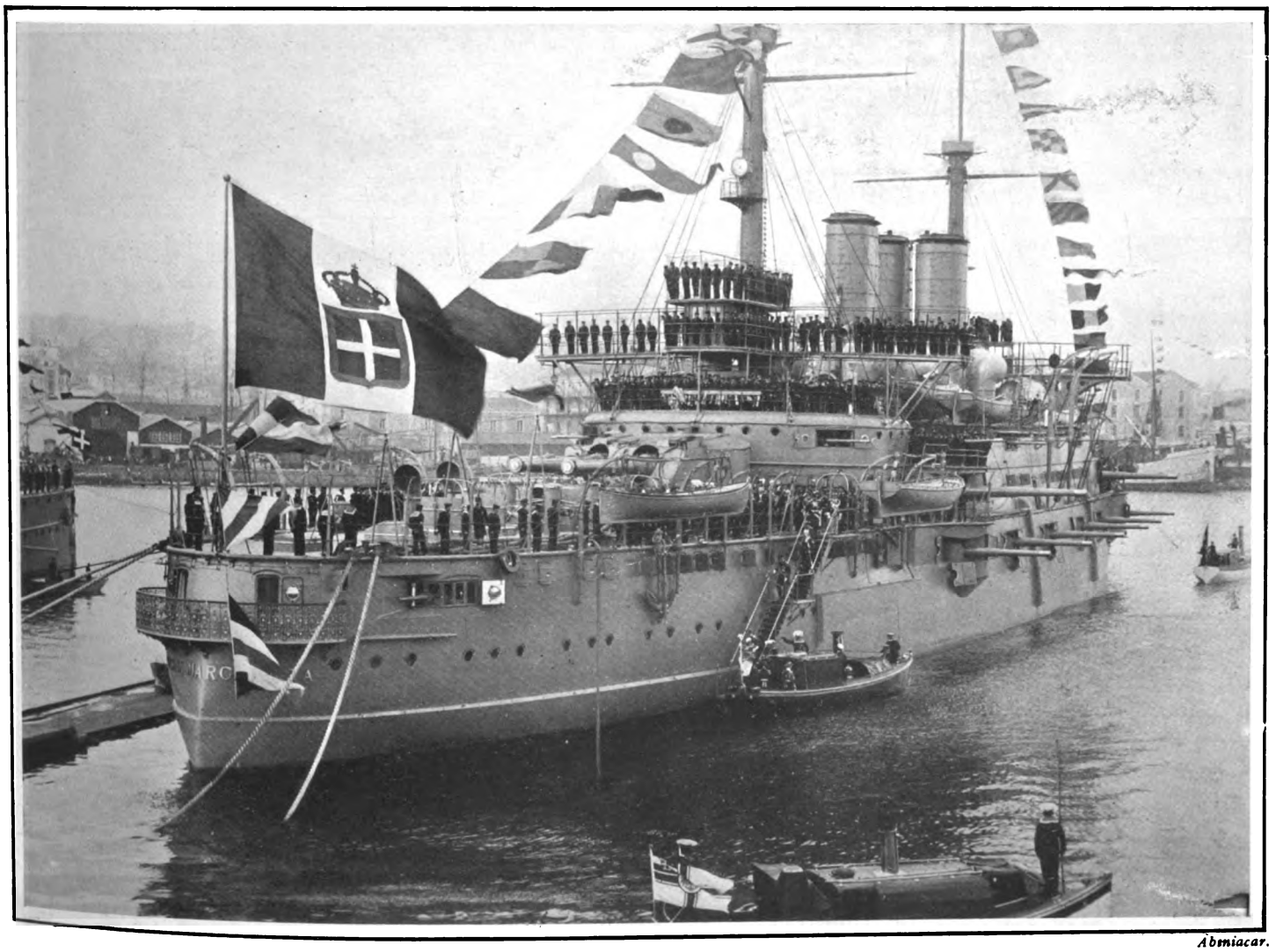
THE FUNERAL OF GENERAL LORD CHELMSFORD.

The late Lord Chelmsford was buried at Brompton Cemetery last week with full Military honours. The first part of the service was held at St. Jude's Church, Collingham Place, of which Lord Chelmsford had been a churchwarden for a quarter of a century, and subsequently the coffin was conveyed on a gun-carriage to the burial ground, where it was carried to the grave by twelve non-commissioned officers of the 2nd Life Guards.

SHAKESPEARE AND SUBURBIA.—Mr. Bernard Shaw has been having his usual tilt at the Shakespearian students, and in the course of a lecture last week remarked that Shakespeare came to town, and wrote a play, "quite a clever Bedford Park sort of play." Unfortunately for the ignorant, Mr. Shaw omitted to define precisely what he meant by a Bedford Park sort of play, but the complementary adjective "clever" has no doubt pleased the denizens of Chiswick and its purlieus. It is curious how each suburb of London has its distinctive individuality. Hampstead has been described as the place where the rich Jews go to, Upper Tooting, for some reason unknown, has become a synonym for snobbishness, Chelsea is the home of art, and what passes nowadays for Bohemia, and we all of us know Mr. Gilbert's *bon mot* in "Patience," *apropos* of the Guardsman in his scarlet uniform, "Primary colours! Oh! South Kensington." But it has remained for Mr. Shaw to identify clever play-writing with Bedford Park. Possibly the authorities of his "trade union" may be able to extort from him an explanation (if there be one) of his enigmatical remark. But in the meantime Shakespearian revivals continue to flourish.



*Abmiacar.*

THE KAISER AND THE KING OF ITALY.

The visits which the German Emperor has been paying in the Mediterranean naturally included a meeting with the King of Italy, and the two sovereigns inspected the new Italian battle-ship "Regina Margherita" at Naples. When leaving Naples the Kaiser sent presents to the King of Italy's children, the Princesses Yolanda and Mafalda, to whom, as is well known, King Victor Emmanuel is devotedly attached.



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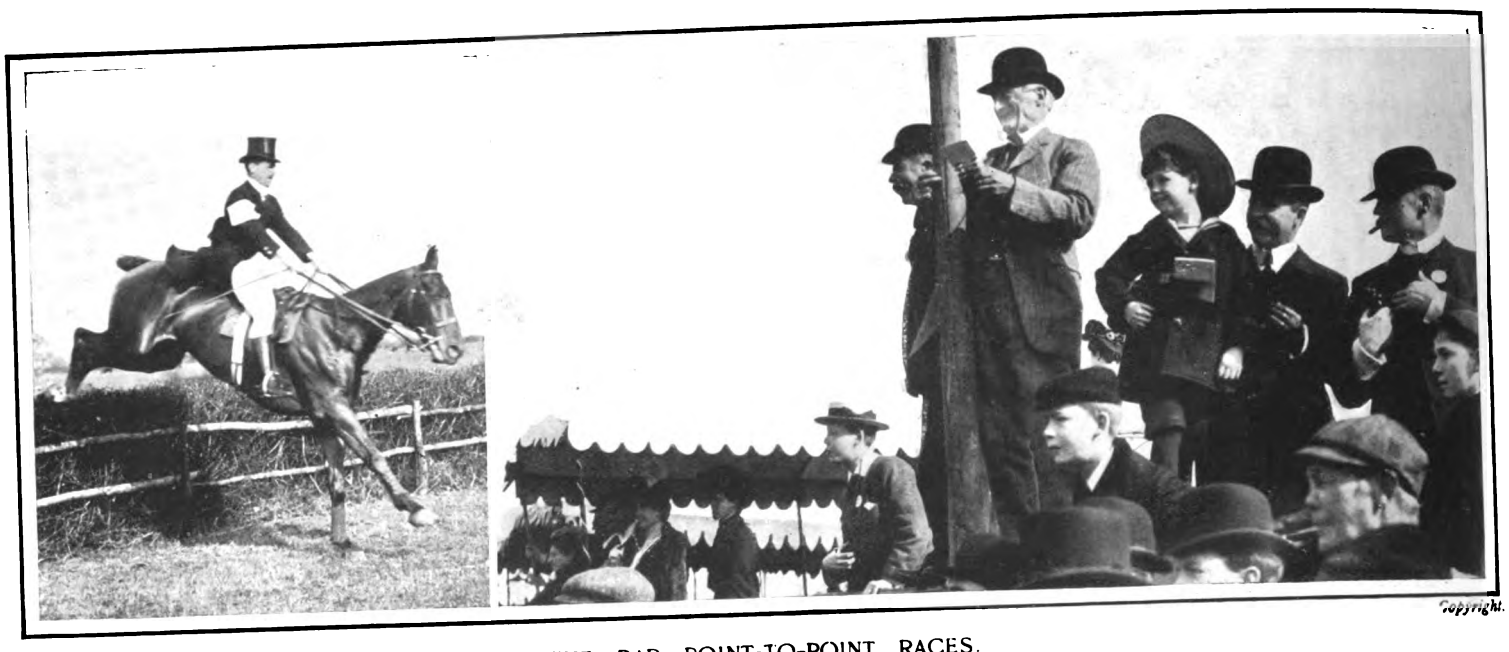

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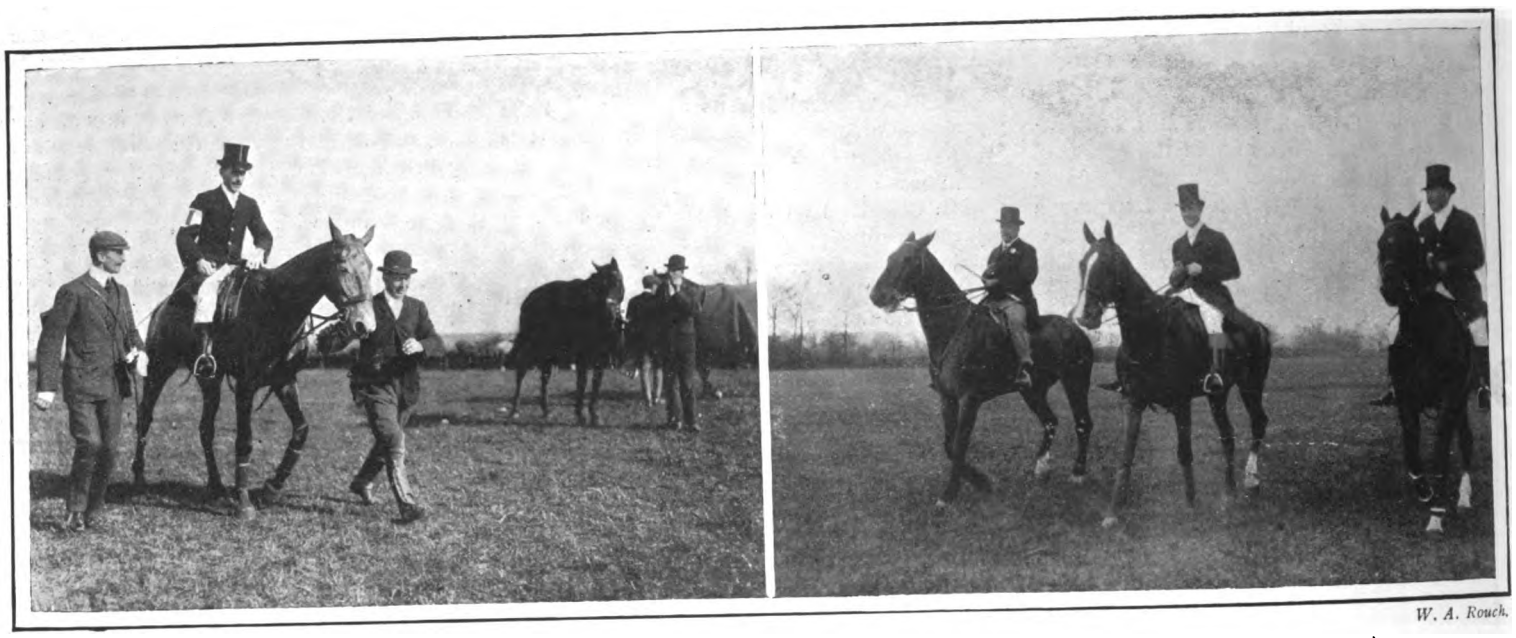
THE BAR POINT-TO-POINT RACES.

Mr. H. G. Farrant winning the Heavy-Weight Race on Alcestis. The Hon. Mr. Justice Grantham, judge.



W. A. Rouch.

THE ABBESS (OWNER UP)

Winner of Light-Weight Race.

MR. JUSTICE BUCKNILL (STARTER)

With two of the field.

Lafayette. W. A. Rouch

THE KILDARE AND NATIONAL HUNT MEETING.

The scene in the Paddock, Punchestown. Irish Grand Military—The stone wall.



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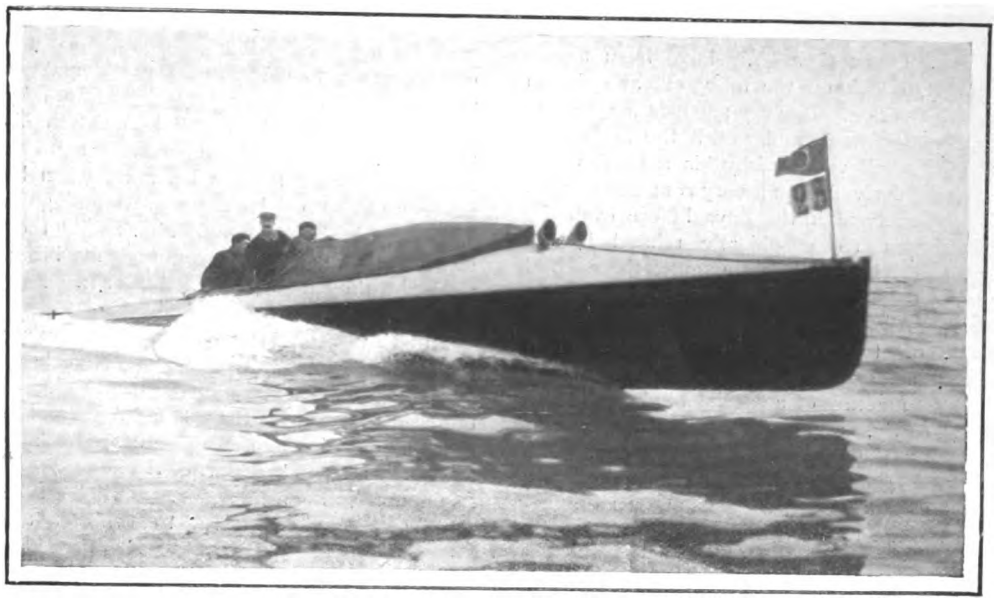
*Bolak*

THE PRESENTATION OF THE CUP.

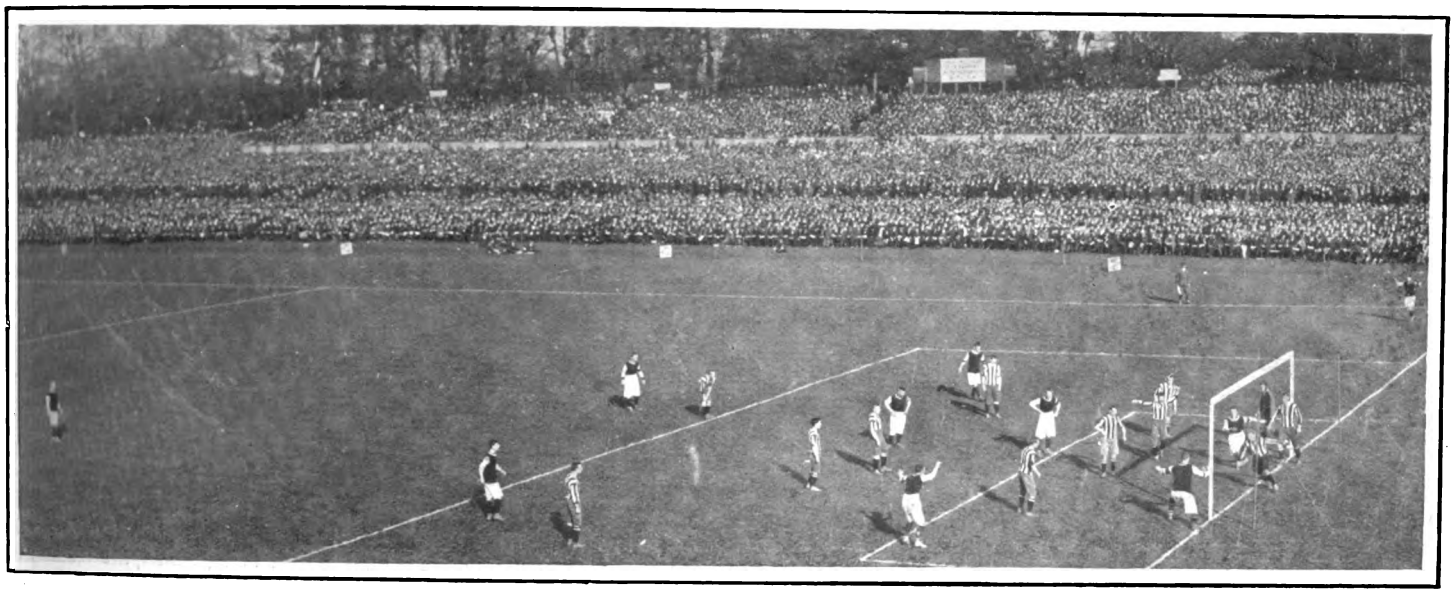
Mrs. Kenneth Kinnaird handing the cup to the Aston Villa captain, Howard Spencer.



*Topical*

THE CHAMPION OF THE SEA.

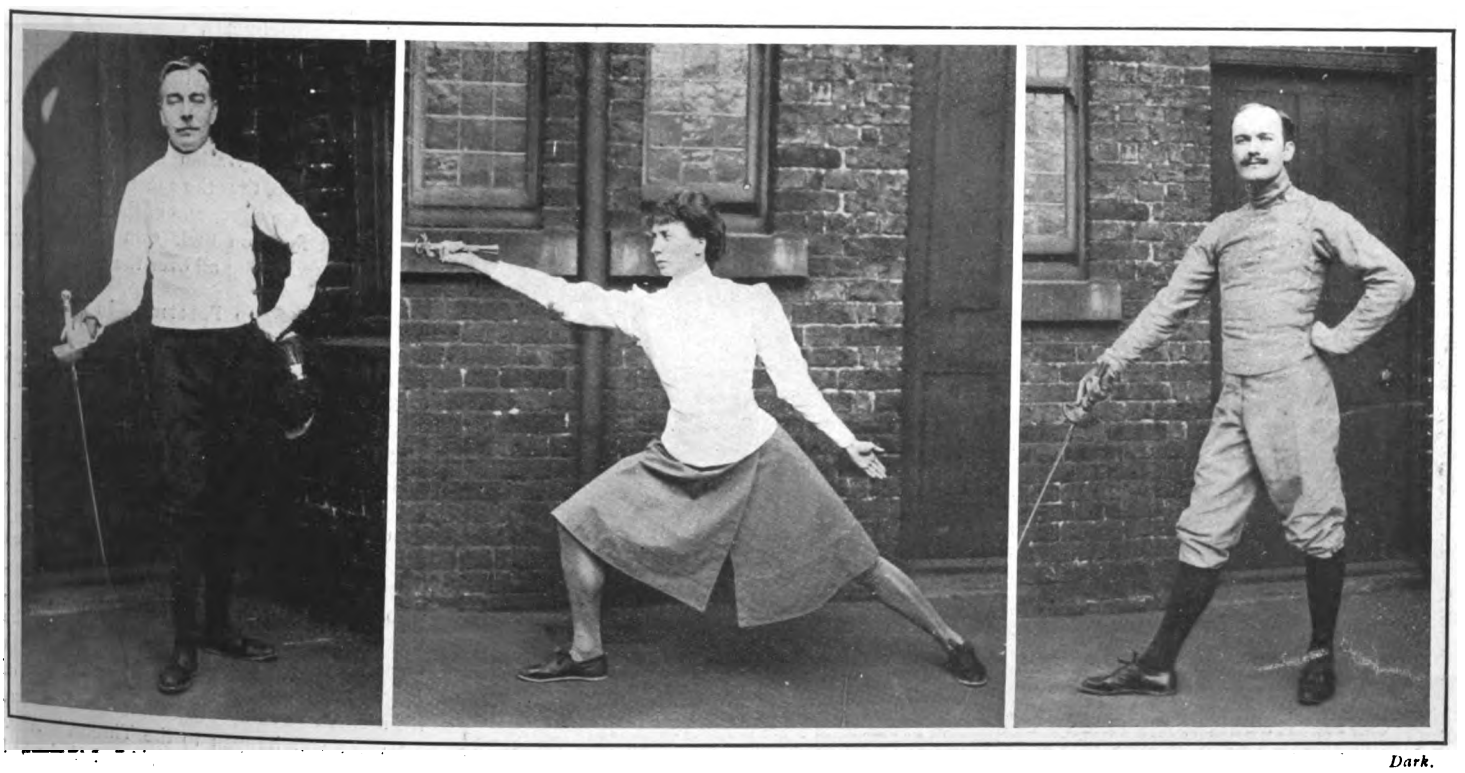
The motor-boat "Panhard," which won the principal event in the races at Monaco, and sank while running in a handicap race the next day. Nearly all the contestants have received some damage, and four have been lost.



*Russell*

THE CUP FINAL AT THE CRYSTAL PALACE.

Before over 100,000 spectators Aston Villa last Saturday registered their fourth victory in the struggle for the possession of the Football Association Cup. The two goals which were scored for them both came from the toe of Hampton. Our illustration shows the play which ensued upon a corner taken by Hall near the end of the first half.



*Dark.*

AN ASSAULT-AT-ARMS AT THE CAXTON HALL.

Some of the competitors at the competition held under the auspices of the Amateur Fencing Association last week—Mr. Newton-Robinson, who took over the English team to Paris last year, Miss Evelyn Bear, and M. Joseph Renaud, in whose honour the assault-at-arms was held.



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THE TABBY CAT.—We have been accustomed to look on the tabby cat as quite an ordinary thing. Its very name is a synonym for commonness, and yet if the authorities are to be believed, "tabby" is a word which we have derived from a very romantic source. Long years ago, in the days before even the adventures so graphically related in the Arabian Nights Entertainments, there lived in the neighbourhood of Baghdad a certain Prince Attab, who, forestalling the princelings of to-day, became the head of a large business, and this large business was the manufacture of a special kind of watered silk, costly, and therefore much sought after by the incroyables of the day. His business grew, so that at last the quarter of Baghdad where the silk was manufactured came to be called Attab, and the silk took its name from him also. Anyway, it is quite certain, to come down to later days, that Pepys, when he wrote of his "false taby wastecoate with gold lace" had not in his mind an imitation catskin garment, nor had Herrick the feline tribe in his mind when he wrote "Let others look for pearl and gold, Tissues and tabbies manifold." Tabbie then meant watered silk, and from their markings, no doubt, the cats were named after it.

THE COURT OF EXCHEQUER.—Who among the many thousands of people who have been discussing the Budget and the Chancellor of the Exchequer during the past few days, realise that the inception of this office dates back to the Conquest? The Court of Exchequer took its name from the little squares marked on the table around which it sat to transact the financial business of the Crown, and it held two full sessions in the year, at Easter and Michaelmas, whence comes, no doubt, the fact that our financial year closes in March. The accounts of the Court were kept by the ancient method of "tallies," little wooden sticks inscribed with the sum paid, and the name and address of the payee, and divided equally, the one part being retained by the Court and the other given as receipt. This system remained in vogue till 1782. To-day we speak of the Budget being introduced. Formerly, it was always "opened," budget being a diminutive of the word budge, a wallet, and it has no connection with the similar sounding word budge, to move. And to-day, though he has hundreds of millions to deal with, the Chancellor of the Exchequer only speaks for a little more than an hour; formerly he held the floor for over five hours.

LADY HERBERT. *Thomson.*

Who was married to Lord Herbert, heir of the Earl of Pembroke, in 1904. Lady Herbert is the daughter of the late Lord Alexander Paget, son of the second Marquess of Anglesey.

THE MEMBER FOR EGREMONT.—Colonel J. R. Bain, who was taken suddenly ill in the House of Commons last week, is largely interested in the iron and coal industries of Cumberland. He has represented the Egremont Division of the county in the Conservative interest since 1900, when he succeeded Mr. Duncombe. The family is of Scottish origin, Colonel Bain's grandfather having been Lord Provost of Glasgow. His father was Sir James Bain, who migrated to Cumberland on leasing the Whitehaven Collieries from Lord Lonsdale. Colonel Bain is married to a daughter of Sir George Burton, Chief Justice of Ontario, one of the soundest and ablest lawyers in the Dominion. He was born in England, the second son of the late Admiral G. G Burton. Mrs. Bain was married in 1886.

SOME QUEER CUP TIES.—The final match for the blue riband of the Association football world has occasionally been played under much worse meteorological conditions than those which obtained last Saturday. Indeed, matches have more than once been played in a thick mist, and the ridiculous position has arisen of a goal being shot quite unknown to anyone on the ground, including the man who had scored it! On one occasion, too, in 1876, in a final tie between the Old Etonians and the Wanderers, what should have been the deciding goal of the match was disallowed, because the goal-posts, being very insecure, had been knocked over in the scrimmage which led up to the goal being shot. Snow has been another spoil sport, and so seriously did it handicap the players in the semi-final between West Bromwich Albion and Small Heath Alliance in 1886, that the spectators, becoming weary of the slow progress of the game, started a snowball fight on their own account, and were soon swarming all over the ground.

THE CROWN AND POLITICS.—In view of the recent correspondence upon the subject of the alleged support which King Edward is inclined to give to the Conservative Party, we may be allowed to recall a story, no doubt long since forgotten, about Queen Victoria and the Whigs. It was quite early in her reign, and the High Church clergy were imbued with the idea that her Majesty was too favourably disposed to the Whig Party, who were then in power. One of these clergymen, Mr. Hook, who afterwards became Dean of Chichester, was preaching before the Royal family at the Chapel Royal, St. James's, one sultry Sunday in July, and in one of the strongest passages of his sermon he said, "the Church will endure, let what will happen to the Throne." After the service the Queen was asked if she had not found the church very hot." I did," she replied, "and the sermon was hot, too."



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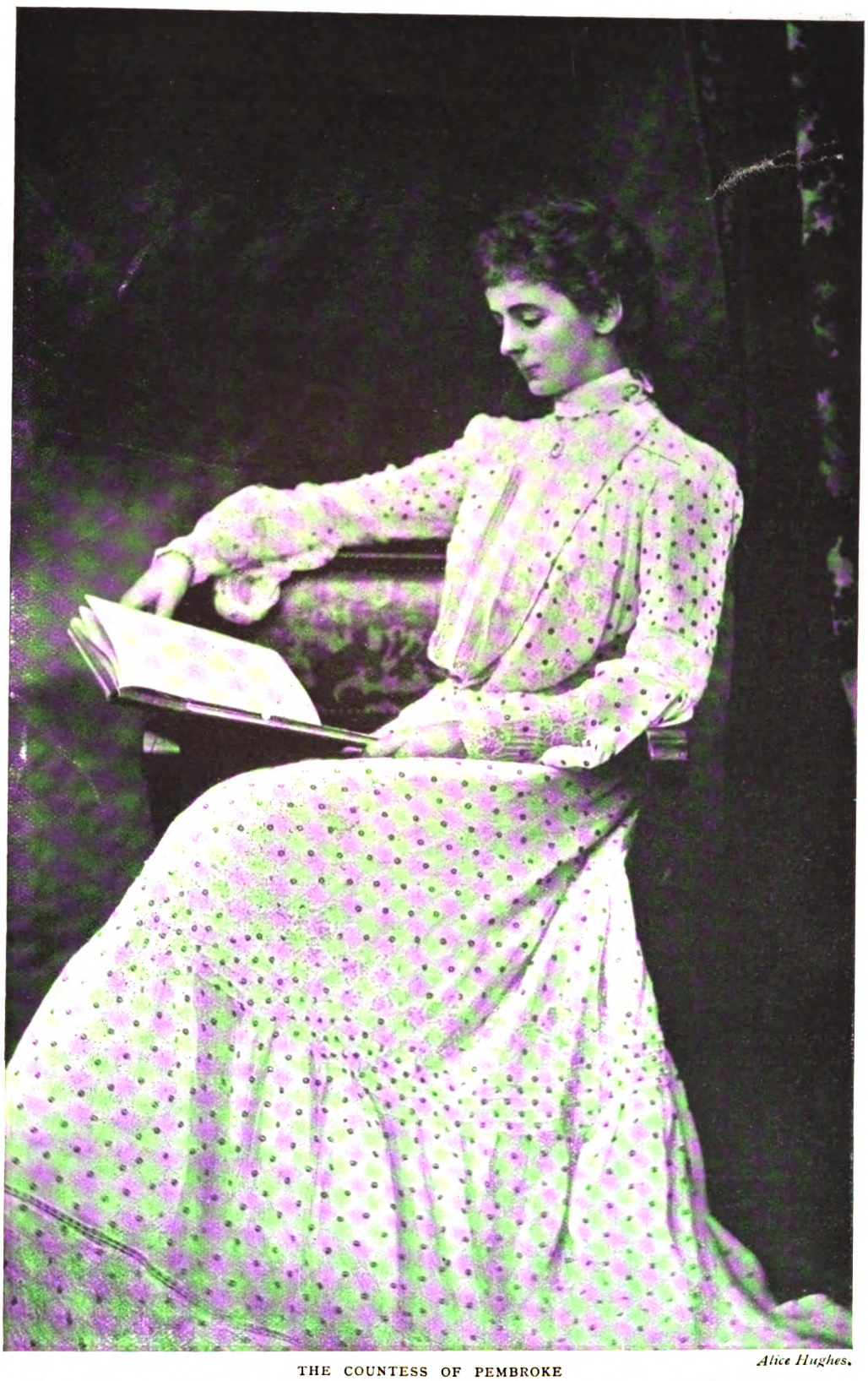
THE SPEAKER'S VOTE.—Those who regard the Speaker of the House of Commons merely as a sort of form-master, put up to superintend the proceedings in the House, and to see that the dear "boys" who represent the views of the electorate do not call each other rude names or speak out of their turn, must have been surprised to read the other morning that it was by the Speaker's casting vote that the question of tramways over the bridges was referred to a committee for further consideration. But the Speaker's casting vote has been exercised occasionally in much more dramatic moments and on more vital questions. One recalls immediately the fierce debate on the impeachment of Lord Melville in 1805, when 216 members voted for and 216 against him. He was a personal friend of Pitt, under whom he had held numerous high offices, including that of Lord President of the Court of Session, and it took Mr. Speaker Abbott ten minutes to make up his mind to give his vote for the impeachment. Melville's doom practically finished the career of Pitt, and it is recorded that tears coursed down his cheeks, only half hidden from the curious spectators by a group of sympathetic friends, and the hat which he had hastily crushed down over his brow.

COLONEL MONEY ENGAGED.—Colonel C. H. Money, R.M.L.I., is engaged to Mrs. O. Thompson, a young Australian widow. The son of an officer in the Madras Cavalry, he has the blood of the first Lord Exmouth in his veins, and his great-grandfather was Admiral Halsted. He has a fine record of service in the Royal Marines, beginning with the Zulu War, where the Navy had to come to the aid of the Army, as it very often has done. In the Egyptian War he took part in the engagement at Port Said, and in all the actions which led up to Tel-el-Kebir. At Kassassin he captured two guns, a gallant feat which was mentioned in despatches. Colonel Money also served in the South African War, in which he won the C.B. From 1897 to 1899 he was senior officer of the Marines in the Mediterranean Fleet.

BRIDGING THE ZAMBESI.—If we were an imaginative race, the bridging of the Zambesi would stir us to our depths. But seeing that we are exactly the reverse, we take it as a matter of course. Nevertheless, it is a fine monument to the genius of the race. There, if anywhere, is England, her mark. A while ago a foreigner said that it was in little things Englishmen failed. Give them something big, and they would carry it through without a hitch. The bridging of the Zambesi is an instance. Not only is it a link in the Cape-to-Cairo Railway, one of the mightiest conceptions of these later days, but it is a remarkable feat of engineering. For the Victoria Falls are a greater and grander Niagara. With this achievement the names of Cecil Rhodes, the originator, and Sir Charles Metcalfe will be for ever associated.

A DISTINGUISHED NEW ZEALANDER.—Captain Sir William Russell-Russell, the guest of the evening at the Royal Navy Club banquet on April 11, is a New Zealander of the very best type. His father, a colonel in the 58th Regiment, fought in the Maori War, and, when it ended, settled in the Hawkes Bay Province. The son was sent to England for his education, and served for a time in the Army. On his return home he devoted himself to sheep-farming, in which he found a mine of wealth. Flaxmere, the largest of his estates in Hawkes Bay, is one of the finest runs in the Colony. In politics he followed in the steps of his father, who was Minister for Native Affairs in the Stafford Ministry. He has held Cabinet rank in two Governments, and for several years filled the thankless post of Leader of the Opposition, with Mr. Seddon as head of the Government. Sir William is a keen sportsman, as well as a polished and cultivated gentleman.



THE COUNTESS OF PEMBROKE *Alice Hughes.*

Wife of the present Earl and sister of Rear-Admiral the Hon. Hedworth Lambton. The Pembroke Earldom is one of the oldest in the Peerage, dating back to a feudal tenure of the days of Edward I.

DEATH OF A CANADIAN NAVAL OFFICER.—Captain E. B. Van Koughnet, R.N., who died suddenly in the "Mongolia," and was taken to Gibraltar for burial, belonged to an old Canadian family. The founder, a scion of a noble Dutch house, went to the New World in 1782, since when his descendants have made their mark in Canadian history. The late Captain Van Koughnet's father was one of Sir John Macdonald's closest friends and colleagues, and was himself a lawyer and politician of some eminence. His son entered the Navy in 1863. Three years later he served on the Canadian Lakes during the Fenian Raids, one incident of which was his rescue of three men who were in danger of being drowned. For this he was awarded the medal of the Royal Humane Society. Captain Van Koughnet was flag-lieutenant under Earl Clanwilliam on the North American Station, and, under Lord Alcester, in the "Alexandra." In the Soudan he served with the Naval Brigade, and was severely wounded at the relief of Sir Charles Wilson. At Durban he was so successful as Transport Officer that his services were mentioned in despatches by Sir Redvers Buller. Like many other distinguished Colonials, Captain Van Koughnet married a peer's daughter, Lady Jane Alexander, third daughter of the Earl of Caledon.



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# *On the Links.*

## THE LADIES' WEEK AT RANELAGH.

THE gathering of ladies at Ranelagh (more fully described in another column by a lady correspondent) has for several years now become one of the chief golfing events of the year. The entry last week was considerably over 200, and it says a great deal for the administrative management of Miss Pearson and the other officials associated with her in the government of the Ladies' Golf Union that the meeting passed off with so much brilliant success. The ladies were also indebted to the authorities of the Ranelagh Club, and particularly to Mr. J. H. Neat, the secretary, for the whole-hearted efforts put forth to make the competitors feel comfortably at home. Miss May Hezlet carried off the playing honours of the meeting by her very fine scratch score of 76.

* * *

The annual match between the House of Commons and the Ranelagh Club took place in fine weather on Saturday, and resulted in a tie, the scoring being 3½ points each in the singles, with a victory in the afternoon for the House of Commons in the foursomes by 3 points to 1½. Among those who won their matches in the morning were Mr. Balfour, Mr. Wanklyn, and Mr. Osmond Williams. On the Ranelagh side Mr. J. H. Neat halved his match with Mr. H. W. Forster, M.P., and Mr. Montrose Cloete, Mr. R. H. Pringle, and Mr. Jonson won their matches against Mr. Lyttelton, Mr. Marshall Hall, and Lord Dunedin, the Lord President of the Court of Session, and better known to the public as Mr. Graham Murray.

MISS MAY HEZLET, THE WINNER OF BOTH SCRATCH TROPHIES LAST WEEK, AND WHO ON THURSDAY RECORDED THE FINE SCORE OF 76.

A team of Scottish golfers from Luffness are making a short tour in England to play a series of matches with clubs in the North. They began with a match on Saturday against a strong team of the Lytham and St. Anne's Club, among whose players were Mr. John Ball and Mr. Hilton. Against those two renowned players Luffness pitted Mr. Robertson-Durham and Mr. Angus Macdonald, but the only victory on the Luffness side was recorded by Mr. Kirkwood, who won his match against Mr. Wilson, while Mr. Currie halved his match against Mr. E. G. Terry. The Lytham and St. Anne's Club won on the day's play by 12½ matches to 1½.

* * *

The Rochford Club celebrated the extension of its golf course by inaugurating a professional competition on Saturday, in which Jack White, the Open Champion, Vardon, Braid, and A. H. Toogood of Chingford were competitors. The event was mainly noteworthy for the brilliant game played by Toogood, who, though well known to be capable of playing a champion game, has not yet had the good fortune to win the celebrity of his powerful professional rivals. On Saturday, however, he won the competition by one fine round of 72, made up of 37 out and 35 home. He led by 3 strokes from Vardon, who was 75, while Braid and White were each 76. In the afternoon, what is described as an International four-ball foursome was played, Toogood and Vardon opposing Braid and White. Although the Scotsmen started well by winning the first hole, and the match being square at the turn homewards, Toogood and Vardon won the match by 3 and 2 to play. Golfers will wish that Toogood may sustain this very excellent form during the remainder of the season, and that he may have a later opportunity of forcing his way into, and holding his place in, the front rank of professional golf.

* * *

The new course of the Farnham Golf Club was also opened last week by a professional tournament, in which the players were Braid, Vardon, White, and Tom Vardon. Vardon

MRS. KITCAT AND MRS. FRITZ WINTERBOTTOM AT THE TEE IN THE PRETTIEST CORNER OF THE LINKS.



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# On the Links.

and Braid played brilliant golf, and tied with a fine score of 75, while Tom Vardon was 78, and White, owing to a series of misfortunes, took 87. The two brothers played against Braid and White in the afternoon, and after a very close match the four-ball foursome was halved.

* * *

The Oxford and Cambridge Golfing Society played a match last week against the Lytham and St. Anne's Club, twelve a side. It was the opening of the society's match tour, and they played so well that they beat the strong Lytham and St. Anne's side by 8 matches to 4 in the singles, and 4 matches to 2 in the foursomes. Mr. Hoffmann, Mr. J. L. Low, and Mr. Croome won their matches against Messrs. Ball, Hilton, and Boyd, while Mr. Graham and Mr. Mair halved with Mr. McCarthy and Mr. Brickhill.

* * *

At the present time there is a good deal of activity among golfers in Italy. The principal competition lately has been for the Italy Cup, which carries with it the title of being Amateur Champion of Italy. Until last week the holder was Mr. F. E. Dubs, but in the final round for the trophy at Florence last week victory was secured by the Hon. Denys Scott, of the Royal North Devon Club, who beat Mr. F. R. Scovel, an American player, by 4 and 3 to play. In the competition played for the trophy presented by Mr. Lovell to the Rome Golf Club, Mr. R. Hamilton, a member of the British Embassy, won with a net score of 83, Captain Barnes being second with 87.

* * *

Everyone has heard of the large annual golf meeting held at Ranelagh for ladies. It is a spring festival, and thither gather golfers from all the different greens in the kingdom. This year the entry was unusually large, 244 names were received, and until late on Wednesday and Thursday afternoons competitors crowded the first tee. Premier honours on both days fell to Miss May Hezlet, ex-champion, with good scratch scores of 80 and 76, while the handicap prizes were carried off by Miss Gardner (Eastbourne), Miss Hotham (captain of Woking), Mrs. Lister, and Miss Oliver. The International Cup, presented by the members of the Ranelagh Club for the best aggregate of eight scores (four on each day), was taken by Ireland with a total of 689, England being three strokes behind, and Scotland third with 720. An Inter-Cup competition was won for the first time by the Woking Club, who tied with Mid-Surrey, and eventually beat it by two strokes.

* * *

The putting tournament which takes place on the lawns, and is restricted to players not entering the medal round, is a great feature of the meeting; and although Mrs. Browne (Wimbledon), a really marvellous putter, was victorious on Wednesday, Miss Maclean of the same club beat her on the following morning. An afternoon putting competition, open to all, at specially prepared holes in the gardens below the terrace, was won by Mrs. Martin and Mrs. Ames.

* * *

Why is Ranelagh invariably favoured by fine weather? On the three previous days rain fell incessantly, and yet during the meeting the sun shone and the birds sang gaily. The course was in admirable order, and the professional, A. Clay, deserves many compliments on the efficient manner in which he procured and controlled the large army of necessary caddies, while the best thanks of all those who love open tournaments are due to the management of Ranelagh for the use of their club and green.

MISS BENCE PLAYING A SECOND SHOT—THE TOP OF THE SWING.

MISS JACKSON PLAYING AN IRON SHOT TO THE 4TH GREEN—A STYLISH AND CORRECT FINISH.

* * *

The annual match between the Royal Wimbledon and London Scottish clubs was played at Wimbledon on Saturday. The result was a win for the Royal Wimbledon by 5½ matches to 2½. The London Scottish side was not so strong as is usually the case in the selection of teams for this very keen struggle. Mr. Stanley Froy, the London Scottish captain, was in good form, and won his match against Mr. V. A. Pollock, a brilliant young player, who was victorious over the same opponent

MISS LLOYD ROBERTS IN THE PUTTING COMPETITION.

last year. Mr. G. R. Girdlestone won his match against Mr. F. H. Newnes, while Mr. Horne, Mr. Lawford, Dr. Worth, and Mr. Fabeck each scored a win against Mr. J. Gibson, Mr. H. M. Smith, Mr. John Duncan, and Mr. F. W. Cooke.

* * *

Golf on the Braid Hills at Edinburgh is one of the most remarkable developments of the game seen in the United Kingdom in recent years. The "Dispatch" trophy by foursomes among the Edinburgh clubs is at present being played over that course, and there are entries from forty-eight clubs, giving nearly 200 competitors. The general public of Edinburgh take the keenest interest in the games, and the local golfers at a recent meeting passed a unanimous resolution calling upon the Edinburgh Town Council to take immediate steps to extend the Braid course, and to relieve the terrible congestion of players always seen there in good weather. The booking fees from the golfers amount to £700 annually, and members of the Town Council present at the meeting of golfers expressed the heartiest sympathy with the extension movement. Last week there were 2,109 players tickets issued on this municipal golf course, a fact which proves the popularity of the game among all classes in Edinburgh.

* * *

In view of the Easter holidays, golfers are reminded that there is excellent golf at Paris. The Société de Golf de Paris have a very sporting inland eighteen-hole course of over 6,000-yds. at La Boulie, near Versailles, where there is an excellent and luxurious club-house. English visitors will always find a hearty welcome. Any golfer lucky enough to have a free day during the holidays to spend in Paris, should take a run down to these links, or, better still, go there on June 8 and 9 for the championship and handicap competitions, and win some of the handsome and valuable prizes. This meeting is in the week before the Grand Prix. Further particulars can be obtained from M. Herbert, secretary of the Société de Golf de Paris, La Boulie, Versailles, Paris. There is an English-speaking professional, who is a good player.



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# *On the Links.*

## *Correspondence.*

### THE PLEA FOR A GOLF UNION.

To the Editor of "The King."

Sir,—The praiseworthy efforts of the editor to bring forth views for and against an Association have met with a response only from those in favour of allowing the present system to stand. Those who have previously pleaded for an Association have apparently felt too much discouraged by previous failures to come into the arena once more, and the newer players, not knowing enough of how we are governed, or left alone as the case really is, are unable to formulate an opinion on the subject.

The melancholy part of it is that no valid reason has been advanced for letting matters alone. While it is admitted that the rules, in at least their verbiage, need revision, the only side which has really been heard is the "let-matters-alone side," and this seems likely to have its way, because it is far the easier.

Mr. Hutchinson, in his article against an Association or Union, said, among other things, that a Union "would do too much." This, as baldly stated, seemed absurd, but by diligent enquiry among those who knew about other Associations, it would appear that what he feared was this. After an Association had made the rules sufficiently clear to prevent the endless questions, now sent to the Rules of Golf Committee, they would find themselves with so little to do that they would thirst for more work, and then begin to interfere with portions of the game which at present are left entirely to the individual selection of the players—such as the particular brand of ball, or the shape of clubs, and any other matters which might suggest themselves to minds filled with pernicious activity. This does not seem to be a danger not possible to be guarded against. By drawing up a constitution for the Association, which would most carefully limit the powers of the General Committee, and making that constitution only alterable by a two-thirds vote of all the clubs belonging to the Union, such action as is feared might well be prevented without actually prohibiting possible and necessary changes in the powers of the General Committee, which do not happen to occur to us now.

Others say that when a number of players meet together so much nonsense is talked. Supposing we admit that, yet in the coming together of many minds earnest for one thing—namely, the good of the game to be procured by different methods—no matter how much nonsense may be talked, there is always a very large residuum of common-sense left below the froth, and from this most certainly good would come.

One golfer in a letter has only just discovered apparently that we follow the Royal and Ancient rules from courtesy, that St. Andrews is as free as air and utterly independent of golfers generally, and that we have no properly constituted governing body. I wonder how large a majority of players are in like case. It is necessary to keep this question to the the front until some influential club (it would be invidious to suggest one) takes upon itself the responsibility and expense of sending a letter inviting every golf club in the country to send a delegate to a general meeting to be held in London, as being the more convenient gathering place to the larger number of clubs, to talk the matter over and frame a constitution for a National Golfing Union. The suggestion is not made through any dissatisfaction with, or disrespect for, the Committee of the Royal and Ancient Club, but from the feeling that a body of men which has grown to such numbers as the noble army of golfers can show at present should have a government of its own, and is much too dignified to be beholden to the Committee of any private club for

Ten Handicap.

MISS HEARSON AND MISS LIGHTFOOT PUTTING ON THE 5TH GREEN.

### THE GOLFING GIRL.

To the Editor of "The King."

Sir,—According to a critic of the lady golfer as seen to-day on the links, a new danger is threatening her, for besides "a strained anxious look in the eyes" (the result, we are told, of following the flight of her Haskell), we are further warned that she is developing "golfer's voice," from the necessity of frequently discussing a shot at long range in the open air. This practice, it is said, "strengthens the voice unduly, making it strident, thunderous, penetrating, and women (proceeds the indictment) who spend their days on the links somehow forget to lower their tones when indoors."

This is pretty "tall" treason to be written against the "bonnie breezy open-air girl" of books and poetic fancy. It ruthlessly dashes her from her pedestal too, and exposes the poor little clay feet with cruellest candour. The indictment is made by a "mere man,"

MISS HENTSCHEL DRIVING FROM THE 3RD TEE.



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# *On the Links.*

MRS. JILLARD PLAYING AN AWKWARD SHOT AT THE 18TH GREEN.

of course, but the fact rather adds to the sting, for even the newest of "girlies" likes to stand "well with her world"—well with mankind in general. When we are also warned that "women are losing their sway and power by aping the manners and dress of the opposite sex, that, by putting themselves on a level with men, the old-world chivalry, the gentler amenities of a byegone age are no longer considered their due," it is time to face facts, and "my lady of the links" must look to it, if she wishes to reign supreme. Perhaps

LADIES WAITING THEIR TURN TO BEGIN PLAY.



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# *On the Links.*

MRS. NORMAN HUNTER IN THE PUTTING COMPETITION.

MISS MACALLUM PLAYING A "DESPAIRING SHOT" FROM A GRAVEL PATH.

MISS V. HEZLET COMPETING IN THE PUTTING COMPETITION.

there is just a small grain of truth in the charge. Everyone admits that any hobby ridden to excess is undesirable, but the early Victorian "hunting-woman" probably had to bear her share of adverse criticism when she rode to hounds, courting accident and sudden death in the perilously long and ample riding-habit of her day, while the "bicycle girl" has also been tilted at for her "bicycle face."

Then the "motor maniac" has been the target for countless gibes, generally at the hands of those who know not the exhilarating joy of the mad rush through space and air. Perhaps in time the "golfing girl" will find her own particular sphere of recognition, and even in the "silly season of sea-serpents" and "giant gooseberries" cease to be heard or heard of.

Her voice even may become "Cordelia-like"—"ever soft, gentle, and low, an excellent thing in woman" under the mellowing influence of passing years and public opinion. One wonders, looking back through the mists of centuries, whether Mary Stuart was condemned for playing golf! Her enemies certainly took advantage of her doing so with Bothwell "in the fields beside Seton," to prove her indifference to Darnley's fate; but, on the other hand, if the Queen were bored by Bothwell's grim society (as some have averred), what better antidote than a round of the links? One wonders, too (this, of course, from a feminine view), what the Queen of Scots wore on such occasions, whether she set out upon a round of "gowff" in the "Marie Stuart" cap associated with her picture. One knows that Mary had the prettiest taste in shoe leather (doubtless acquired during her early sojourn in La Belle France). Violets were her special fancy, it is said, for she even perfumed her dainty love-locks with their fragrance. This brings one back to the "vexed question"—Why should not the golfing girl remain feminine? Is there any reason why a bracing open-air game, played, as a rule, in lovely surroundings, should render her less attractive or more indifferent to the cultivation of the softer graces and general womanly charm?

By all means let women play golf, though remaining proof against its fatal snare by not becoming slaves to the pastime. May I add, that sensible raiment is not necessarily unbecoming, and that the golfing girl need not neglect the care of feet and figure in following the game. Her frocks should be well cut, and also of the best quality of material. Scottish tweeds or Irish homespuns are equally serviceable for the purpose. Irish homespuns in cream colour are particularly effective, and though they are cheap, they are never "nasty." A smartly-cut "shirtie" and hand-knit jersey are almost indispensable, while for head gear, a tweed cap, "Tammy," or Panama can always be worn, as weather and individual taste dictate. Well-cut boots or shoes should always be worn on the links, while as a relief to "tailor-made" exigencies of costume by day, the softest, most alluring of gowns can be chosen readily for evening wear. The philosophy of clothes exercises an enormous influence over one's moods, and even one's golf (to say nothing of looks), so that the golfing girl need never lay herself open to the ready gibe of the scoffer, that she is invariably badly dressed and something of a "fright" in the eyes of the unsympathetic. The golfing girl should therefore aim high in all her ideals, and should be reluctant to permit the give-and-take of modern life to lower them in the slightest degree.

GERTRUDE CROWE.

## *FIXTURES.*

April 22-24.—Royal Ascot Spring Meeting.
April 24.—Rye, Club Gold Medal (scratch); Challenge Plate (1st round); "Master of the Rolls" Cup (3rd round).
April 24-28.—Royal Portrush Ladies' Easter Meeting.
April 26.—Oxford *v.* Cambridge.
April 26-28.—Royal Liverpool Spring Meeting.
April 27.—Royal Eastbourne Spring Meeting.
April 28.—Brighton and Hove Spring Meeting.
April 28-30.—Le Touquet, Matches with Mr. and Mrs. Ryder Richardson's (Mixed) Team.
April 29.—Huntercombe Spring Meeting.
April 29.—New Luffness, Spring Meeting.



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# Political Pen Pictures.

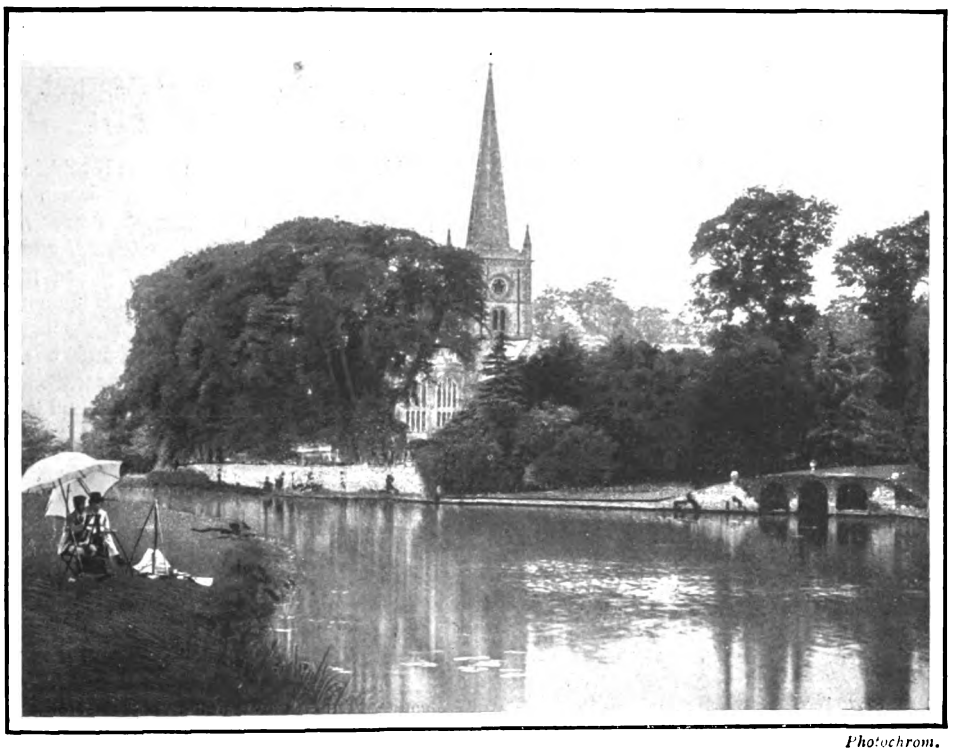
## *IN AND OUT OF PARLIAMENT.*

**No. XXXIX. — Captain Malcolm Kincaid-Smith, Prospective Liberal Candidate for the Stratford-on-Avon (South-West) Division of Warwickshire.**

A CENTURY ago the total number of representatives sent to Westminster by Warwickshire was six. It is at present five. In those days Warwick and Coventry each returned two members, two others being elected by the rest of the county. The influence of the Brookes, the Dugdales, and the Mordaunts was predominant, although they deemed it prudent to associate with them in the expensive contests for which Warwickshire was celebrated certain successful shakers of the Indian pagoda tree like Mr. Charles Mills and Mr. Peter Moore, to whom money was no sort of object, and who could indulge in expenditure of the most lavish description. At the present moment Warwick and Leamington enjoy the distinction of claiming the athletic successor of Mr. Chamberlain at the Colonial Office as their common property, while, with a single exception, the rest of the county divisions have, for some time past, gone consistently Tory. Under the old *régime*, Stratford-on-Avon was, curiously enough, not a Parliamentary borough, but at the present moment it forms the centre of the constituency which for many years consistently gave its suffrages to the eminent needle-maker and ardent Volunteer, who will always be kindly remembered as the successful organiser of the simultaneous firing of beacons at the Diamond Jubilee of her late Majesty Queen Victoria. On his lamented death the cloak of Conservatism, as far as South-West Warwickshire is concerned, was transferred to the shoulders of Mr. P. S. Foster, the present holder of the seat. With the recurrence of Shakespeare's birthday and in the presence of the prevailing agitation for the erection of a National Shakespeare Memorial, the subject of the future representation of Shakespeare's country derives additional interest, especially when one reflects that South-West Warwickshire includes within its limits the personality of Miss Marie Corelli, as well as that of Mr. Joseph Arch and Sir George Trevelyan, while the fair *châtelaine* of Warwick Castle, notwithstanding the traditions of 1805, is engaged on an active van crusade on behalf of those Labour candidates in whose fortunes she takes a generous interest.

Meanwhile, a vigorous assault on the Tory stronghold of the Stratford-on-Avon Division is being carried on by Captain Malcolm Kincaid-Smith, in whom, it becomes every day more apparent, Mr. P. S. Foster will, at the coming election, find an adversary worthy of his steel. The prospective Liberal candidate for the South-West Division of Warwickshire comes of an ancient Scottish family, for he is the youngest son of the late Major Kincaid-Smith of Polmont, Stirlingshire, whose widow lived for many years at Aldingbourne House, Chichester.

Malcolm Kincaid-Smith proceeded, at the commencement of 1888, to Mr. J. P. Carter's house at Eton, where he remained till he headed the Army class, and passed direct into Sandhurst in November, 1892. Both in 1893 and 1894 he championed Sandhurst in the annual racquet match with Woolwich, and in the autumn of the latter year received a commission in the 9th Lancers. Having seen service in Natal, West Africa, and the North-West Provinces of India, the South African War broke out, and Lieutenant Kincaid-Smith, who was at home on leave, joined his regiment at the Cape and remained with it until after the capitulation at Paardeberg, when he returned sick to Kimberley hospital, where he remained for some weeks, and was afterwards invalided home. As soon as he recovered he returned to South Africa, and remained on active service as staff officer to one of General French's columns operating in Cape Colony until the close of the war eighteen months later. The following year he returned to India, where, in November, 1903, he so injured one of his eyes while playing racquets that he was compelled to come to England, and eventually to accept half-pay. Captain Kincaid-Smith, however, was not a man to remain long idle, and he hoped to utilise the practical experience he had gained as a soldier during nearly ten years' service in many lands, by promptly converting his sword into a political pruning-hook. He accordingly settled down to a country life in a comfortable hunting-box in the Warwickshire borderlands, and nearly a twelvemonth since was "adopted" as the prospective Liberal candidate for the Stratford-on-Avon Division, which stretches from the outskirts of Leamington and Warwick to Hockley Heath, within five miles of Birmingham on the north, and below Long Compton, Brailes, to the south. Since he pitched his tent at Chadleigh, Captain Kincaid-Smith has shown himself to be both a politician and a rider to hounds. He is still a bachelor, but in Lady Trevelyan, as the indefatigable head of the South-West Warwickshire Women's Liberal Association, he finds a tower of strength. Captain Kincaid-Smith has not only addressed nearly 100 meetings in various parts of his own division, but he did excellent service to his party during the recent successful campaign in North Dorset, where his terse, soldier-like utterances created a favourable impression on his hearers. We live in an age of wars and rumours of wars, and this being the case, Captain Kincaid-Smith's knowledge of foreign as well as British soldiering is likely to be of great use in the next Parliament. He was present both in 1901 and 1903 at the French and German Army manœuvres, with a view of studying continental methods at close quarters. He frankly tells you that he resents much of the criticism directed at the Army, the War Office, and Military Administration generally, especially from those who, during the last two or three years, have been accustomed to apply such epithets as ignorant and ill-educated to our officers. He always stoutly maintains that, man for man, our Regular officers, as well as our non-commissioned officers and men, are the equal of, if not superior to, those of any other nation in the world. He admits that he does not think it will ever be possible to devise a scheme of Army Reform that will satisfy the people of the country, divided as it is into two distinct conflicting schools—on the one hand, those who honestly believe that conscription is the only solution of our Military problem, and, on the other hand, those whom he thinks more rightly appreciate our Military needs, and see that conscription is impracticable for foreign service and unnecessary for home defence. He would like to see a large increase in our Volunteer Forces, and is strongly opposed to any decrease in their numbers. He regards as most fatal the doctrine held by many that our Volunteers must be looked upon as so many combatant units, and considers that they should be regarded rather as a school of arms for the nation, and as affording an opportunity for Englishmen to show their national patriotism. The supply of suitable officers for the Militia, Yeomanry, and Volunteers is, in his opinion, the most perplexing, if not the most important, of our Military problems. He insists most strongly on the necessity for maintaining our Naval supremacy, and would have us all boldly recognise that a supreme Navy is the real key to economy in our Military expenditure.



*Photochrom.*

TRINITY CHURCH, STRATFORD-ON-AVON.



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# The Motor: On Highway and Seaway.

SOMEONE has apparently been playing a practical joke upon the French Press, which has caused a considerable amount of amusement to the very few people who were aware of the facts. Some weeks ago the British Empire Motor Trades Alliance, which ungainly title serves to identify a body newly formed for the purpose of "booming" the motor industry in this country, inserted a series of displayed advertisements in *The Times*, pointing out the merits of British cars, and exhorting purchasers to patronise the home product. Attention was also drawn to the fact that an English car, the Siddeley, held the world's record for reliability, the statement doubtless being based on the successful 5,000-mile trial recently accomplished by this machine. Following on these advertisements, there appeared in one of the French motor papers an alarmist article, pointing out that the supremacy of the French industry was being seriously threatened, and that *The Times* itself, in a series of "leading articles," was taking up the cudgels on behalf of the British motor-makers. Other French papers, both lay and technical, followed suit, and their effusions were translated and distributed amongst the British Press. Some fell into the trap, and even the staid *Automotor Journal* commented on articles in *The Times*, which exist only in the imagination of a French editor.

The little joke, presumably of some London correspondent, has had an interesting outcome. M. Paul Meyan, the editor of *La France Automobile*, addressed a letter to *The Times* offering to run his French car against any British-built machine, over a 5,000-kilomètre course, consisting of daily runs from 350 to 400 kilomètres in length, the match to be for 10,000-fr. a side. Mr. Siddeley has promptly taken up the challenge, the only conditions attached to his acceptance being that the contest should be under the joint control of the Automobile Clubs of Great Britain and France, and that half the distance should be run in this country. M. Meyan is too good a sportsman to back out of his challenge, and there, therefore, seems every chance of an interesting International match taking place.

*Navello, Monaco.*

THE MONACO MOTOR-BOAT REGATTA.
The start of the 8-mètre racers.

When numbering was imposed upon the whole body of motorists as a punishment for the sins of a few, it was thought that an effective check had been placed upon the drivers who "rushed" police traps or made off at top speed when they had caused an accident. Those who have studied the Motor-car Act closely, however, have long suspected that it contained a serious defect, and their suspicions were partly verified by a recent decision in the Divisional Court. The facts were reported at the time, and therefore I will only refer to them briefly. The driver of a horsed vehicle held up his hand to stop a car which was approaching at an alleged excessive speed. The signal was disregarded, and on complaint being made to the police they applied to the registered owner for the name of the driver of his car on the occasion in question. This he refused to reveal, and was accordingly summoned and fined under Section I. (3) of the Act.

The section is somewhat obscurely worded, but lay readers, and some eminent lawyers as well, have generally taken the view that there is no obligation on the part of the owner, under the Act, to give the name and address of the driver, who, of course, may be the owner himself, unless the driver has refused to furnish it. Now it is clear that such an interpretation would be of very great advantage to the reckless driver, as so long as he could avoid personal identification—which is practically impossible when a mask or even goggles are worn—he would be safe from punishment, if he refused to stop on demand. The Lord Chief Justice, in delivering judgment in the appeal from the conviction, took the view that the owner was obliged to give the name and address of his driver if the latter were charged with reckless driving, and that his duty arose under the section, whether or not the driver himself had refused the information. At the same time, he appears to have come to the conclusion that in the case of any offence other than reckless driving the owner could refuse with impunity to identify the culprit. Numbering is an unpleasant infliction, from which motorists would gladly be relieved; but so long as it is required by the law of the land it is as well that it should be effective against the very class of driver which rendered it necessary in the interests of the public.

The flaw in the Act which this case has brought into prominence is not likely, however, to embarrass the police, as they will probably manage to avoid the difficulty by always alleging reckless driving, whether the facts support their case or not. As a motorist, I am fully aware of the injustice that often results from the present state of

*Topical.*

THE WINNER IN THE 40-FT. CLASS.
"Napier II." at racing speed.



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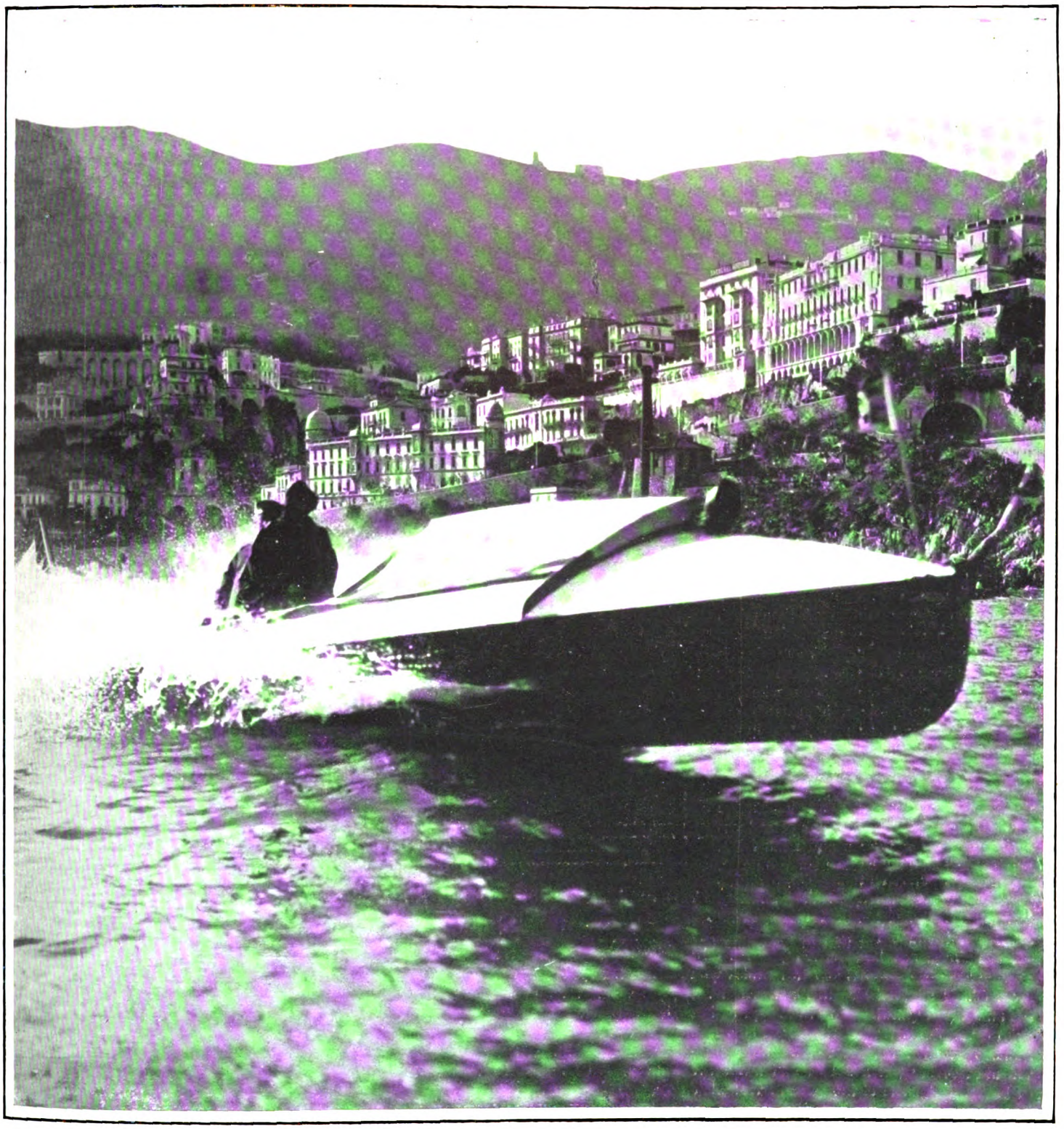
the law; but I do not believe that any advantage would be gained in the long run if an attempt were made to profit by an obvious flaw in an experimental Act in order to set at nought the principle that underlies it. The Act will come before Parliament for revision in little more than a year's time, and it is only by a loyal observance of its spirit, if not of its strict letter, that motorists can hope for a relaxation of its restrictions. It should not be forgotten, moreover, that there is no guarantee that the law may not be made even more stringent, if it is found to be ineffective in preventing reckless driving and excessive speed.

In spite of the doubts which have been expressed as to the utility of Reliability Trials, and other competitions of a similar nature, there is little indication that the makers have lost faith in their value as a means of drawing attention to the merits of their machines. The entries for the Scottish Trials, which will be held from May 10 to May 13, over some of the most hilly country in the Highlands, have reached the very large figure of forty-four cars, among which are the names of some of the best-known firms at home and abroad. The chief interest, however, will attach to the performances of those machines which have not hitherto had an opportunity of displaying their powers in public. Most important of these are the inexpensive multi-cylinder cars which have recently become such a feature of the trade in this country.

About eight months ago an enterprising British firm placed a three-cylinder 12—14-h.p. car on the market at £375, which was regarded as remarkably cheap. This, however, was quickly followed by a four-cylinder 12-h.p. car at £300, and another of 8—10-h.p. at 215 guineas. The next sensation was a Belgian-built 14-h.p. vehicle, also with a four-cylinder motor, at £275, and finally another British car with a three-cylinder 8—9-h.p. motor at £200. Needless to say, this constituted a revolution in the accepted scale of prices, and its effect has apparently been already felt by the older makers. Purchasers naturally object to pay £600 or £700 for what can be obtained at half the price elsewhere. The new cheap cars, however, suffer from the absence of any disinterested evidence as to their reliability and durability, the two most important points which the cautious buyer has to consider. The results of a single competition can hardly be regarded as conclusive, but the Scottish Trials will afford an opportunity of comparing the hill-climbing powers and general running of the newcomers with their older and more expensive rivals.

RADIATOR



"LA RAPIERE." *Topical.*

A 20-ft. racer with a 100-h.p. Panhard engine. Winner in the 8-mètre class.



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# The Parisians of Paris

## THE POOR AND THEIR DOGS.

[illegible] d'Austerlitz, past the Orleans Railway [illegible]levard de l'Hôpital, you come to a gate [illegible]ce where three times a week horses and [illegible]ndays, however, from two till five o'clock [illegible]. But do not think you find here any fine specimens of the canine breed—boarhounds, setters, pointers, spaniels, poodles, or terriers. The well-to-do Parisian has never even heard of the "Marché-aux-chiens." If he wants to purchase an animal to suit his expensive tastes he knows where to obtain the article. The Boulevard de l'Hôpital is not his sphere, and his arrival there would not only arouse curiosity, but a feeling of uneasiness among those who have strong reasons not to divulge whence come some of the dogs they offer for sale.

Enter the gate, and you find yourself in a new world, in mongrelborough, and look from man to beast, from beast to man. No, it is no fancy. They all look alike, man and beast, with the unmistakable stamp of the cross-breed. Having overcome the first shock of surprise, examine the four-footed creatures. They are so different from what we imagine a dog should be, and appear so much more like the funny things we used to draw in our school days. All the misfits in dogland! Here they are, brought by their owners or guardians in every possible kind of receptacle. Little heads peep out of baskets, cigar boxes, paper bags; and a whole family of pseudo-Skye terriers without tails, and with heads like spaniels, wink at you through the holes in an orange box. Their owners are woefully shabby, and so are they; yet man and beast try hard to appear respectable. Anyone who has ever been to a dog show knows that the noise there is perfectly deafening. Not so here. If a dog barks at all it is in a subdued manner—something like a humble cough—after which he looks round with an apologetic glance, as if to say, "I couldn't help it; my throat irritates me." But if they all lack beauty and breeding, Nature has endowed them with qualities of the mind. They are Bohemian dogs—bastards, outcasts, anything you like—but their knowledge is great, and adversity has sharpened their intellect. They watch the proceedings keenly, and when you pass and a man calls out "Achetez mon chien," the poor brute by his side will follow you with his melancholy eyes as if to say, "Please take me out of this!" Altogether, it is a queer sight, and, from a psychological point of view, an instructive one; but there is a distinct touch of sadness in this seamy side of human and animal life. Poverty is the link that binds man and beast. Whilst the rich man's dog comes in for his master's pleasures, its ragged, humbler companion knows what it is to see the home without a morsel of food. And who knows but that in his whine for a crust there is not also a sorrowful note for his human friend? And now let us get acquainted with those who have come to make an honest, or possibly a dishonest, penny, as the case may be. Who are they? Whence do they come? What brings them here? At first the questions are not easy to answer, but you soon recognise familiar types, and their story unfolds as you look at them. Curiously enough, the professional dog dealer, the man with an unclean record, does not put in an appearance here. The police know him, like he knows the police, and he prefers to hawk his living goods further away from public gaze. No; the majority of those we meet here really own the dogs they offer for sale, and if they try to dispose of them it is because they need the money. That good-looking, long-haired youth carrying what is supposed to be a fox-terrier, hails from the Latin quarter. His two friends behind him grin with delight as they watch him waylay a buxom lady, and in fluent langnage try to secure her as a customer. Should he succeed, you may be sure he will stand treat all round, and find himself the next day as penniless as before—minus his dog. With the pale girl opposite the case is different. She holds her little pet under her arm, whispering to it, anxious to find a buyer, yet afraid to part with her "Petit Chéri." Many of the others appear to be similarly situated, and this imparts something of sadness to the proceedings. It would not be quite safe to believe implicitly all the pathetic stories that one poured into your ears. I saw a curious-looking old lady squatting on a basket, and at her feet a long yellow mass of bones, which she informed me was a "chien magnifique," who, for three years, had been like a member of her family, and she wiped her eyes as she added that it broke her heart to say good-bye to this true friend. Half-an-hour later I heard a shout, "Stop him!" and people rushed towards the entrance. I first thought it was a pickpocket, although I wondered what a thief expected to find in such a place. I soon discovered my mistake. Something long, lean, and yellow ran with lightning speed up the road and disappeared round the corner. It was the "faithful friend," who had parted company with the old lady.

I dare say you will wonder who are the buyers of these extraordinary specimens of the canine race. I, too, was anxious to solve this problem, and I boldly interviewed the smart policeman who had been on duty here every Sunday for many years. He smiled and repeated my question: "Who buys all these dogs?" Then, after a pause, he shook his head. "No Parisian wants them; he knows too much. The customers are nearly all yokels. If a thing has four feet and barks, that is all they want!" And he pointed to two peasants in blouses, proudly leading away their acquisitions. "I reckon they sell about fifty dogs here every Sunday," added the policeman.

FRANCES KEYZER.

*Geniaux, Paris.*

IN THE DOG MARKET.

*Geniaux, Paris.*

A SCRATCH PAIR.

*Geniaux, Paris.*

WAITING FOR PURCHASERS.



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# *The Parisians of Paris.*

MISS SUZY MABEL

One of the most popular of the young actresses now appearing at La Scala, Paris.

(*From photographs by Walery, Paris.*)



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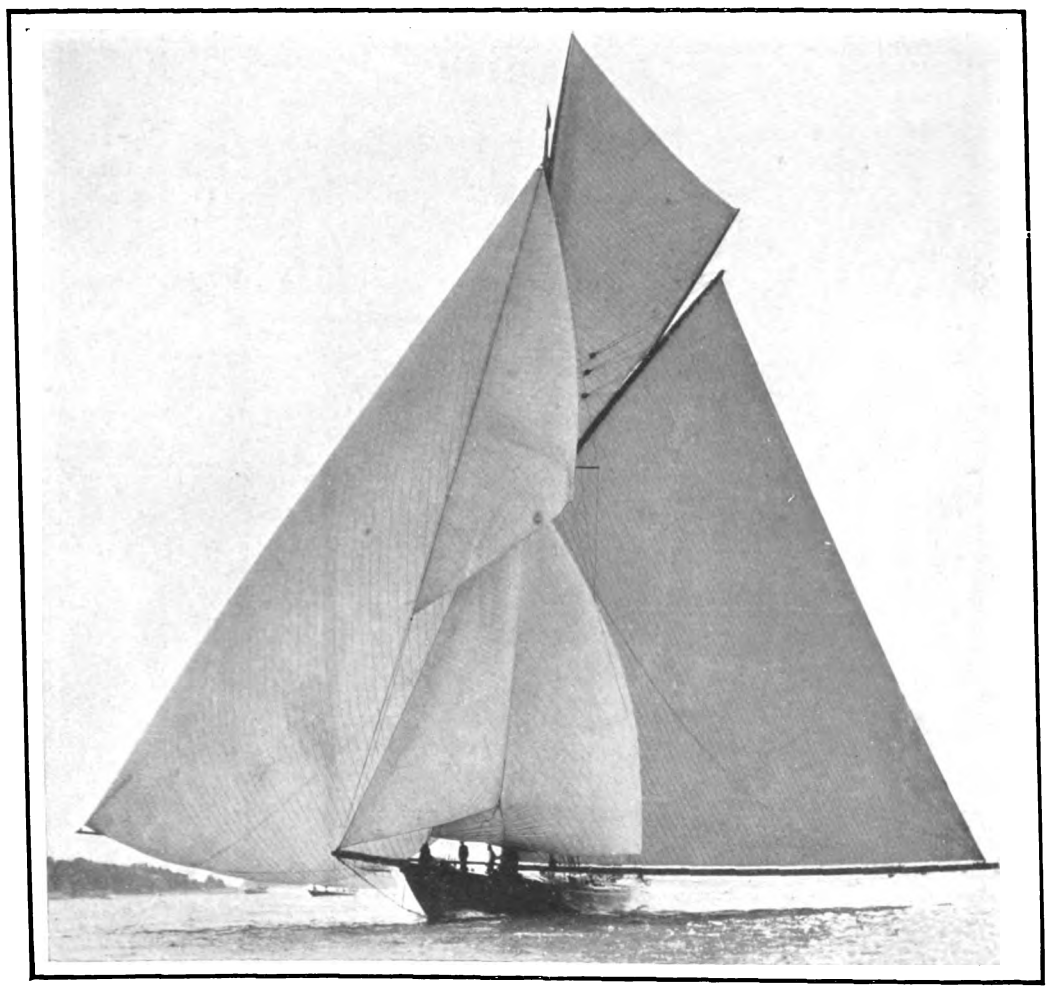
# Under the Burgee.

FITTING-OUT is now quite general in all the yards at the various yachting centres, and in many instances preparations have been sufficiently advanced for vessels to be put afloat. In the matter of new yachts the winter's record has been a poor one; but now that we are drawing nearer to another season the activity displayed in the building districts is fully up to the average of more recent years, and several enquiries have been made during the past few weeks for the purchase of vessels. Some well-known yachts have already changed hands. Cala Mara, a steam yacht of 313-tons, formerly owned by Mr. W. H. Johnson, has recently been purchased by the Marquess of Camden, and the Hon. Mrs. Eliot Yorke, having sold her steam yacht Garland, has purchased Sunflower, a steam vessel of slightly larger tonnage, formerly owned by Sir E. Walter Greene, Bart., M.P. She will be renamed Garland.

The enthusiastic yachtsman is, however, more particularly interested in the doings of sailing craft. The King's famous old cutter, Britannia, has been undergoing a thorough overhaul at Cowes. For the last few years his Majesty has had her in commission for day cruising during the Cowes Week, immediately after which she has dismantled and returned to her mud berth. It is only to be supposed that the same programme will be followed this year, for the simple reason that there is now no 90-ft. class in existence. It is, however, interesting to note that Sir Maurice FitzGerald is going to have his yawl, Satanita, in commission this season. This vessel, it will be remembered, [illegible] cutter in the same year as Britannia, and in a season, remarkable for the magnificent fleet of 90-footers, established the reputation of being the fastest reaching vessel in a fresh breeze ever built in this country. She won the Queen's Cup at Cowes a few years ago under exceptional conditions, not having been scrubbed for a considerable time before the race, and showed a remarkable turn of speed, notwithstanding a plentiful crop of weeds on her under-body.

The bare fact of these two being in commission, and the probable presence of Ailsa in this country, and possibly Sybarita, would seem to suggest a possibility of some sport amongst these famous old craft during Cowes Week. A dust-up between these old opponents could not fail to awaken a certain amount of interest, particularly amongst those who were following the sport at the time when these vessels were in their prime. Much would, of course, be required in the way of tuning up to get Britannia into anything like racing trim; but in regard to age, there would not be much to choose between the craft named—Sybarita excepted. If such a contest could be promoted, another likely competitor would be Navahoe, the Herreshoff boat which came across here in Britannia's first year, and is now owned by Herr Wätjen, and sailed by Edward Sycamore with an English crew, largely composed of men who sailed under him in Shamrock II.



*Debenham, Cowes.*

BRITANNIA

Built in 1892 for H.M. King Edward VII., then Prince of Wales. One of the most successful 90-footers ever built. She was designed by the late G. L. Watson. During the last few years she has been fitted out for Cowes Week each year, and has been used by the King for day cruising. She is now being overhauled for the coming season.

The attention of keen racing men will naturally be directed more particularly to the contests in which the 52-footers will be engaged, and the International character of the sport in this class, imparted by the presence of an American craft, will create a general interest in the racing, and the performances of the invading yacht will be followed with equal interest on the other side of the Atlantic. The new Herreshoff boat, which will be known as Sonya, has been built to the order of Mrs. Turner Farley, who last year sailed the 36-ton yawl Nebula in cruiser handicaps. The vessel arrived on this side some few days ago, so that there will be ample time for fitting out and getting her into trim for the early regattas. Doubtless there will soon be opportunities of seeing her under way, and opinions of her powers will be forthcoming from various quarters. Experience teaches, however, that it is extremely difficult to estimate with any degree of certainty the relative speeds of yachts unless in actual contest. Mrs. Farley's boat will be in charge of an East Coast skipper.

The command of Maymon, last year's champion, has been taken over by A. Hogarth, so that although Fife has not had the opportunity of turning out a new craft to meet the Herreshoff production, he will at least know that the handling of his boat will leave nothing to be desired. A few days ago, there was reason to hope that, late though it might be in the year, there might be another recruit to the class. The hopes raised are, however, not destined to be realised.

Prospects of racing in the Solent classes appear inclined to improve somewhat. A few weeks ago, it was generally taken for granted that there would be neither a 36-ft. nor a 30-ft. class in the district this season. Hopes are, however, expressed that there may be some racing for the first-named. Nyama, a Fife design, built for Captain J. Orr-Ewing, was purchased a few days ago, and it is understood that her new owner will race her in the Solent if the opportunity occur. There is a new boat now in course of construction at Southampton, and should she remain in the district, the two would form the nucleus of a class.

The Royal Alfred Yacht Club has recently had under consideration a question which has been regarded as of great importance by the members. The club has been in the habit for many seasons of offering challenge cups for competition in various classes. With a dearth of Y.R.A. classes, the question arose whether the interests of the sport would be served by putting up the cups in the possession of the club for competition amongst the one-design boats, of which there are several classes in Dublin Bay. The club has, however, decided to offer but one of the challenge cups this season, and that will be for the only purely racing class that will do the whole round of the big regattas, the 52-footers. The club by its action is evidently desirous of giving the greatest encouragement to the highest form of racing.

CORINTHIAN.

MEDITERRANEAN INTERNATIONAL REGATTA
April 20 to 30 .. .. San Remo.



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# YACHTS OF THE YEAR.

*Stuart.*

## INYONI

An ex-20-rater, designed by Fife. Outclassed for sailing in the pure racing class, she has for some seasons past competed regularly in handicap matches. She is now in India. Her present owner is Mr. R. T. Scovell, well known in London yachting circles. She sails regularly in matches of the Bombay Yacht Club.



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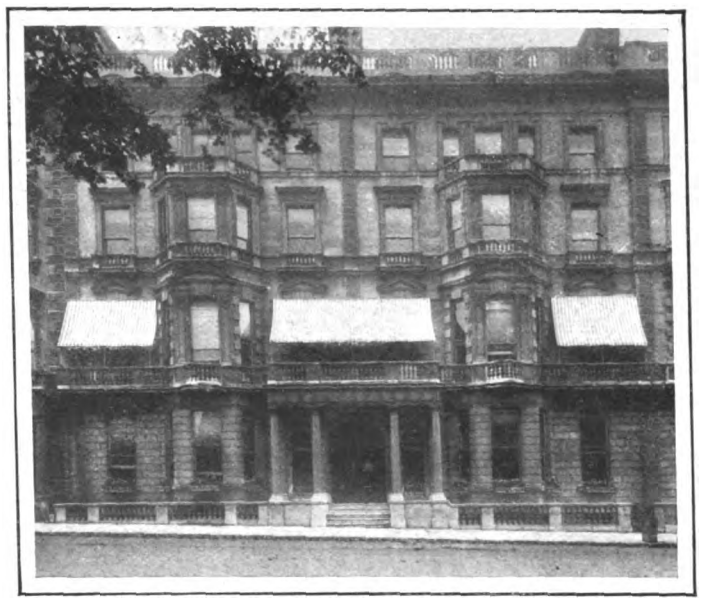
# The Ladies' Clubs of London.

## III.—*THE LYCEUM CLUB.*

WHEN Miss Constance Smedley first thought of the Lyceum Club, it was with the idea of establishing a centre where professional and University women, isolated in the genteel boarding-house and cut off from cultured society, could find congenial atmosphere and the refinements of life without a heavy financial strain. More than this, she wanted to make the club the first step of a great movement which would have for its avowed object the bringing together of the women in every country who exercised the creative faculty in literature, journalism, art, and music, University women, and the wives and daughters of distinguished men. To effect such a combination was no easy task. The scheme was suggested to a number of well-known ladies, and everyone who was approached expressed approval and gave promises of support. So the idea grew, and in November, 1903, in response to a circular, 500 applications for membership were received. In June the club secured one of the finest houses in Piccadilly—the old headquarters of the Imperial Service Club—and since that time the progress of the club has never halted. Lady Frances Balfour is chairman of the Executive Committee, Mrs. Moberley Bell is vice-chairman, and Miss Smedley acts as hon. secretary. The other names on the committee are representative of every woman of intellectual distinction in England.



*Biograph.*

THE LYCEUM CLUB, PICCADILLY.

Fired by the success of the initial venture, Miss Smedley toured the world with the object of forming branches of the club in all the chief American and Continental capitals. The vastness of the scheme was such as to frighten the most optimistic, and the complexity of social and professional life in other countries where distinction of caste, religion, and politics were very strongly defined, gave rise to some opposition. Miss Smedley broke down for a time under the severe strain; but she persevered in face of all discouragement, and succeeded in infecting the women of other countries with something like her own missionary enthusiasm. The result of these labours was the expansion of her original idea to such colossal proportions, that a survey of the work done fills one with admiration and wonder.

The most influential people in France, Germany, Austria, Italy, Holland, Belgium, America, and the Colonies have taken up the scheme, and the women of these countries are being brought into line with their English sisters.

All restrictions and distinctions have been bridged over by this wonderful Freemasonry of culture. The most exclusive Court circles combine with the ultra-democratic. Radical and Socialist, Protestant and Catholic, Royalist and Republican, have all been assimilated. The club is cosmopolitan in the best sense of the word. English members going abroad are received with open arms and treated as guests of honour. One of the features of the club is its Saturday night house dinner. With charming impartiality the club invites some distinguished men to be present as guests of the evening, and each sex strives hard to outdo the other in the gallantry of their attitude and in their mutual admiration and goodwill.

Miss Smedley speaks in warm terms of the help and sympathy which the men have shown towards the club. Its thoroughly practical character may be gauged

*Biograph.*

THE MEMBERS OF THE COMMITTEE OF THE LYCEUM CLUB.

The names, reading from left to right, are: Standing—Mrs. M. S. Boyd, Mrs. G. H. Chesterton, Mrs. Jack Johnson, Lady Lurgan, Mrs. Elkin, Miss Donie, Mrs. Stanley Boyd, M D. (half hidden), Mlle. Eugene Joachim, Mme. Starr-Canziani, Miss Vaughan, M.D., Miss J. Macgregor (side face), and Miss Lucy Kemp-Welch. Sitting—Miss C. Smedley (secretary), Mrs. Moberley Bell, Mrs. Oscar Beringer, and Mrs. John Lane.



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*Hodsoll.*

THE READING-ROOM AT THE LYCEUM CLUB.

A feature of the reading-room is the number of foreign journals reserved for the use of members, keeping them *au courant* with intellectual activity in every part of the world.

by the many features specially designed for the hard-working professional women.

The fact that *table d'hôte* luncheons and dinners are served at three prices—an excellent luncheon being supplied for ninepence—indicates the same consideration for the working woman. The club has made a definite attempt to bring together the women throughout the world by offering them facilities for obtaining comfort and affording them assistance in turning to pecuniary advantage the products of their brain, and the success of the effort is undeniable.

The great newspapers of the world have commented favourably and encouragingly on the work of the club, and applications for membership have been received from every quarter of the globe. In October the club will have houses open in Paris and Berlin, and then follow Florence, New York, and Boston. When the great International scheme is fully matured, the women of the world will have much to thank Miss Smedley for.

*Hodsoll.*

THE TEA-ROOM AT THE LYCEUM CLUB.

The tea hour brings together many members of the Lyceum Ladies' Club for the delightfully informal gossip so dear to the feminine heart.



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# PLAYS AND PLAYERS.

MISS MAXINE ELLIOTT IN "HER OWN WAY."

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Few actresses have attained the popularity which it has been Miss Elliott's lot to gain. In Mr. Clyde Fitch's play, "Her Own Way," to be produced at the Lyric on Easter Monday, she has a part eminently suited to her talents, and a strong company to support her. The above illustration shows the last scene of the play—the meeting of Georgina Corley (Miss Maxine Elliott) and Lieutenant Richard Coleman (Mr. Charles Cherry), who has lost an arm during his service in the Philippines.



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# PLAYS AND PLAYERS.

MISS EDITH WYNNE-MATTHISON.

*Ellis and Walery.*

During this week the performances of "Othello" at the Shaftesbury Theatre are suspended, to allow of a revival of "Everyman," in which Miss Wynne-Matthison is appearing and Miss Tita Brand plays Knowledge. The revival is being given by arrangement with Mr. William Poel, who, in connection with the Elizabethan Stage Society, has so often presented the old morality play in this country and America.



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# The Traveller.

## BY WEST COAST ROYAL MAIL ROUTE TO SCOTLAND.

HOLIDAY-MAKERS who are accustomed to spending their summer vacation year after year in the South, have probably but scant knowledge of what a holiday tour in Bonnie Scotland means.

Hitherto the holiday-maker with a month, or even less, at his disposal, has been inclined to view the journey North with a certain degree of apprehension, or we should say misapprehension. But there is really no reason why this slight obstacle should prevent his visiting the lovely land of lochs, for the journey from Euston to Edinburgh, by the favourite West Coast Royal Mail Route, takes no longer than from Paddington to Penzance —a run that is thought but little of nowadays.

Starting from Euston, one has the choice of travelling by either day or night expresses. The trains which are run in conjunction with the Caledonian expresses are practically all of the type known on the Continent as trains *de luxe*, having corridor carriages, dining and sleeping compartments, and, in fact, all the luxuries and conveniences of a modern hotel. The journey North is of all-absorbing interest; the varied scenery, though viewed from the window of a rapidly-moving express, nevertheless cannot fail to produce a lasting impression on the observer. At Carlisle a brief stop is made, and one of the powerful Caledonian engines attached to the train. From this point, for the remainder of the journey to Glasgow or Edinburgh, we travel over the Caledonian Company's system.

Although Edinburgh may be the capital of Scotland, there is no doubt that Glasgow is the centre for which the majority of tourists make. But whichever city be chosen as a halting-place, one can rely on finding comfortable hotel accommodation. There are, of course, many ways of "doing" the Highlands and the Western Isles, as the tourist will quickly discover if he refers to the Caledonian Company's programmes and handbooks. Although Glasgow may not be an ideal spot to stay in for long, it will, nevertheless, be found a most convenient centre from which to gain easy and speedy access to the "show" places in the district. Moreover, it will be found that by far the greater number of these pleasure trips, undertaken for the most part by rail and coach and steamer, start from and terminate at Glasgow. On the other hand, those who prefer the comparative quiet of Edinburgh will not do amiss by staying there.

Within an hour's run of Glasgow Central Station one can reach the glittering waters of the Firth of Clyde at Gourock, whence the Caledonian Company's luxurious steamers start to the various points of interest on the firth; or again, at Wemyss Bay, an attractive little watering-place on the banks of the Clyde. But for natural loveliness of scenery and variety of interest there are probably few more delightful tours than the one to the famous Trossachs. Here one is confronted with a choice of routes. The most interesting is, perhaps, that which takes the tourist by way of Stirling, Callander, Loch Vennachar, Loch Katrine, and Loch Lomond. It is the only way by which the tourist can follow the chase as described in "The Lady of the Lake."

From Glasgow a start should be made from Buchanan Street Station, the old terminus of the Caledonian Railway. The journey to Stirling is by no means devoid of interest, for we pass through the old battle-ground of Scotland, which includes such names as Falkirk and Bannockburn, the latter one of which every Scotsman has good reason to be proud.

From Stirling to Callander is but a short run. Here a coach meets the train and takes the wayfarer for a delightful drive by the Pass of Leny, under the shadow of Ben Ledi, and follows the route pursued by Fitzjames at the beginning of "The Lady of the Lake." Each succeeding scene takes some memory from its mention in the poem. To detail all the sights would take up more space than is at our disposal. To complete this tour we take the steamer to Stronachlachar, situated at the head of Loch Katrine. A charming coach drive of five miles over the moor takes us to Inversnaid, the stronghold of Rob Roy.

Once more we take steamer, and sail down the Queen of Scottish Lakes to Balloch, where a train awaits to carry us back to Glasgow or Edinburgh, as the case may be.

Among the many other delightful excursions from Glasgow or Edinburgh, mention should be made of those to Oban for the Western Isles and Ballachulish for the Ossian country. The route to Oban, "the Charing Cross of the Highlands," lies by way of Stirling, Callander, and Loch Awe. From Callander the Oban line follows the route of the Fiery Cross in "The Lady of the Lake." In the little churchyard of Balquhidder lie the ashes of Rob Roy and Helen his wife. At Lochearnhead Station a coach meets the train to take passengers down to the village of Loch Earn, whence the new line runs beside the loch to St. Fillans, Comrie, and Crieff. Shortly after leaving Lochearnhead the train commences to ascend the wild and desolate Glen Ogle, on the other side of which lies the little Highland town of Killin, with Ben Lawers beyond, towering above the reaches of Loch Tag. Then follow Crianlarich, where coaches are waiting to convey tourists by the Glen Falloch to Loch Lomond and the Trossachs; Loch Awe Station, whence a steamer runs the full length of the loch to Ford, from which point a delightful coach drive can be taken to Ardrishaig to meet the steamer "Columba." The remainder of the

*Valentine.*

IN THE LAND OF SIR WALTER SCOTT.

A view of Callander Bridge, with Ben Ledi in the distance. Although no actual mention occurs of Callander in "The Lady of the Lake" it is, nevertheless, the most convenient point on the railway to visit this interesting district, including, of course, the far-famed Trossachs.



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*Valentine.*

A VIEW OF BALLACHULISH FROM ABOVE THE PIER.

Probably few tourists make the excursion to Ballachulish, which is situated in the Western Highlands, and approached from Connell Ferry by a new branch of the Caledonian Railway. In the near neighbourhood rises the mount upon which poor James of the Glens was hanged for the historic "Appin murder" described by Stevenson; also the wild pass of Glencoe.

journey into Oban from Loch Awe is full of romantic interest. Passing through the wild pass of Brander, and again through the pass of Awe, we reach Achnacloich, the point of embarkation for the tour up Loch Etive and Glen Etive, and down the wild and desolate Glencoe. From Connell Ferry runs the new line of railway to Ballachulish, through a region in which centre the memories of Fingal and Ossian. Leaving Connell Ferry, and making a rapid descent of Glen Cruiten, the "valley of the knolls," the train presently steams into the pretty little town of Oban. From this point trips may be made in almost every direction—through the islands of the Inner and Outer Hebrides, by the Caledonian Canal: a day's voyage, finer than that of the Rhine, to Inverness. Or the traveller can take a trip down the Crinan Canal, or the Mull of Cantyre, to the Firth of Clyde, and so back to Glasgow.

*Valentine.*

ST. FILLANS, ON LOCH EARN.

Undoubtedly one of the most lovely rustic spots in the Highlands. At the present time the traveller must take the train to Lochearnhead Station, on the Caledonian System, and thence proceed by coach to the head of the Loch. An extension of the line, however, is nearing completion, when it will be possible to travel through without break from Oban to Perth.



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# "La Paix Perpétuelle."

*By DAVID HANNAY.*

THE smiling and well-satisfied face of the Abbé de Saint Pierre, which is presented to the reader on this page, may not strike him as by any possibility belonging to a dreamer and an enthusiast. It has much more the air of one of those worldly ecclesiastics, or semi-ecclesiastics, who enjoyed a comfortable benefice with no corresponding cure of souls, and who were familiar to the drawing-rooms of good society in Paris all through the eighteenth century. Nor is it altogether inappropriate that this should be the aspect under which he is preserved for posterity. In the way of benefice, indeed, the Abbé had little, for sixty or eighty pounds a year of our money represented the sum of his independent fortune, and he spared a part of that during years for the support of a still poorer friend of hopeful genius. But if he had little, he was a philosopher, and he wanted little. Honour and troops of friends were not denied him. Of the friends not a few were charming women who petted him emulously during the greater part of a very long life spent in the best, the wittiest, and the most intelligent society of Paris. We can confidently believe that few men have been happier than Charles Irénée Castel, Abbé de Saint Pierre, and certainly few have had more time to enjoy their felicity. He was born in 1658, when Cromwell was still alive, and he died, cheerful and unpretentious, in 1743, two years before Prince Charles Edward sailed on his romantic adventure. The nearest approach to a disaster in his placid existence was his expulsion from the Academy in 1718. He had committed a shocking offence by saying, in print, that Louis XIV. ought to have been called the "Redoubtable," and not the "Great." The courtly Academicians called on him to recant, and, when he proved contumacious, turned him out. The Abbé bore the persecution blandly, and went on as if nothing had happened. From thirty to forty volumes of political and economical speculation attest his industry. By the consent of his warmest friends, they are all ill-written, and full of repetitions. But they are also full of ideas. The Abbé was a forerunner of the "Philosophes" who in due time destroyed the loyalty of thinking Frenchmen to the old Monarchy. He is not, and cannot be, read; but he has always been spoken of with respect, and he achieved the end he aimed at. When a friend expostulated with him on his unmerciful repetitions, he asked for examples. They were poured out in abundance, but the critical friend must have felt completely beaten when the Abbé only replied, "I see you remember them. That is why I repeated myself. If I had not done so, you would not have remembered."

If there is any recollection of the tranquil and persistent Abbé to-day, he owes his immortality to the treatise which secured him the liking of Voltaire and Rousseau, and the

L'ABBE DE SAINT PIERRE
Born 1658, died 1743. From a print in the British Museum.

honour of a biography and an analysis of his work, and ideas, written about half a century ago by M. G. de Molinari. It is what we may still fairly call the famous scheme for establishing an enduring pacification of Europe, published first in 1713, under the name of "Projet de Paix Perpétuelle." In this case the author was effectually protected against either of the two forms of misfortune which have consigned his other works to oblivion. We have not ceased, nor are we likely to cease, to be interested in the subject. His scheme for limiting the absolute power of the King, to which he gave the odd name of "Traité de la Polysynodie," is a mere curiosity. France has found a way of her own for suppressing regal despotism. The problem needs no further discussion, and is as dead as Louis XIV., the Great, or the Redoubtable. But war, and the danger of war, we have always with us. Then again, no better solution than his has yet been discovered, and, therefore, the Abbé's Project for a Perpetual Peace may be said to hold the ground. Indeed, this does not put the case honourably enough for him. It would be nearer the truth to say that nobody has yet found a better way for the suppression of war than his, and that if we do approximate a little, and very tentatively, to his ideal, it is by moving with hesitating steps on the road he pointed out.

When the Abbé addressed his countrymen in 1713 he was not without an example to encourage him in his speculation. There were even many, if they were properly sought for. An authority which should keep the peace, at least among Christian peoples, had been the dream of intellects as good as, or better than, his in remote times. The Holy Roman Empire was nothing else than such a "fond imagination." The great Sully had a plan of his own, which Saint Pierre quoted. But the defect of all these devices was that the authority which was to keep men from fighting had to begin by imposing its will on all the world by force, and that when it did make the attempt it was beaten. Saint Pierre was preserved from falling into this error by the very date of his treatise. In 1713 the French had had a series of lessons, beginning at Blenheim, or even earlier at La Hogue, to show them that the use of war as a resource for obtaining their way had its very formidable dangers. They were much in the humour to listen to his persuasion when he argued that even successful war was a costly method of reaching their aims. What constituted the originality of "La Paix Perpétuelle," and has secured attention for the ideas of the author, was precisely the fact that he did not look to a common sovereign authority to play the peacemaker, and that he did not draw a fantastic plan for cutting up Europe into arbitrary divisions of equal strength, which were then to counterbalance one another, after the manner of Sully. As was too much the custom with him, the solid centre of his "Projet" is wrapped up in a cloud of words for which he found three volumes hardly enough. We ought not, perhaps, to blame him for arguing at some length that war is not



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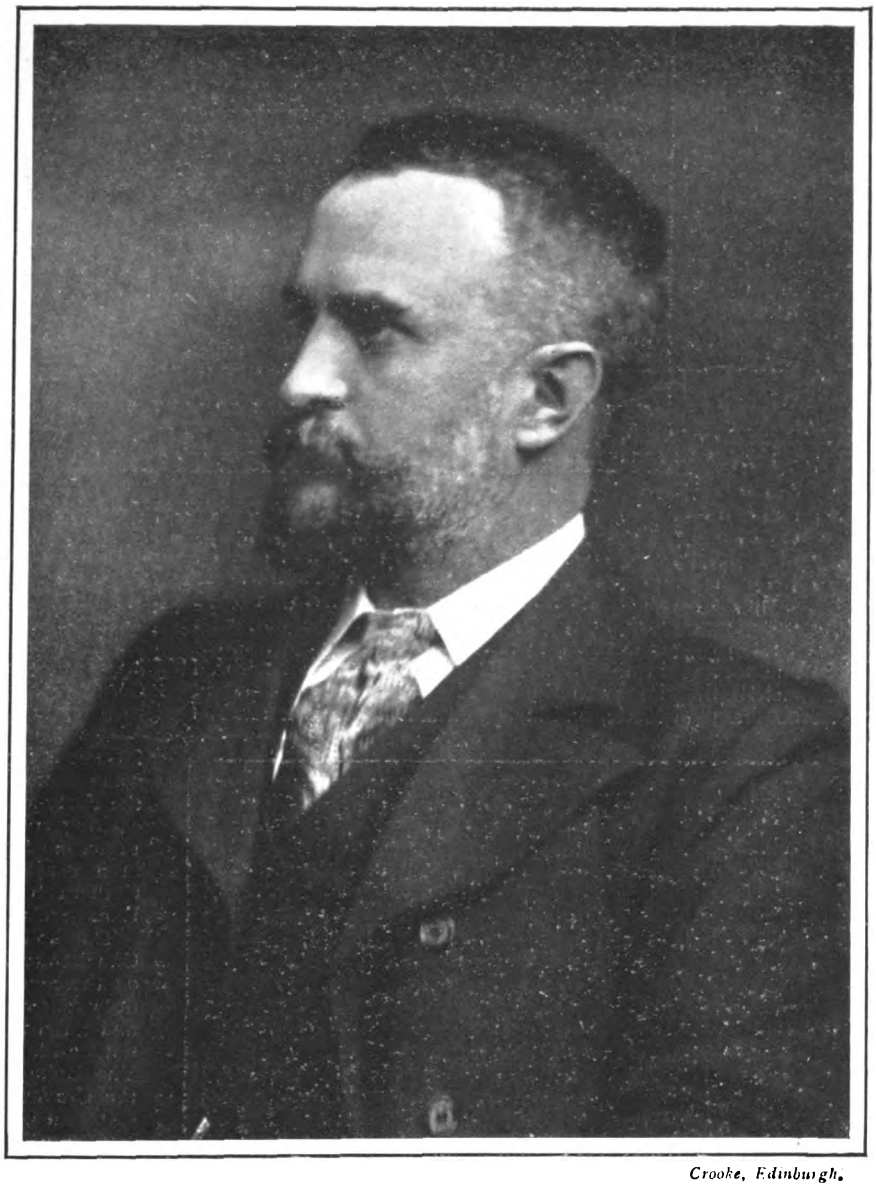
meritorious in itself. There had been—and after his day there was—a pretty general belief that a prince of spirit would, as a matter of course, take, or if it did offer itself spontaneously, then make, an opportunity to gain glory by arms. Our own James I. was widely sneered at for being a lover of peace. That subjects should fight cheerfully for the glory of their prince was part of the creed of a monarchical age. It was not superfluous to insist on the other point of view—the enormous damage which war caused, and most particularly to the subjects. Louis XIV. had done much to turn the reflections of his good people in that direction. Yet even in 1713 the Abbé need surely not have spent pages in proving that security was better than danger, that it would be enjoyed if wars of conquest ceased, and that treasure wasted on armies and in campaigns to conquer a few frontier towns could be spent to much better purpose. His trust in repetition as a method for insinuating truths into the obtuse human head was indeed excessive.

Yet when his proposal is stripped of verbiage, it may claim to contain all the sense which it is possible to say on the subject. The proof, perhaps, is that we have found nothing better to offer. Begin, said the Abbé, by recognising that every state, big or little, is the legitimate owner of what it now has. Let them have no cuttings up and rearrangements. Then let them, or as many of them as will join to begin with, guarantee one another against foreign attack and rebellion within. This last clause has offended some modern liberal admirers of Saint Pierre, but it came naturally enough from the pen of a writer who had seen his King provoke England to war by recognising the son of the exiled James II. as the true sovereign of this country. Modern liberal critics, too, have not, it may be, sufficiently considered that a league which guarantees one of its members from conquest or insurrection, would have a sound claim to insist that he should not provoke internal disturbance by bad government, as well as that he should not drag the coalition into hostilities by aggression. Having come to this understanding among themselves, the states of the league would then be strong enough to defy attack from without, and to control any single power which attempted to disturb the general harmony. They could reduce their separate armaments by as much as a half, and spend the balance on themselves. There was in his own time considerable originality in Saint Pierre's demonstration that a state which adds to its population and power at home, increases its strength more effectually than by acquiring outlying provinces. The doctrine is understood to have become a platitude now, though to judge by contemporary events in Manchuria, there is still one European state which lags far behind the author of "La Paix Perpétuelle."

In 1713, his views were decidedly new. Men had not yet realised to the full how utterly weak the widespreading Monarchy of the Spanish Habsbourgs had been. They thought it strong because it was big. When the league has once settled its alliance, it can provide for the settlement of all disputes arising within its borders by arbitration. There was no part of the Abbé's Utopia which did more to earn for it the description of "the dream of a worthy man" than this. To-day, though we are far enough off from perpetual peace, the rulers of Europe do not seem to think arbitration so purely a vague sentimental fantasy as it looked to the shrewd contemporaries of the Abbé de Saint Pierre. They, at any rate, think it worth while to make arbitration treaties, and hold that they thereby diminish the risk of war. The progress, such as it is, is in his direction. Something has been done to carry out another of his ideas. He drew up a scheme for the formation of a kind of Common Council of Europe, which should employ the united forces of the confederacy, and on which all the members would be represented in proportion to their contribution to the fund. It would have been something on the lines of the Federal Council of the German Empire, and would have decided by a majority. Between this and the Hague Tribunal there is a great gap. Yet if the Czar's invention is ever to mean anything, it will attain to reality by becoming just such an International court as the well-meaning author of "La Paix Perpétuelle" elaborated in his modest study. The concert of Europe has at least risen to reality from time to time, and at intervals which tend to diminish. All the Triplices and Duplices which have figured and do figure in the papers, are after all but partial attempts to obtain a lasting peace by mutual guarantees of territory and promises of support. They have not brought about the reduction of armaments, which continues to be as unattainable a blessing to-day as it was 200 years or so ago. But while these big leagues, intent on security, and not on conquest, face one another and balance one another, the peace of the world, if not sure of attaining to perpetuity, is still, in Prince Bismarck's phrase, very well protected. The good Abbé's dream that a sufficient number of powers would join to make it dangerous for any one to stand out, is a long way off fulfilment. His appeal to the common-sense of mankind, in which he had a touching faith, if only it could be fully enlightened, has not so far been justified. But he was a patient, tranquil man, and I incline to believe that if he were allowed to return and contemplate the existing condition of Europe, he would be fairly satisfied with the progress his teaching has made. Who now sings the virtue of making war for its own sake? Do we not arbitrate with hesitation, but with unanimity? Are we not all banded to guarantee one another till in Europe, and out of it, we are all tied too tight to make war? It would simplify matters if we went all the way with the Abbé at once. A very hopeful person may even bring himself to the point of expecting that by the time another two centuries have passed, the human race will have travelled from its present attitude towards war nearly all the way to the wise unanimity not to make war at all, or allow a perverse minority to make it.



*Crooke, Edinburgh.*

MR. DAVID HANNAY
The essayist and writer on Naval matters.

Cardinal Fleury, to whom the Abbé sent a copy of his Projet, told the author, "You have forgotten to send missionaries to touch the heart of princes, and to persuade them to enter into your views." Saint Pierre might have answered that he had nothing to send except the book. A few years later, when Fleury was Prime Minister, and was in alliance with our Sir R. Walpole to maintain peace, he could further have claimed that the Cardinal and the English Prime Minister were of the same mind as himself; if not because he had converted them, then because experience had shown them that war was unprofitable, and that his method of keeping the peace, by mutual guarantees and alliances, was at any rate the best resource available.



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# THE RACING SEASON.

THOSE racegoers who go to Newmarket simply to attend the races can know but little of the many fascinations of the place itself. Nowhere in the world can so many splendid specimens of the thorough-bred horse be seen in all the stages of their career, and certainly in no other place can such a knowledge be gained of the actual work done by a racehorse when undergoing the trying ordeal of his preparation for a great race. To get out early on to the Heath on some fine morning to watch the long strings of thorough-breds come sweeping up the gallops, and to listen to the unmistakable rhythm of the cadenced stride of a racehorse is in itself an education; the air that sweeps across the wide expanse of springy turf is keen and fragrant. If you want to be alone you have but to wander away down below the plantation, or find yourself a comfortable seat somewhere away on the Ditch, and while you think a lark will soar his way into the blue ether overhead and sing you songs so glad, so free, and so full of the passionate joy of life, that to you, too, comes a sense of elation, and a clearer perception of all the infinity of Nature. But there is the business of racing to attend to, and the Craven Meeting, which began on the 11th inst., is never devoid of interest, both on account of the actual racing and of the information one may glean concerning the well-being, or otherwise, of the candidates for the classic races of the year, and of the prospects for some of the handicaps which are shortly coming on for decision. Two curiously-named races have long since disappeared from the programme of the Craven Meeting, one of which was the Port Stakes, a sweepstakes of £100 each, half forfeit, and the other the Claret Stakes, to which the subscription was £200 each; both these races were for four year olds. In those days betting was considerably heavier than it is now, and these two races were often the medium for a tremendous gamble. Sir J. Miller, the new steward of the Jockey Club, won the first race of this meeting with Colonel Wozac, and to not a few of us memories of a game and brilliant horse came back, when Colonel Hall Walker's Merry Moment, by Count Schomberg out of Merry Gal, fought a tremendous battle with Scotch Mistake in the Ashley Plate, and just snatched the victory by a short head. For the Crawfurd Stakes, Bass Rock, Chaucer, and Dumbarton Castle finished in the order named, and the brilliant speed displayed by Mr. L. de Rothschild's grey colt should draw attention to the value of his sire, Grey Leg. Blackwell's stable is in irresistible form just now, and not content with winning races for his patrons, that very able trainer decided to win one for himself, and his filly by Newhaven out of Peace had small difficulty in accounting for Superabundance and Ludlow in the Three Year Old Selling Plate. If much interest was lacking in the Forty-sixth Biennial, owing to the absence of Cicero, there was at all events an opportunity for having a good look at Shilfa, a colt, if I mistake not, who is destined to make very great improvement in the future. He is one of the best-bred horses in England, being by Isinglass out of Merle, and in appearance there is a marked resemblance to his famous sire. He could only finish third on this occasion behind Fincastle and Flashlight, but he is clearly a colt to bear in mind for the future.

W. A. Rouch.

OFF TO WORK IN THE EARLY MORNING.

W. A. Rouch.

STEADY EXERCISE.

Wednesday morning was anything but promising, however the day turned out all right, and a capital day's racing was thoroughly enjoyed by those present. The apprentice W. Evans, who seems to have gained confidence since Lincoln, rode a remarkably pretty race in the Apprentices' Plate, which he won for Mr. J. B. Joel on Quite Ready, and in the same race there figured a cheery little lad, C. Jackson by name, who can go to scale at 3-st. 12-lb. The Column Produce Stakes also fell to Mr. J. B. Joel, his colt Chestnut, by Persimmon, just managing to get home a head in front of Amitie. The heavy going and the substantial burden of 9-st. 5-lb. prevented Mark Time from having much to say to the finish for the Babraham Plate, in which Glenamoy, after looking all over a winner, had to accept a decisive beating by Pradella, with King's Limner an indifferent third, a performance for which, however, Orator made some amends to Lord Durham, by winning the Forty-sixth Sale Stakes for him. A very exciting contest took place for the Granby Plate, the last race of the day, which resulted in a verdict in favour of Sir E. Vincent's Cythera by a short head in front of Lord Ellesmere's Crank.

The hollow victory of Mr. F. Alexander's Chuckaway in the Second Welter Handicap on the concluding day of the Craven Meeting drew renewed attention to Andover for the City and Suburban Handicap, and I fancy he will not be far from winning that popular event. The Duke of Portland's St. Oswald, who won the Craven Stakes, is a neat, useful-looking colt; but unless I am mistaken when they meet later on Shilfa, who was second to him in this race, will turn the tables on him. It may have escaped the notice of a good many people that Shilfa is engaged in the Derby, and I shall be by no means surprised to see him make a bold attempt to win that race. Mr. Sol Joel's French-bred Imperial II., by Clairon out of Immortelle, gave such an exhibition of speed in the Flying Handicap that he is probably at the present moment the best sprinter in England. His many friends were more than glad to hear that the Conyngham Cup had been won by Harry Beasley on his own horse, Lively Lad, and Captain Rasbotham has been the recipient of many congratulations on his successful ride in the Scottish Grand National.

Whatever the quality of the racing at Easter may be, it never fails to attract immense crowds, and we are glad that at the moment the weather prospects are of the best, since enjoyment of the Easter meetings depends upon plenty of sunshine almost more than it does at those of any other time.

CAURIRE.



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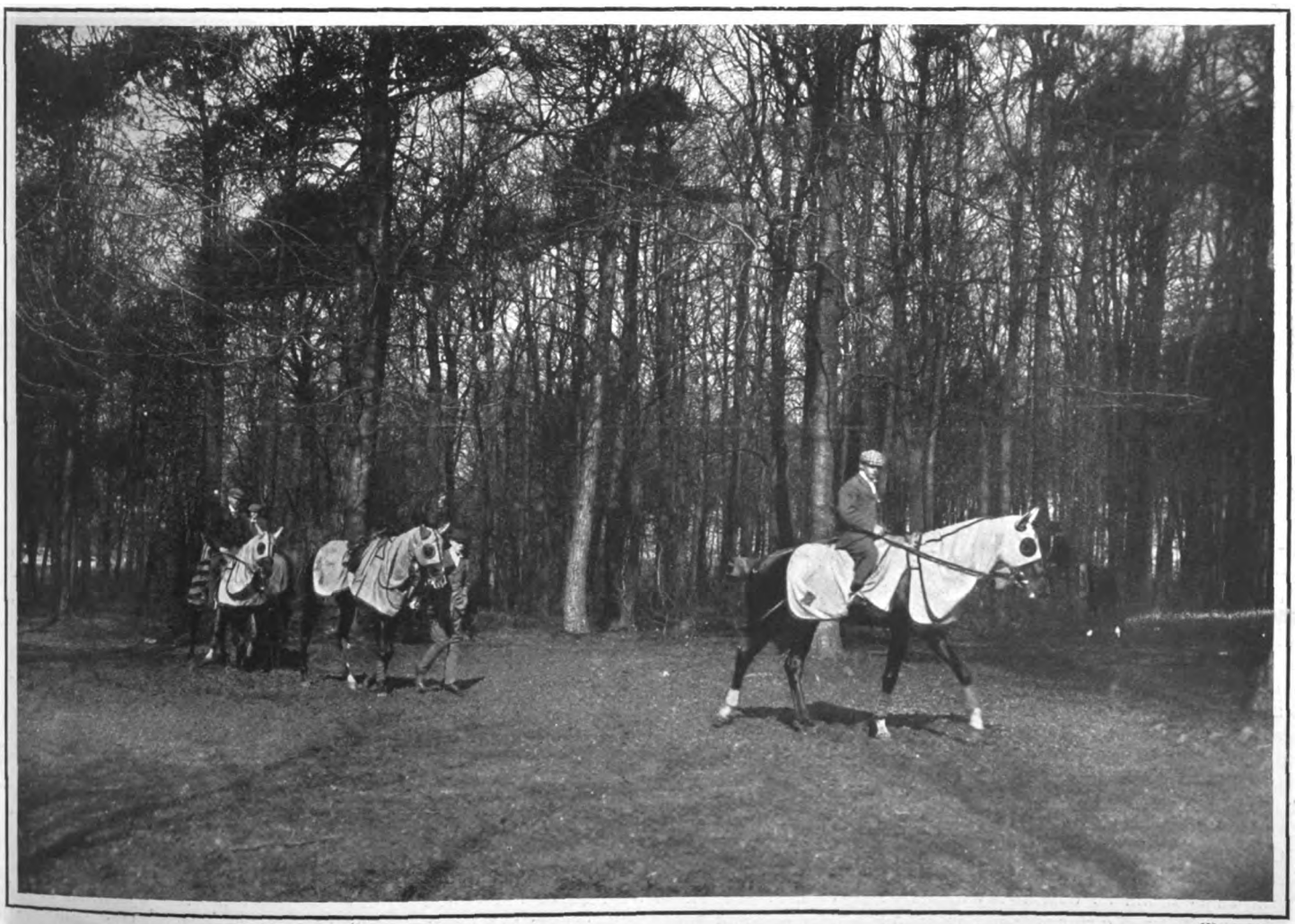
# NOTES FROM NEWMARKET

W. A. Rouch.

WAITING FOR ORDERS.



W. A. Rouch.

THROUGH THE PLANTATION.



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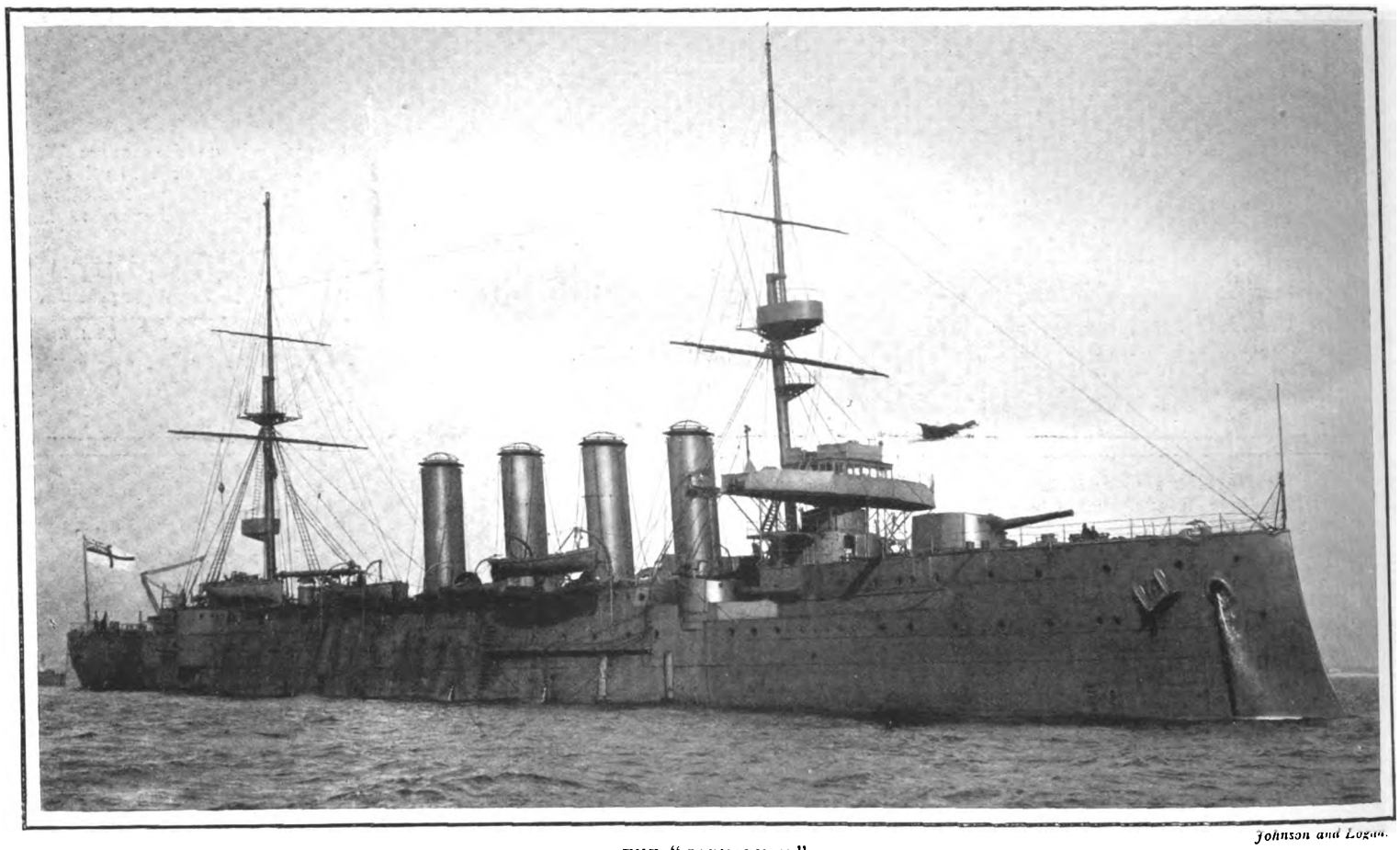
# THE SERVICES.

APART from its other historical performances, it must not be forgotten that the Russian Baltic Fleet was the first large Naval unit to "point a moral and adorn a tale" in a strangely significant direction. Everyone knows that the problem of coaling at sea has long been regarded as one of almost supreme importance, and it goes without saying that its puzzling character has been all in our favour. Great Britain being a nation possessing numerous coaling stations, and one, moreover, whose policy it has always been to build war-ships of large coal-carrying capacity, the longer other countries remained without any coaling stations to speak of, and the longer they went on building ships carrying only short supplies of coal, the more marked our Naval superiority was bound to be. That, of course, is a mere elementary truism. But the truth is often capable of inconvenient developments. When the idea of the despatch of the Baltic Fleet was first mooted, general incredulity was expressed as to the possibility of such an enterprise. Russia had no coaling stations on the route, her ships had no extraordinary coal-carrying capacity, and coaling at sea was still a difficult and often unsatisfactory process. But the Baltic Fleet started, and the progress it actually made is perhaps the most serious Naval lesson which the British Empire has learnt since the demonstration of the value of the torpedo.

Of course, it was clear that sooner or later the time would come when the fighting radius of war-ships would be enormously increased by the possibility of coaling expeditiously and safely at sea. There was also an entirely new set of chances to be taken in regard to oil fuel, since it was evident that oil could be pumped into a battle-ship or cruiser from a tank steamer much more easily than coal could be transported from a collier. It was obvious, too, that improvements in these directions would cut both ways; and the fact that the Admiralty was going ahead both in the matter of experiments in coaling at sea and in that of oil fuel was reassuring. But the circumstance that the Russian Baltic Fleet, without the advantage of Temperley transporters, and relying solely on coal for its engine fuel, managed to get so many thousand miles, has brought the new conditions of Imperial defence home to us with singular force, and it is earnestly to be desired that no official effort will be wanting to instruct the British public as to the real significance of the lesson involved. The supreme importance of strong battle-fleets remains, of course, uninfluenced. But those who have always deprecated any decrease in the cruiser-battle-ship class will find a powerful argument in the new order of things indicated by the actual achievements of the "Second Pacific Squadron" of the Russian Navy.

It is interesting to the writer of these notes to reflect that long ago he foreshadowed some such difficulty as that which is reported to have arisen in connection with the relative positions of Lord Kitchener as Commander-in-Chief in India and Sir Edmund Elles, the Military Member of the Viceroy's Council. It is exasperating, of course, for a strong Commander-in-Chief to have his vote on the Council neutralised by that of the Military Member, and Lord Kitchener is not by any means the first Commander-in-Chief in India to kick against the restriction thus involved. With the Viceroy possibly supporting the Military Member, and the Secretary of State possibly supporting the Commander-in-Chief, an intolerable situation could easily be reached, the effect of which upon the efficiency of the Indian Army is better imagined than described. But Lord Curzon, the great "K.," Sir Edmund Elles, and Mr. Brodrick are all sensible and shrewd, as well as strong men, and it should not be difficult to avoid a regrettable *impasse*. The real lesson of the situation is applicable nearer home. Some day we may hope to have a great soldier as First Military Member of the Army Council who will want to level up the Army, just as the present First Lord of the Admiralty is levelling up the Navy, "off his own bat." If that great soldier happens to be "K.," one fears that either the current War Secretary and the rest of the Army Council will have to sit still and look on, or serious discomfort will ensue.



*Johnson and Logan.*

THE "CARNARVON."

The new cruiser "Carnarvon," which recently passed her official trials on the Clyde with most satisfactory results. When completed, the "Carnarvon" will become a Devonport ship for manning and other purposes.

Captain Philip Tillard, A.D.C., who has been reappointed to the "London" to date from the 26th inst., has been in command of the great battle-ship since August, 1903. He is in his fortieth year of service, and so is hardly to be accounted exceptionally lucky, notwithstanding his accelerated promotion to Lieutenant from the Royal yacht. Captain Tillard has seen a good deal of important service in the East, and was Lieutenant of the "Bacchante" during the operations in 1885-87 which ended in the annexation of Upper Burma. He landed with the Naval Brigade in that campaign, and was again to the front in the operations in China in 1900, being mentioned in despatches by General Gaselee, commanding the British contingent.



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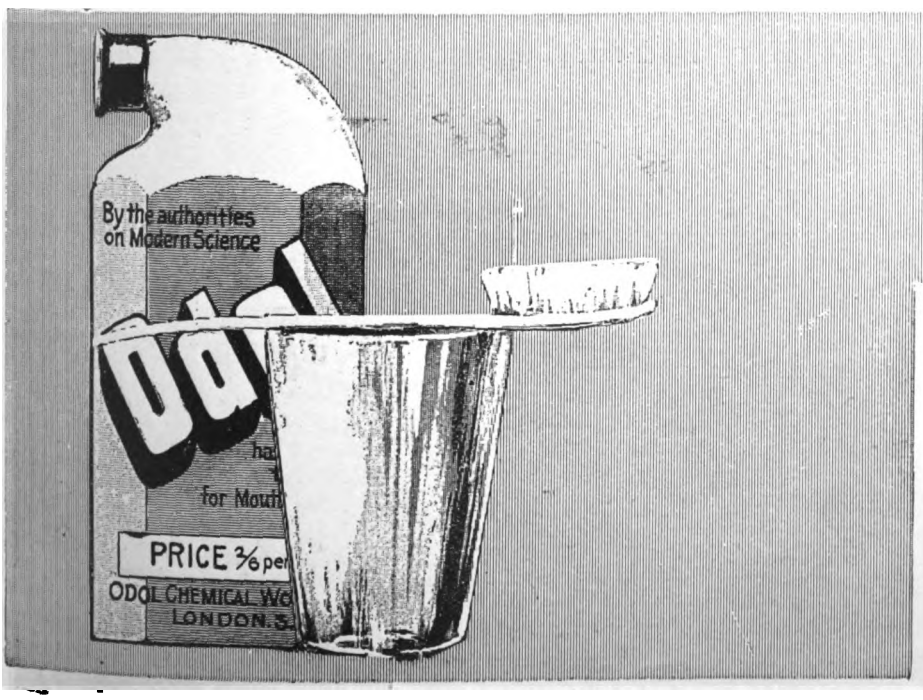
# IN RICHMOND PARK.

"GREEN GROW THE RASHES, O!"

There are few parts of the outskirts of London to which the jaded town-dweller wends his way more willingly than to Richmond. Permission has recently been accorded to the Volunteer Forces to drill in the Park.

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TO USE ODOL: Mix a few drops with water, rinse, and then brush the teeth in the ordinary way; gargle with the remainder. The cost of Odol, half-a-crown a flask, or eighteenpence the half-size, is moderate when it is remembered that a flask will last for months. Of all Chemists.



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# LITERARY NOTES.

AT the end of 1902 Mr. T. Fisher Unwin ventured upon a somewhat bold undertaking—the issue, at a very low price, of a special series of books for Continental readers. The experiment has been abundantly justified by results, and the neat grey volumes of Unwin's Library are now to be seen at all the chief booksellers on the Continent, as well as on many railway bookstalls. Travellers will do well to look out for this collection, which now contains some forty volumes, mostly of fiction, by the best writers of the day, though works of a more serious character are occasionally included.

**Unwin's Library.**

The handy size and exceptional lightness of the books make them peculiarly convenient for carrying about. The price is astonishingly low — only 2-fr. or 1-mark 50; and a special feature of the collection is that each work of fiction is complete in one volume. The books are all printed in Great Britain; their type is large and clear, and they appear in most cases simultaneously with the ordinary English editions. A well-known Anglo-Continental journal, the *Davos Courier*, says of them: "They are the best thing that has yet been done in the way of English books for Continental circulation."

* * *

A NEW monograph on the famous mediæval city of Nuremberg is about to be published by Messrs. A. and C. Black in their smaller series of Colour Books. The illustrations are by Arthur G. Bell, who is a constant exhibitor at the Royal Academy, the New Gallery, the Institute of Painters in Water-colours, and elsewhere. The letterpress is by Mrs. Bell, who is the author of many art publications. Both the pictures and the letterpress were done on the spot during a visit of many weeks made last year. The book is, therefore, a very actual and faithful picture of the Nuremberg of to-day.

**Nuremberg.**

* * *

A NEW novel by Mr. Max Pemberton is always eagerly looked for, and his latest publication, "'Mid the Thick Arrows" (Hodder and Stoughton), will not disappoint his numerous admirers. Mr. Pemberton has deserted history and politics this time, and given us a novel of modern life, which shows that he is quite as much at home in this class of book as in those with which his name is chiefly associated. "'Mid the Thick Arrows" is a story of Society life, and is concerned with a millionaire, who, in his youth, has married the wrong sort of woman, and has to pay for it later in life when all things should be going well with him. The book is very hard to put down. It is needless to say that Mr. Pemberton knows exactly how to make the best of his plot, and his plot is a good one. The book has the further advantage of being extremely well illustrated by Mr. Fred Pegram, R.D.A., one of whose drawings we reproduce on this page.

**'Mid the Thick Arrows.**

* * *

TO his excellent little series of dark blue shilling volumes, which began with the Mark Rutherford books, Mr. Unwin has recently added "The Outcasts and Other Stories," by Maxim Gorky. The volume contains, besides "The Outcasts," two short stories, "Waiting for the Ferry" and "The Affair of the Clasps"; they are all excellently translated, and are stories which must demand attention, even were it not that Gorky is, necessarily, very prominent to the public mind at the present time. It is to be hoped that his recent experiences will not turn him entirely from literature to political reform. Valuable as his work may be in the latter direction, more permanent and wide-spreading good must result in the end from his work in the former, though many years may have to pass before its influence becomes appreciable.

**The Outcasts.**

* * *

THERE is some capital fun in "Misrepresentative Men," by Harry Graham (Colonel D. Streamer), which we have received from Messrs. Gay and Bird. The table of contents alone is delightful. We find Theodore Roosevelt jostling Bacon, Adam next door to Joan of Arc, and Mr. Winston Churchill following hard upon Nero. The verses on each subject are full of humour, and we are seized with a desire to quote them all; but taking one at random, we give the first stanza of his poem on Bacon:

**Misrepresentative Men.**

"In far Elizabethan days
(Ho! By my Halidome! Gadzooks!)
Lord Bacon wrote his own essays,
And lots of other people's books;
Annexing as a pseudonym
Each author's name that suited him."

There is humour, too, in the illustrations by Mr. F. Strothmann, one of which we reproduce.

"IT WAS WELL FOR HER THAT SHE DID NOT KNOW."

One of the illustrations, by Fred Pegram, in "'Mid the Thick Arrows," by Max Pemberton. Published by Hodder and Stoughton.

* * *

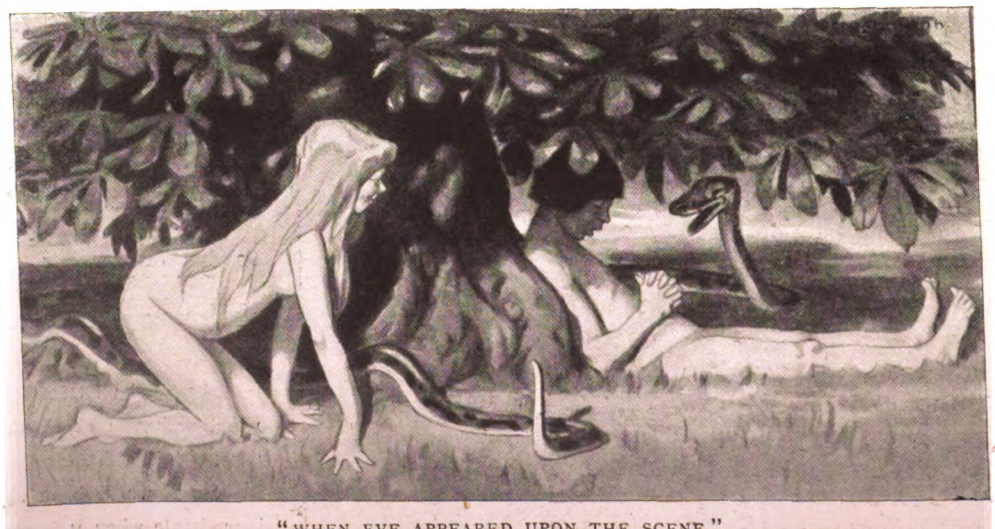
WE have been invited to tea by Mr. Herbert Compton in a little volume called "Come to Tea with Us," which has been published by the Anti-Tea Duty League, of which Mr. Compton is the organising secretary. Part of his book is concerned with a very racy and amusing description of a tea-planter's life, and he talks in general very chattily and pleasantly about tea—how it is grown, how it is made, what it costs, and so on. There is no concealing the fact that Mr. Compton's tea-cup contains a *chasse* of something other than interesting information. It is, in fact, a manifesto of the League. As such we have no concern with it in these columns, but it makes good reading. The illustrations, some of which are by Mr. Tom Browne, are very good, and include the poster cartoons relating to the taxation of tea which are at present amusing or puzzling us on all the hoardings.

**Tea with Mr. Herbert Compton.**

* * *

MESSRS. S. W. PARTRIDGE AND CO., who do so much for present-day children in the production of interesting and serviceable books, announce a new "Life of Nelson," specially written for boys by Mr. J. Cuthbert Hadden, who is already known for his "Nelson Navy Book." It is a good subject, and Mr. Hadden will be very unfortunate if he does not produce a very popular and successful book, which will come with especial appropriateness during the present year.

**A Boy's Life of Nelson.**



"WHEN EVE APPEARED UPON THE SCENE."

From a drawing by F. Strothmann. Reproduced from "Misrepresentative Men," by Harry Graham Published by Messrs. Gay and Bird.

## *BOOKS TO READ.*

Miniatures, by Dudley Heath. The Connoisseur's Library. (Methuen.)

English Embroidery, by A. F. Kendrick. Library of Applied Arts. (Newnes.)

Robert Browning, by C. H. Herford. Modern English Writers. (Blackwood.)

The Taming of the Brute, by Frances Harrod (Frances Forbes-Robertson). (Methuen.)

A Vagrant Englishwoman, by Catherine J. Dodd. (Smith, Elder.)

A Frontier Mystery, by Bertram Mitford. (White.)

A Spoiler of Men, by Richard Marsh. (Chatto and Windus.)

'Mid the Thick Arrows, by Max Pemberton. (Hodder and Stoughton.)

Penthesilea, by Laurence Binyon. (Constable.)

The Outdoor Handy-book, by D. C. Beard. (Newnes.)

Two Argonauts in Spain, by Jerome Hart. New edition. (Longmans.)



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And Pendants

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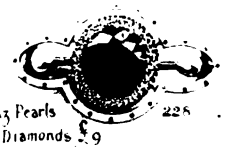
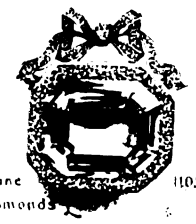


Topaz Pearls & Diamonds £9



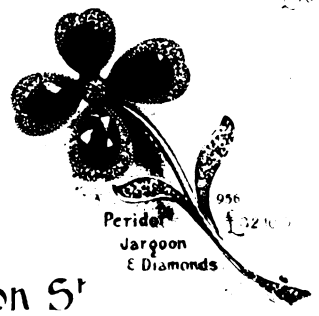
Tourmaline £14

Aquamarine & Diamonds £105

Pearls & Diamonds £14

Pink Tourmaline & Diamonds £36

£22



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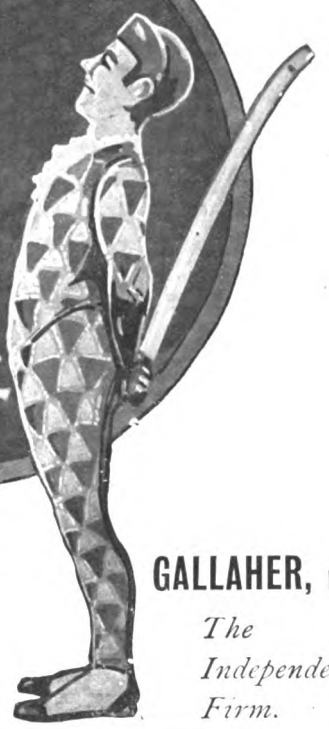

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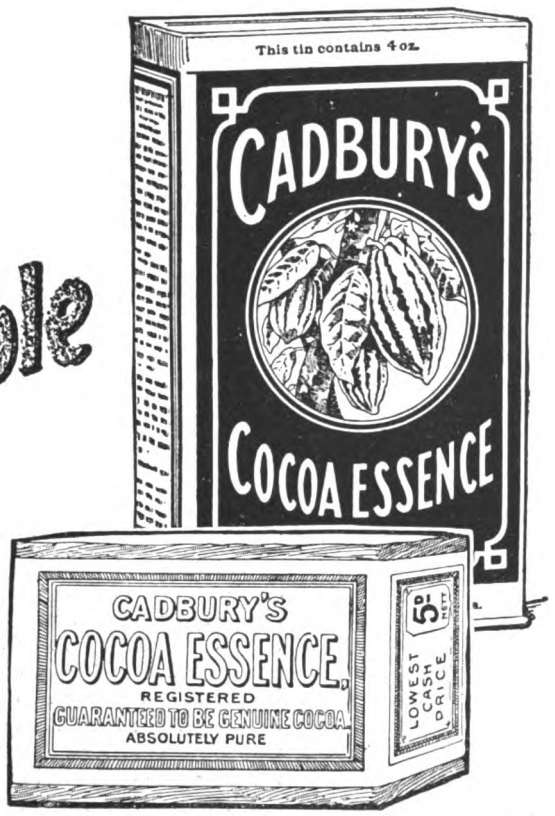


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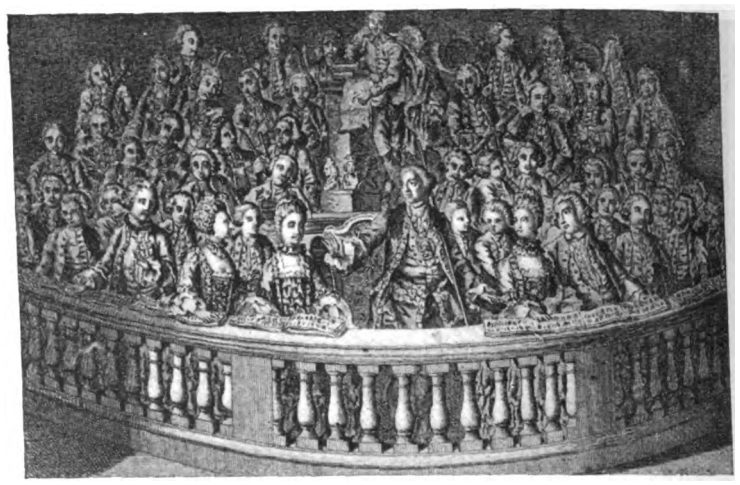
# THE MODERN CICERONE.

**"Historic Sites and Scenes of England," issued by the Great Western Railway Company, 1905.**

THE literary attainments of a nation are indicated by its guide-books, and it is a significant fact that the average Englishman still steers clear of them. But the end of the nineteenth century saw also the end, practically speaking, of the utilitarian guide-book era, the era in which facts were stated for the benefit of the traveller in the baldest and least interesting manner, and no attempt at careful or even cohesive compilation was apparent in the brochures which were sold at extortionate prices, and were of little actual value when obtained.

But with the coming of a new century, a new spirit seemed to enter into the councils of our railway companies, and during the past five years there has been a steady and gratifying improvement in the composition and appearance of the books which some at least of them have issued gratis. And among the pioneers in the new movement have been the Great Western Railway, whose guide-books are to-day worthy to rank with works published and sold in tens of thousands at 10s. and even higher prices. It is marvellous that a book such at that which they have just recently issued, which is, avowedly, for the benefit of American travellers, but which contains also so much of interest for Englishmen, concerning their native land and its historic sites and scenes, can be produced, copiously illustrated, written by a man whose attainments in literature are obviously of the very highest order, and printed on art paper, for the nominal price of one shilling. One is indeed inclined to wonder if the book is the work of one man only (the title-page gives us no information on the subject), for it seems impossible that any one man should have at his finger ends such a vast store of information upon the history and topography of Great Western England as is contained in the 120 odd literary pages of this brochure. For he is never at fault. From Hampton Court to Bath, from the Channel Islands to Wales, he knows them all, knows who are the most interesting historical personages connected with them, can give interesting little details of the rise and growth of the more important centres served by the system, and with it all can write good King's English with a flowing descriptive pen, which bespeaks the man of wide learning and acute observation.

To follow him through the pages of this entrancing volume would take far too much space, but we may note his interesting *résumé* of the history of the line. Paddington in 1804 was a rural village, and it was only in the year of Queen Victoria's Coronation that the line was first used, a train running on "the broadway" from the new terminus to Maidenhead. It was on the Great Western that Queen Victoria took her first railway journey in 1842 in the special saloon, now long since banished to Swindon as a relic of the "broad-gauge," and it was in the same train, over the same route, that King Edward first travelled by the iron road. It was fitting that the last journey of Queen Victoria should have been over the same line, and all will remember the sad and solemn journey of four years ago. From Paddington our author takes us up the Thames Valley to Eton of the College and Windsor of the Castle fame; through "beechy Bucks" to Stoke Poges, and Berks to Reading; to Oxford, of which he gives a most interesting account, and so into Shakespeare's country, the bourn from which, to adapt Hamlet's words, no devout traveller would wish to return. Thence we pass into Warwick and so to Bath, to which he devotes perhaps the most interesting chapter in his book.



THE SHAKESPEARE FESTIVAL, 1769.

Garrick reciting the Jubilee Ode, assisted by a mixed choir, on April 23, 1769.

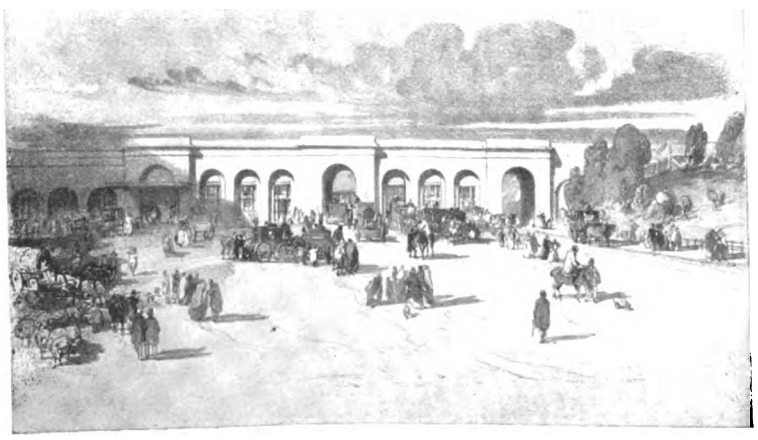
WEYMOUTH IN 1803.

George III.'s favourite watering-place, where he frequently stayed with Queen Charlotte at Gloucester Lodge.

We all know Bath. That is to say, we can all recall the fact that in the eighteenth century Bath was the social capital of the country, and the centre of all the gaiety and fashion of the day. But few of us realise that for three centuries Bath has been the Queen of English inland watering-places, and that it was not solely during the reign of Beau Nash that she was famous. And we certainly do not realise to the full the fact that Bath, as it stands to-day, is very much the same Bath as that wherein the political, social, and artistic stars of a century ago disported themselves. And yet between the Bath of 1904 and 1804 there lies this difference. In the early days of the last century Bath lay a whole day's journey from London, and even then the feat performed by the coaches "Mercury," "Prince of Wales," and "Duke of Clarence" was considered marvellous, the ordinary "machines" spending two days on the road. And now it is a two hours' train journey from Paddington, just time, that is, to skim comfortably through a light novel, two feats that our forefathers with their coaches and three-volume tomes surely never contemplated. Bath, we are told, was discovered by King Bladud, B.C. 863. Nor was he the only King who derived benefit from the healing properties of the springs; and if, as our anonymous author says, the town is happy which has no history, either the aphorism is all wrong, or Bath must be reckoned one of the saddest spots in the whole world.

The Spas of England receive their due meed of attention, as do the cathedrals, and one of the best-written chapters in the book is that devoted to the "shores of the Severn Sea." These few lines will serve to show that the book is exhaustive in its dealings with the topographical. Nothing, however, but a personal examination of its pages can carry conviction as to its fund of information upon the historical aspects of the wide expanse of country connected with London by the Great Western Railway. Intended primarily for the American traveller, "Historic Sites and Scenes of England" is a work which the student will do well to keep in an easily-accessible corner of his bookshelves. For it combines all the useful qualities of an authoritative work of reference with a charmingly-told story of a trip through parts of England rich in historical associations and literary connections.

F.



PADDINGTON STATION

As it appeared sixty years ago, when first Queen Victoria travelled by the Great Western Railway. She travelled by a special Royal saloon, which is still to be seen in the museum at Swindon.



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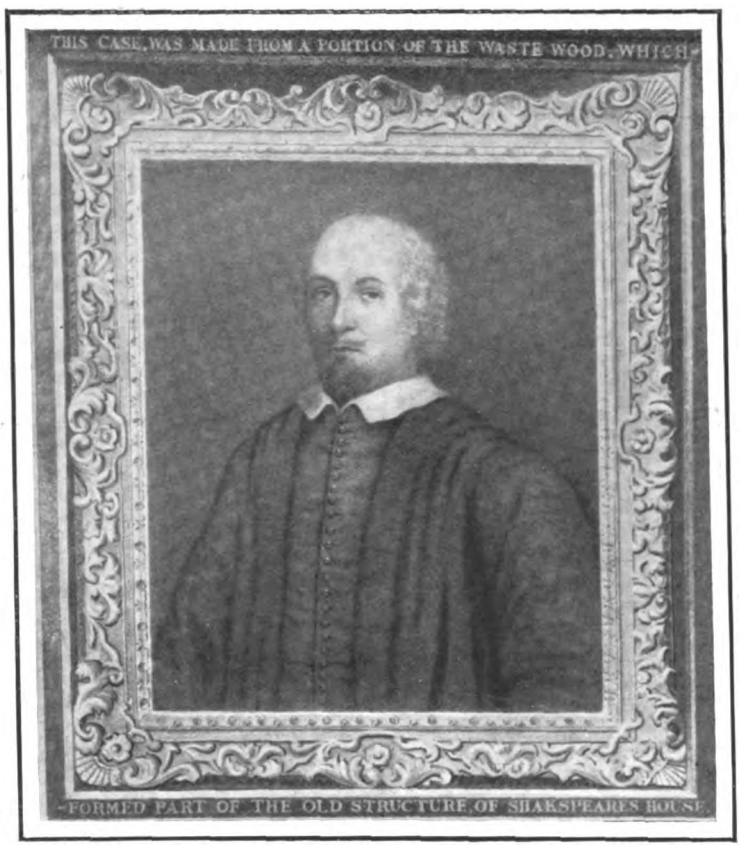
# Leaves from a Collector's Note-book.

## *ENGRAVED PORTRAITS OF WILLIAM SHAKESPEARE.*

ONCE more St. George's Day (April 23) is approaching, bringing with it not only the festival of England's patron saint, but the birthday of England's greatest poet. On this particular occasion the Swan of Avon is more than usual to the fore, for the project of a national memorial is again in the air, and Mr. Beerbohm Tree has contrived to demonstrate that, from a managerial point of view, Shakespeare does not, as has been long maintained, always spell ruin. Up to the present time Shakespeare centenary commemorations have not been a conspicuous success. We know nothing of that of 1664, which happened between the Restoration and the Great Fire of London. Garrick's "tribute of admiration" a century later was spoiled by the weather and several sins against good taste which provoked the ridicule that kills. In 1864 Sir Augustus Harris was not old enough to organise a spectacle worthy of so promising a tercentenary, and the world has still some time to wait for either 1914 or 1964. Nevertheless, the memorial crusade is making Shakespeare in some sense a question of the hour. His engraved portraits, good, bad, and indifferent, are more prominently displayed than usual, and enquiries are made for the book published some eighty years ago, which tells you all that was then known of the portraits of Shakespeare by Droeshout and others, especially of those executed after the Felton, the Chandos, and the Duke of Somerset's pictures. In dealing with the subject, Mr. Wivell attempts an *exposé* of spurious pictures and prints. No better book on the subject has been produced since, although several paintings not then generally known have since come to the front, like that known as the Hunt portrait, now preserved at Shakespeare's birthplace. A short time ago a very curious picture of Shakespeare came into the possession of Mr. James Tregaskis of the Caxton Head, viz., a head painted on a piece of canvas, fixed by tiny pegs to one side of an ancient pair of bellows. It was reputed to have belonged to Queen Elizabeth, and was certainly once the property of Talma, at the sale of whose effects it passed to M. Wartel for the sum of 3,100-fr. Round this




THE HUNT PORTRAIT OF SHAKESPEARE
Preserved at his birthplace, Stratford-on-Avon.

portrait are three quaint rhyming inscriptions in Gothic letters, the first running thus:

> "Whome have we here stucke on the bellowes—
> Thatte Prynce of Goode Fellowes,
> Willie Shakespere!"

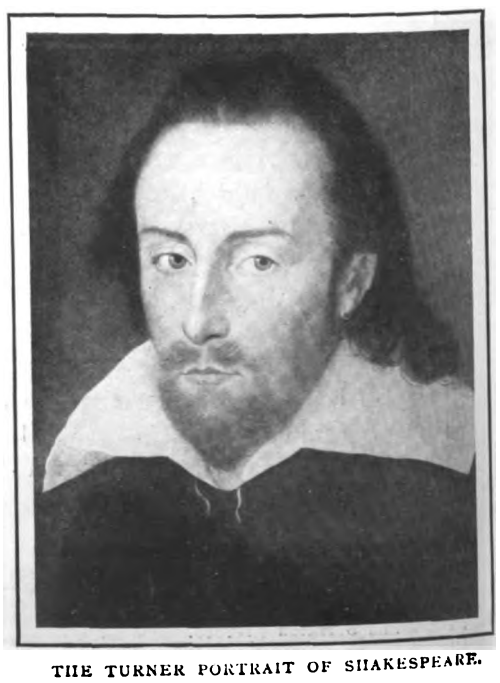
It fetched between 80-guineas and 90-guineas. Mr. Tregaskis has now accumulated no less than ninety-six different portraits of the poet comprising woodcuts and engravings in mezzo tint, line, and stipple. Mr. Albert Sutton of Manchester has secured a second collection, somewhat smaller, but remarkable for the presence of several fine proofs, a genuine Droeshout head, the portrait dedicated to Edmund Kean, and an impression of the Duke of Buckingham's private plate, the work of Scriven. Both Mr. Tregaskis and Mr. Sutton have several views of the tomb at Stratford, which has undergone so many vicissitudes. The following may be taken as an almost complete list of the painters and sculptors known to have chosen Shakespeare as a subject of illustration. It begins with Burbage, and then come Ozias Humphrey, Gerard Johnson, Burney, Thurston, Hilliard, Copantiers, Ravaillac, Banks, Cipriani, Holder, Pye, and Zoust. The engravers include Droeshout, Marshall, Vertue, Vandergucht, Duchange, Miller, Picart, Gravelot, Guernier, Hartland, Holl, Prescott, Bennett, Godefroy, Sawyer, Cooper, Locour, Houbraken, Cochran, Godby, Stow, Charles Turner, Grignion, Kent, Birrell, Porier, Scriven, Girtin, Delattre, Cook, Hall, Trotter, Wright, Swaine, Adlard, Thompson, Sharp, Pass, Knight, Parr, Rothwell, Finden, Armstrong, Warren, Neagle, Dean, and Wivell himself, who prepared some very charming drawings for the book.

The Shakespearian revivals announced to take place at His Majesty's Theatre under the auspices of Mr. Beerbohm Tree are sure to intensify the interest felt in the general question of early "heads" of William Shakespeare. If the reliable contemporary portraits of the Bard of Avon are few, the number of views of his tomb in Stratford-on-Avon church is very great. One collector alone has over forty prints of Shakespeare's monument—all of them later than the time when the "effigy" was whitewashed by Malone, and repaired at the expense of Roger Kemble.

B.

THE ZOUST PORTRAIT OF SHAKESPEARE.

THE GODEFROY ENGRAVING OF SHAKESPEARE.



THE TURNER PORTRAIT OF SHAKESPEARE.



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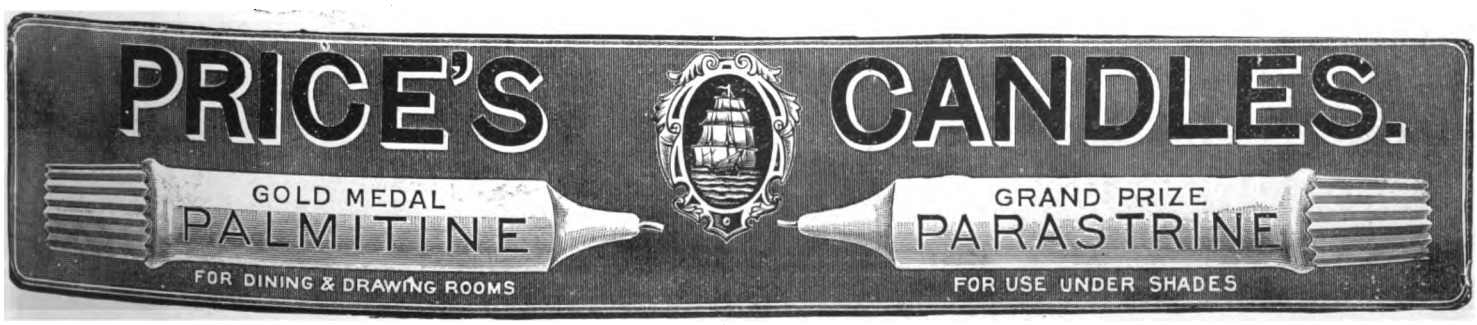





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# Motoring Notes.

ALTHOUGH the British competitors at the Monaco Motor-boat Meeting were very few in number, they rendered so excellent an account of themselves that the alarm which our neighbours across the Channel have recently expressed at the progress of the motor industry in this country, is likely to be still further increased. The most interesting day of the meeting was Tuesday, April 11, on which were decided the events for the 8 to 12 mètres (26·2-ft. to 39·4-ft.) racers, and the 6·5 to 8 mètres (21·3-ft. to 26·2-ft.) cruisers, and the postponed event for the racers under 8-mètres in length, which had proved a fiasco on the preceding Sunday owing to the bad weather.

* * *

Eight boats started in the first race, the course being eight rounds of a 12·500-kilomètre course, or 100-kilomètres in all. "Mercédès-Charley" took the lead for the first two rounds, after which she gave up, owing to heated bearings or a derangement of her magneto. "Napier II.," which has a Yarrow hull fitted with two Napier 75-h.p. motors driving twin screws, then obtained first place, and gradually increasing her lead, won easily in 2-hr. 25-min. 42-sec. "Napier," a Saunders boat with a single 80-h.p. Napier engine, owned by Lord Howard de Walden, was second, 20-min. 36-sec. slower. "C.G.V." was a bad third, and "Suzon-Legru" fourth. "Baby II.," another English boat, built by Messrs. Brooke of Lowestoft, but quite outclassed so far as engine-power is concerned, finished the course, arriving fifth. The remaining competitors broke down hopelessly.

The winner's speed works out at an average of 41·2-kilomètres, or 25½-miles, an hour, or about 4-miles slower than she attained during her recent trials on the Thames. Her fastest round of the course was done in 16-min. 28-sec., equal to a speed of 45·5-kilomètres, or 28·3-miles, an hour. "Mercédès-Charley" showed a higher speed than this in the first two rounds, which were covered in 15-min. 21-sec. and 15-min. 41-sec. respectively, the former representing 48·8-kilomètres, or about 30¼-miles, per hour. A noteworthy feature about the Napier-Saunders boat is her extreme lightness, the weight of hull, engine, and all fittings being under 1-ton. Her length is close on 40-ft. and her beam 4-ft. 6-in. She is built of four thin skins of mahogany, sewn together with phosphor-bronze wire, and the usual framing is entirely absent. On the Monday she collided with "Palaisoto" without suffering any damage, although the latter boat was less fortunate.

* * *

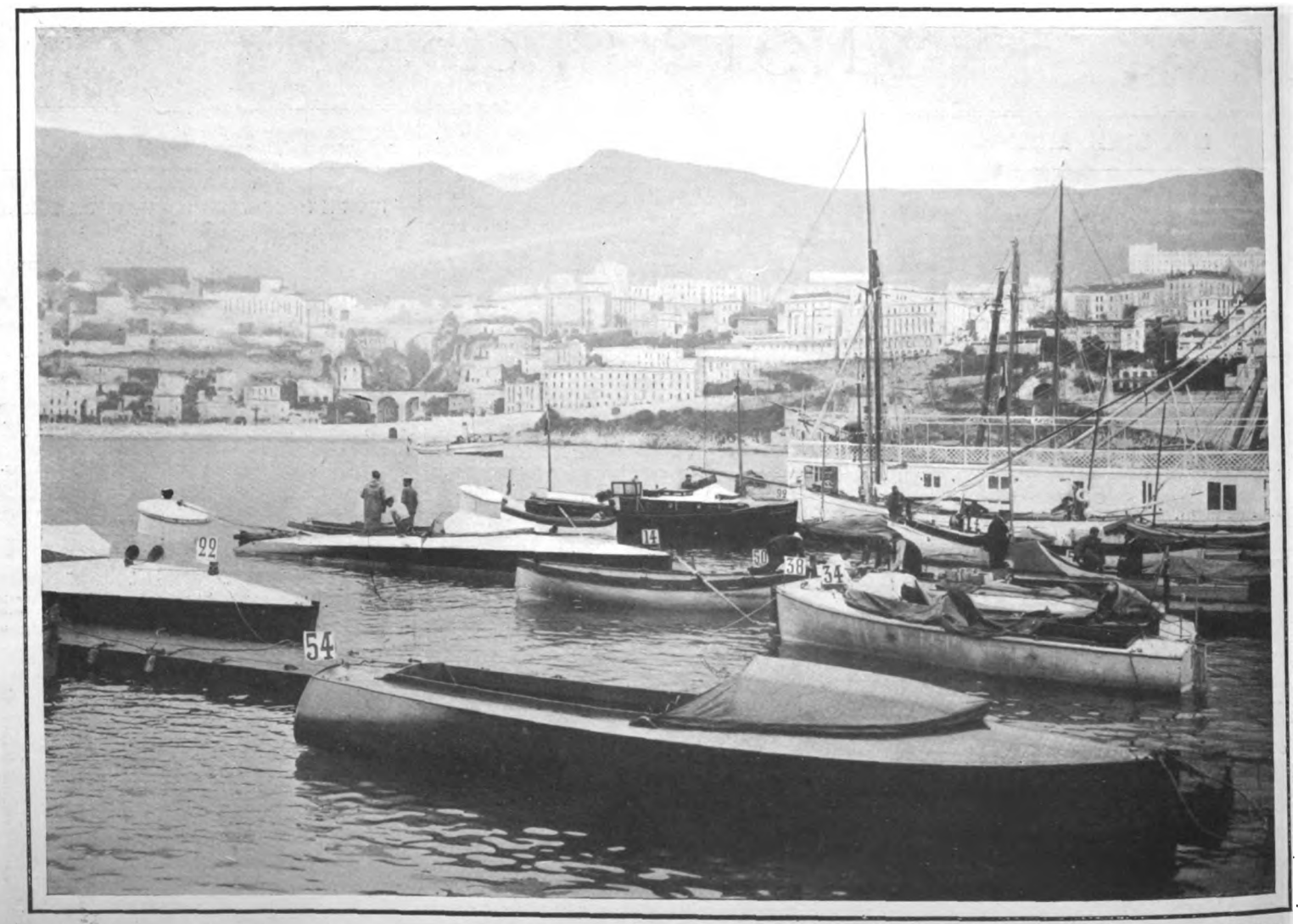
The race for the 26-ft. cruisers to Nice, Mentone, and back to Monaco, was won by the Swiss boat "Excelsior VII.," at an average speed of about 12¾-miles an hour. "Nogentais" (Richard Brasier) was second, and "Bigort-Delahaye" third. Six boats completed the course. The postponed event for the 26-ft. racers resulted in a win for "La Rapière," fitted with a 100-h.p. Panhard motor, with a bore and stroke of 170-m.m. "Billancourt," a Renault-Pitre boat, was second, and "Antoinette I." third. The time of the winner was only 36-sec. longer than that of the larger "Napier II." in her race. She ran, moreover, with remarkable regularity from start to finish, and the performance must be regarded as a very excellent one.

* * *

On the Wednesday, the big racers, of which so much had been expected, made their *début*. Only two boats put in an appearance, "Le Dubonnet" and "Pi-Ouit IV.," "Panhard-Levassor" being an absentee owing to an injury to her hull. "Pi-Ouit," which is fitted with a 200-h.p. Turcat-Mèry motor, proved an easy winner, covering the 100-kilomètres of the course in 3-hr. 11-min., at the poor speed of 31½-kilomètres, or 19½-miles, an hour. In the race for the 40-ft. cruisers, the Italian "Fiat X.," of which we gave an illustration last week, was first, with "Têtu," a Delahaye-Tellier boat, second, and "Delahaye I." third. The chief event on Thursday was a race for the big cruisers between 40-ft. and 60-ft. in length. "Dietrich II." won by 40-min., "Mercédès-C.P." was second, and "Chantiers D'Antibes" third. A sensational incident occurred during the afternoon. "Trèfle-à-Quatre," the famous Richard Brasier craft, was starting on a trial run in charge of her English owner, Mr. Thubron, when she caught fire. Her crew managed to scramble on board a neighbouring yacht, but it was found necessary to sink "Trèfle" in order to extinguish the flames.

* * *

On Friday was decided the "Championship of the Sea," open to cruisers and racers. The Napiers failed to repeat their previous success, and were unable to finish the course. "Panhard-Levassor" was first, averaging over 30-miles an hour for 200-kilomètres, and "La Rapière" second, nearly an hour behind.




*Topical.*

THE MOTOR-BOAT REGATTA.
The boats at their moorings in Monaco Bay.



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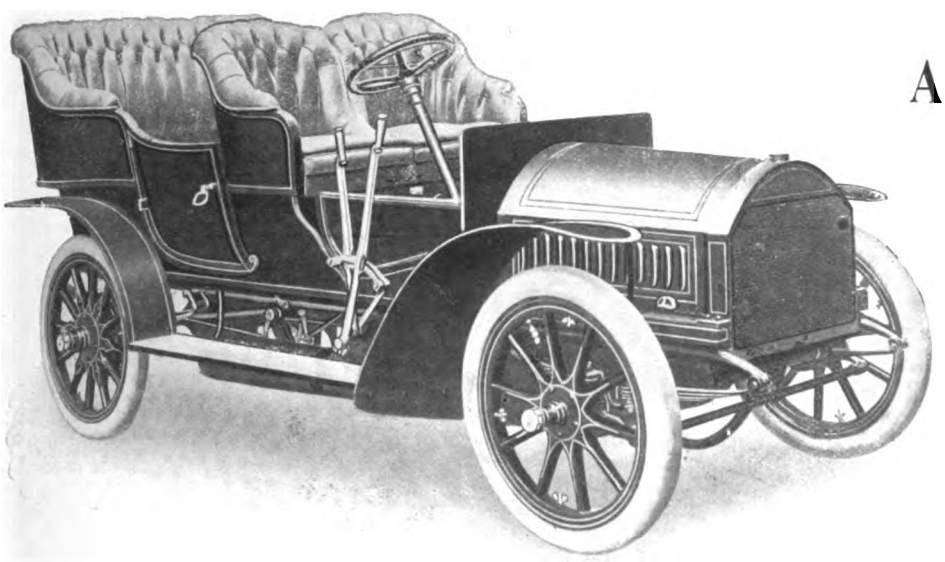

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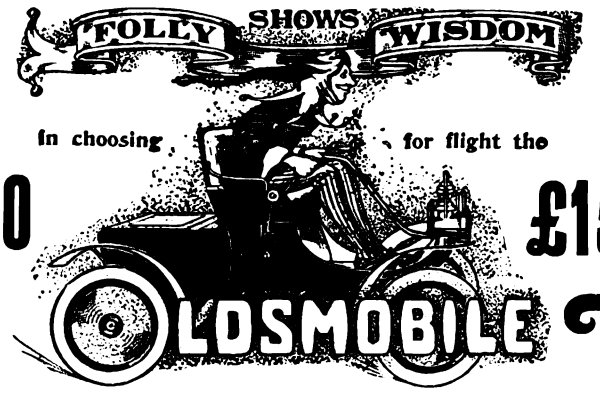


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# *Fashions of To-day & To-morrow.*

As usual at these changes of season, we get another spurt of tiny checks, in black and white chiefly, but also in various colours this time. The tempting tourist trips announced everywhere promise to have a greater success than usual, for almost everyone you meet is on shopping intent, getting ready for the Easter exodus to foreign lands. Black and white costumes in every style will be general favourites for these occasions; but plain coloured tailor-mades are much better form, and with the charming toques of every description to be had at the Maison Lewis of Regent Street, the *tout ensemble* is excellent. They also have the most quaint and picturesque creations in large hats, which are so becoming to young English faces, and give the simplest gown distinction. So many people, especially when travelling, spoil the whole effect of their toilette by inappropriate hats. This can so easily be avoided by a little thought and a judicious visit to the Maison Lewis.

Amongst other materials are some very pretty tweed mixtures, with just a dash of colour, that will prove welcome additions to spring and summer wardrobes; for they are light both in texture and colour, and with our always rather changeable climate, these will be found most useful. Muslin and linen dresses will be universal for summer wear, especially for the coming river season, which looks like being a prosperous one. Dressmakers are unusually busy, I am told, making quantities of these dainty gowns in all varieties. Daintiness and simplicity, but elegant simplicity, are the keynotes for summer apparel, and the daintiness must naturally be carried out in every tiny detail, from the sole of the foot to the crown of the head. I know of some well-cut French-made shirt blouses, with linen collars and cuffs, that look charming and appropriate with the linen coats and skirts. Voile gowns in plain colours, very simply made, with fully shirred skirts at the waist and falling in full graceful folds to the feet, are a most useful and desirable addition to the spring wardrobe. The bodices are drawn full from the shoulder and crossed over, just below the waist, and finished with a handsome steel buckle. Velvet of the same shade is used to soften the neck and wrists, and in some cases narrow ribbon velvet is run in sets of three rows around the bottom of the skirt. In other cases graduated sets of three tucks are made in the voile. This allows the skirt to flare out. Naturally, these gowns are nothing without a good full silk under-skirt, cut to the same shape as the material, with plenty of fulness in the flounces employed on it. One I saw the other day, carried out in a very delicate biscuit shade, with velvet ribbon just a tone or two deeper, was a deliciously-cut garment, almost moulded to the figure, yet with ample flow and voluminous folds. The cut was so admirable that it gave just the requisite line and graceful curves. There was just a touch of fine old lace at the neck and wrists, and the effect was so soft and restful that it made you wish the gown was yours, just ready to slip on when your husband returned, harassed and tired, from his long wearing business day! Poor husbands! How hard they do work, or rather, how they try to make their simple wives *believe* they do. For house wear the taffetas and many new varieties of silks will be worn. Francis of Grafton Street has a very pleasing and well-cut selection of these, and you always find novel designs in his select and exclusive establishment. It is not everybody who knows of this house, but those who do rather seem to keep their own counsel, on the principle of "When found, make a note of it"; and they do, but the notes are not circulated, even amongst their bosom friends. One very stylish silk gown I saw there was in a nut brown Louisine taffetas, made in the present favourite style for these silks, and eminently suitable for afternoon or visiting gowns. They have also at this house a specialité in motor-coats and all motor requisites. One very smartly-cut kid motor-coat was in a steel grey, with original tab trimmings in a darker tone of the same colour. Evening coats and mantles are another feature here, shown in all materials.

I spoke some time ago of the "Little Beauty" American waists for children of all ages and sizes, and have found out now where these are to be had, as the firm has established an agency for them over here. They really are the prettiest and most practical little garments. They are beautifully made, scientifically cut, and thoroughly well finished. The idea is excellent. They are so constructed as to attach all petticoats and other necessary adjuncts of a child's attire by means of sets of buttons, thereby reducing all unnecessary weight for children, and rendering them neat and pleasing to themselves. For boys, from infancy upwards, there are also all sizes, with suitable straps and buttons, thus avoiding the wearing of braces, and also giving them the necessary support. Americans are so very practical in their mode of dressing their little ones compared to us. They evidently make a greater study of hygiene for them than we do. Do you ever see English men or women with the free, graceful carriage of a well-bred American? This lies quite as much in the healthy clothing of the young, giving them freedom of movement without too much weight to carry, as in the developing exercises practised daily by all. R. D.

*A STYLISH GOWN IN NUT BROWN LOUISINE TAFFETAS.*
(Francis, 10, Grafton Street, W.)

*(From a photograph specially taken for this paper by Miss Mabel Lomnitz, 26, Victoria Street, S.W.)*



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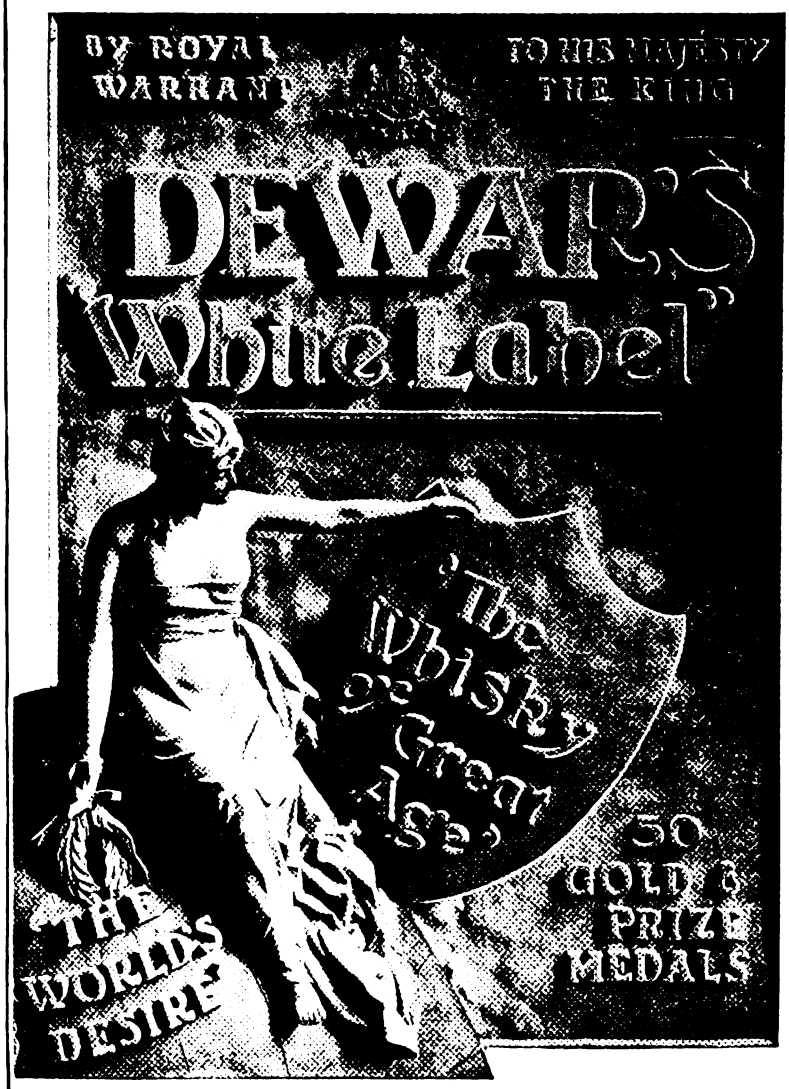




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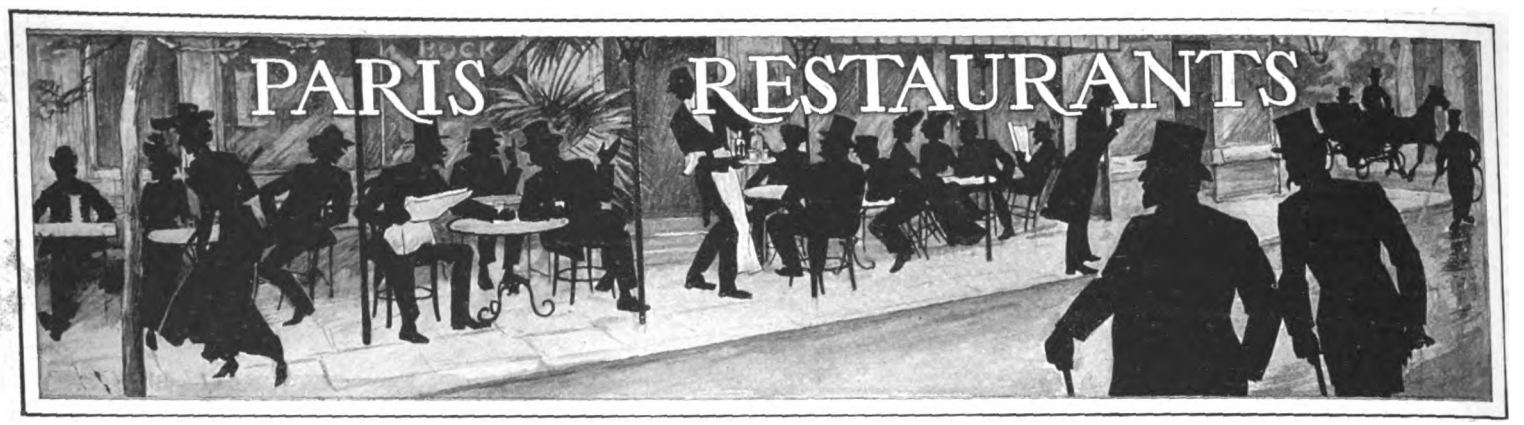


NOT long ago I happened to come across a passage in Méry's "Notes on Paris" wherein he says: "We have half-a-dozen establishments in Paris where a few individuals can be seen, cranks, who try to make the world believe that they prefer the sour liquid called 'beer' to the sweet generous wine of France. This 'fad,' I understand, came from the city on the Thames, and will assuredly find its way back again there when the last crank has died from the effects of the new beverage." Thus spoke good Méry in the year 1840, little thinking that in less than half a century an evolution—I might almost say revolution—would sweep over restaurants and cafés and reverse the order of things. If Méry came to life again his surprise would be great to see the "man in the city on the Thames" heartily pledging his new French chum in a bumper of claret, a compliment returned by the latter with enthusiasm—but in beer. And Méry would make nothing out of this exchange of expression of friendship and of national drinks. The fact is that it is somewhat bewildering. How did it really come about? It was the work of democracy, the levelling wave, which respects neither rank, nor title, nor national traditions, and has turned everything upside down. And thus the Brasseries—at one time only the haunt of the student and the stranger—became a national institution. In a measure, the restaurants themselves unconsciously helped to bring about this new state of affairs. They did not watch the change that had come over the Parisian who, after a night's entertainment at the theatre or concert, would have liked to take his wife—or his friend's—to a restaurant to supper, but did not dare to embark upon the venture for fear of the expense. And what an expense! Those who remember the prices charged at some of the well-known houses will shudder. A few among the more intelligent restaurateurs saw that the wind had altogether veered round, and immediately opened Brasseries, where an excellent luncheon, dinner, or supper could be had at a reasonable price. Some restaurateurs even went further, and, like Bignon, turned their aristocratic *clientèle* into the streets, and transformed their establishment into a beerhouse.

Among those who at once came strongly to the fore ranks undoubtedly La Brasserie Universelle, in the Avenue de l'Opéra. It burst, so to say, upon the public, and has since lost nothing of its popularity. It was here they invented the "hors d'œuvres trick," a flash of genius! As a rule in French restaurants the price of hors d'œuvres does not appear on the bill of fare; it is shrouded in mystery. The Brasserie Universelle, however, came boldly forward and informed the public with a flourish of trumpets that a

**MENU DE DEJEUNER.**

*Hors d'Œuvres.*
*Merlans en Dauphin.*
*Filets de Bœuf à la Maintenon.*
*Chartreuse de Ris de Veau.*
*Canard Roti.*
*Salade.*
*Tourte aux Noix.*
*Monsieur Fromage.*

chromatic scale of hors d'œuvres could be had there for the modest sum of fourpence! Everybody went to see that, and I, of course, among them. "Monsieur et Madame prennent des hors d'œuvres?" asked the waiter. We all replied yes, in unison, and waited in great excitement for the things that were coming. We did not wait long. Out they came. Celery, tomatoes, shrimps—au naturel and in a salad—sardines, smoked salmon, riettes de

"A HORS D'ŒUVRE"
One of the newest Paris menu cards.

tours, anchovies in every variety, herrings in every kind of sauce, olives, pickled cucumbers, etc., and all excellent. I think on every table there were no less than fourteen tempting small dishes; and I heard a gentleman, who had cast envious eyes at his neighbours, upbraid the waiter for having only a selection of thirteen! They promptly brought him half-a-dozen more delicacies, and he grunted his satisfaction. The Brasserie also devotes much attention to its cooking, which, indeed, is first-class, without aspiring to the haute cuisine. The price of the famous hors d'œuvres has gone up; but the smart management have thought of another "number," and this is the "cream." In the whole of France, if you ask for a "pot de cream," you will get about half a coffee-cup full. Not so at the Brasserie. There they place before you a huge jug containing half a gallon. It costs fivepence per person, and you can drink the lot if you like. I was told that a greedy German once took about three shillings worth, but that the mere sight of the appetising cream-jug now sends him into a fit.

And now to give some insight into the popular dishes served at luncheon and dinner to as compact a crowd as any at the witching feeding hours.

*Fried Potatoes.*—This is a speciality, not because they are better done here than anywhere else, but because it is a favourite vegetable with provincials and strangers. By the word fried I do not mean soufflé. The latter requires not only a special potato, but a special temperature for the hot fat that it is useless to insist upon in private kitchens. Fried potatoes, as they are cooked here, are the simplest things in the world, and when once the system is explained can be prepared by the merest amateur. A large pan full of fresh fat is necessary. It must be heated until it smokes. The potatoes are cut in rounds or sticks and thrown into the boiling liquid, which must not stop boiling. They are removed into a strainer after a few minutes, salted, and served. These potatoes are of a light colour, not browned in the least. The reason why the ordinary fried potato served in England is brown is in consequence of the small quantity of fat generally used, and if this fat has been used more than once.

*Veau Niçoise.*—This is another of the favourites of the house. The veal, which is an excellent meat in this country, is cut in pieces, rather thick; a good-sized piece of butter is put into a stewing-pan, and when hot about a dozen small onions are browned therein; the veal is then added and allowed to colour on both sides, peppered and salted, sprinkled with flour, and the meat half covered with hot water. The saucepan is then hermetically closed and the contents allowed to cook gently from two hours to two hours and a-half. In the meantime, half-a-dozen heads of salad-chicory as it is called here, endive as it is known in London, are boiled in water and then passed through a sieve, salted, peppered, and mixed with a little milk and a lump of butter. The veal is served in a round dish with its sauce and the cooked salad, which is now in a purée, placed round it. This is an excellent dish for a family luncheon.



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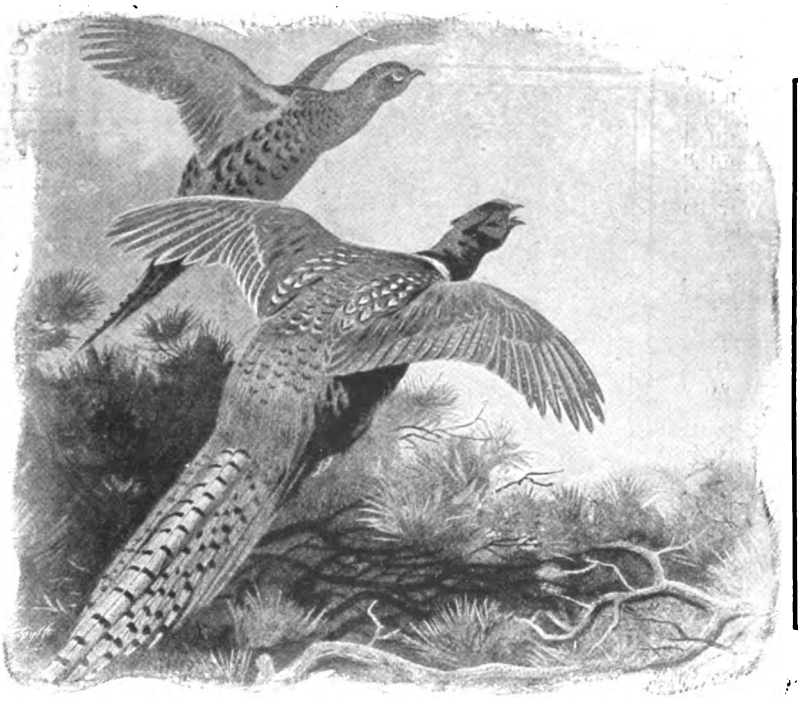

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Neuralgic Headaches and all Nerve Pains removed by BUNTER'S NERVINE. All Chemists. 1s. 1½d., or on receipt of Stamps to 13, St. George Street, Norwich.

*Preserve your Teeth!*
BY USING
FRAGRANT
**FLORILINE**

It imparts a
**FRAGRANCE TO THE BREATH**
that is rare and delightful,
IT PREVENTS ALL TARTAR
and COMPLETELY ARRESTS DECAY.
IS THE CHOICEST LIQUID DENTIFRICE IN THE WORLD.
PRICE Per bottle **2/6** in case.
SOLD EVERYWHERE. **THE ANGLO-AMERICAN DRUG CO., Ltd., Proprietors,**
33, FARRINGDON ROAD, LONDON, E.C.

**FLORILINE TOOTH-POWDER.**
For use with or without FLORILINE.
1/- per large Jar.

**THE CLOTH FOR GOLF SUITS.**
**"Hydea"**
is the best English cloth—made of the best English wool—grown on the HYDE Farm, Gloucestershire. It is delightfully soft and elastic—absolutely the best for sportsmen—most durable for out-o'-doors—most handsome for town suits—long thread—refined finish.
**THE KING WEARS IT,**
and pays no more than you—because there's only one quality at one price. "HYDEA" is stamped on every two yards of the selvedge—that's how you may know it—that, and its excellent surface! Send for FREE Booklet:—
APPERLY, CURTIS & Co., Ltd.,
Dudbridge Mills, Stroud, West of England.

**MAKE SURE!**
Just see that you get
**WREN'S BOOT POLISH.**
All big regiments use it! Can't be equalled for any kind of leather goods. JUST A SMEAR AND A RUB produces fine, glossy polish.
Send 7½d. in stamps for samples (black and brown), and prove the polish! All Bootshops and Stores.
WREN & CO., NORTHAMPTON.

**BOOKS WANTED.**—£20 each offered Lord Lilford's Birds, 36 parts; Dresser's Birds of Europe, 9 vols.; Robinson Crusoe, 3 vols., 1st Editions, 1719-20; Vicar of Wakefield, 2 vols., Salisbury, 1766; Burns' Poems, Kilmarnock Edition, 1786; Flore et Zephyr, Ballet Mythologique par Theophile-Wagstaffe, with 8 plates, 1836; £15 each for Aldine Poets, Pickering, 53 vols.; Alpine Journal, 20 vols.; Gallery of Fashion, 8 vols., 1794-1801; Institute of Actuaries Proceedings, a set; Shelley's Queen Mab, a Poem, boards, 1813.—BAKER'S GREAT BOOKSHOPS, 14 and 16, John Bright Street, Birmingham.

**BIRKBECK BANK**
ESTABLISHED 1851.
**Current Accounts.** 2 % Interest allowed on minimum monthly balances when not drawn below £100.
**Deposits.** 2½ % Interest allowed on Deposit Accounts.
**Advances** made. **Stocks and Shares** bought and sold.
Apply C. F. RAVENSCROFT, Secretary,
Southampton Buildings, High Holborn, W.C.




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# Here, There, and Everywhere.

A WELL-KNOWN and highly-respected merchant is nearly always chosen for the mayoralty of any place, and Deli, Sumatra, is no exception to the rule. Last year Tjong Tong Hian, a Chinese gentleman very popular with everyone, both in his native country and the land of his adoption, was elected to the office, and filled it to the satisfaction of everyone. He had been previously Chinese Consul at Penang, and whilst in that office spared no pains in the interests of his fellow countrymen. In addition he has found time to publish a book, entitled "A Chinaman's Description of Foreign Lands," written, naturally, from the Celestial point of view. During the Chino-Japanese War he advanced large sums of money to the Government, and thrice had the honour of being received in special audience by the Emperor, and as a special mark of Imperial favour the button of a mandarin of the First Rank has been conferred on him. He has latterly been engaged in railway construction, having been charged with the inauguration of a line from Chin Chow to Swatow.

MR. ROBERT ARTHUR, always to the fore in presenting to his patrons the very best attractions, again provides most attractive programmes for this week at his five suburban theatres. At Kennington he has arranged for the first provincial production of Mr. Lewis Waller's successful romantic historical play, "His Majesty's Servant;" and the Coronet is visited by that most charming musical Irish play, "Peggy Machree," to the undoubted success of which those clever artistes Mr. Denis O'Sullivan and Miss Marie Dainton contribute largely.

THE Royal Botanic Gardens Club (Regent's Park) has just been re-decorated in preparation for the coming season. Many important social events are in contemplation. The Army and Navy Co-operative Society have been appointed caterers for 1905.

A USEFUL little device to those roll film workers who prefer to develop their exposures separately instead of in the strip or in the Kodak developing machine is to be found in the Kodak film cutting-board. The spool of exposed film is supported on a wire carrier at one end of the board, and the film is threaded through a slot and unrolled until one of the numbers on the protecting black paper can be seen through a hole in the board corresponding to the red window in the back of the Kodak. The film is then cut with scissors at the edge of the board, with the certainty that the separation has been made in the right place. The cutting-board is made to suit the film used in the various Kodaks at 1s. and 1s. 3d. each.

THE Mermaid Repertory Theatre, under the direction of Mr. Philip Carr, will begin its first season at the Great Queen Street Theatre on Monday evening, April 24, with a revival of Sheridan's "Critic." Performances will be given every evening during the season and on Saturday afternoons. The repertory will include several old plays, such as Webster's "Duchess of Malfi," Massinger's "City Madam," Beaumont and Fletcher's "Scornful Lady," etc., together with one or two new plays and some revivals of works of living authors, such as Mr. W. S. Gilbert, Mr. Henry Arthur Jones, and Mr. Pinero.

*Yong Seng, Hong Kong.*

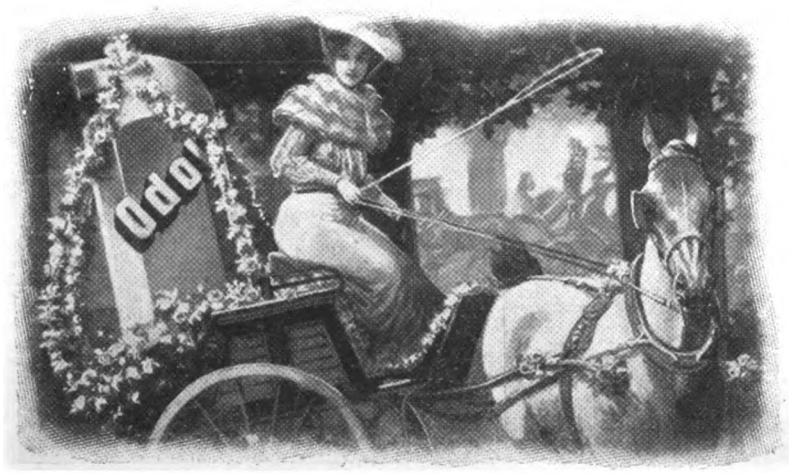
TJONG TONG HIAN

A member of the Chinese Community in Sumatra.

A SERIES of concerts will be given in aid of "The Heritage," the craft and toy-making school of the Guild of the Brave Poor Things, on May 2, 6, 9, 12, and 15, at 5 p.m., under the general direction of Mr. J. E. Borland. Tickets for the series (transferable), price 2 guineas, and full particulars may be obtained of Mrs. C. W. Kimmins, Dame Armstrong House, Harrow-on-the-Hill.

TO enable Lemco customers to profit by experience they have already gained in using Lemco in cooking, and to encourage experiments in working out new ideas, the Lemco Company offers £250 in prizes for the best recipes or suggestions for using Lemco. Preference will be given to dishes in which Lemco is an essential ingredient. Prizes—1 of £50, 5 of £5, 100 of £1, 100 of 10s., and 100 of 5s. Competition remains open until June 30; the result will be published at the end of July.

MESSRS. PERRY AND TURNER, LIMITED, in the course of their century of existence have seen many changes brought into being in the carriage world, and from the building of curricles such as the weird and wonderful turn-out in which "Romeo" Coates dazzled the eyes of the *beau-monde* in the park in 1812, they have progressed with the advance of knowledge to the construction of motor bodies, the latest expression of the coach-builders' art, and one from which no doubt Messrs. Perry and Turner will, in good time, evolve more graceful and pleasing designs. In their showrooms at Bristol and Cardiff the firm have every conceivable design of carriage, but for those who find it difficult to make the journey to the West there is an admirably produced catalogue from which to make a choice.




THE ODOL CARNIVAL TROPHY.

Odol, representing as it does so much of health, loveliness, and animation, is charmingly symbolised in this dainty Carnival Trophy. Odol always suggests flowers, balmy airs, and sweet odours, and all who use it not only have the sense of these things constantly with them, but secure for their mouth and teeth a continued healthfulness and beauty.

## Amusements.

**HIS MAJESTY'S THEATRE.** MR. TREE.
SHAKESPEARE FESTIVAL.
The following Plays will be given during Shakespeare's Birth Week, April 24th to April 29th.
Monday, RICHARD II. Tuesday, THE MERRY WIVES OF WINDSOR. Wednesday Matinee, RICHARD II. Wednesday Evening, TWELFTH NIGHT. Thursday, HAMLET. Friday, MUCH ADO ABOUT NOTHING. Saturday Matinee, JULIUS CÆSAR. Saturday Evening, JULIUS CÆSAR.
Box Office (Mr. Watts) open 10 to 7.

**WYNDHAM'S THEATRE.**
Proprietor: SIR CHARLES WYNDHAM.
Lessee and Manager: MR. FRANK CURZON.
To-night at 8.45.
MR. HOPKINSON.
An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
Matinee every Saturday at 3.

**APOLLO THEATRE.**
HENRY LOWENFELD, Sole Proprietor.
TOM B. DAVIS, Lessee and Manager.
Mr. GEORGE EDWARDES' SEASON.
Every Evening at 8.15.
The Comic Opera, in Three Acts,
"VERONIQUE."
Matinee every Wednesday at 2.

**PRINCE OF WALES' THEATRE.**
Lessee and Manager: MR. FRANK CURZON.
Mr. George Edwardes' Season.
Every Evening at 8.15.
A New Musical Play entitled
LADY MADCAP.
By Paul Rubens and N. Newnham-Davis.
Matinee every Wednesday at 2.15.

**ADELPHI.**
Lessee and Manager: OTHO STUART.
Every Evening at 8. Saturday Matinee, at 2.
HAMLET.
H. B. Irving, Oscar Asche, Lily Brayton, etc,
Every Wednesday, and Easter Monday, at 2.
THE TAMING OF THE SHREW.
Telephone 2645 Gerrard.

**GARRICK THEATRE.**
Mr. Arthur Bourchier and Miss Violet Vanbrugh,
To-night, at 8.30, in
THE WALLS OF JERICHO,
By Alfred Sutro.
Matinee every Wednesday and Saturday at 2.30.

**GAIETY THEATRE.**
Manager: Mr. GEORGE EDWARDES.
Every Evening, at 8 (doors open 7.40),
THE ORCHID.
Box office 10 to 10. Telephone: 2781 Gerrard.
Matinee every Saturday at 2.

**SAVOY.** DU BARRI
Sole Lessee: Mr. J. H. LEIGH.
Managers: Mr. GILBERT HARE and Mrs. BROWN-POTTER.
To-night at 8, and Every Evening,
Christopher St. John's Adaptation of
"DU BARRI,"
By Jean Richepin.
Matinee every Thursday at 2.
Box Office 10 to 10. 'Phone, 2602 Gerrard.

**VAUDEVILLE THEATRE.**
Managers: A. & S. GATTI & CHARLES FROHMAN.
Every Evening, at 8.15,
THE CATCH OF THE SEASON,
By Seymour Hicks and Cosmo Hamilton.
Mr. Seymour Hicks and the Vaudeville Theatre Company.
Matinees every Wednesday and Saturday at 2.15.

**DUKE OF YORK'S THEATRE.**
Sole Lessee and Manager: CHARLES FROHMAN.
To-night at 8.25.
Charles Frohman presents Miss Ellen Terry in
J. M. Barrie's New Play,
ALICE SIT-BY-THE-FIRE.
Miss Irene Vanbrugh and the Duke of York's Theatre Co.
Preceded, at 8.25 sharp, with
PANTALOON,
by J. M. Barrie.
Cast includes Mr. Gerald Du Maurier.
Matinee every Saturday, at 2.25 sharp.
Box Office open 10 to 10.

**EMPIRE THEATRE.**
New Fairy Divertissement
"THE DANCING DOLL."
Magnificent Varieties.
Doors open 7.45. Manager: Mr. H. J. HITCHINS.



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# THE KING'S COLLECTORS' REGISTER.

I.—Advertisements in this Register must refer to some **specific** object or objects.

II.—The charge for advertising is at the rate of twopence per word, and no advertisement can be accepted of less than twelve words. The price of an article, or group of figures, count as one word.

III.—Should advertisers wish to illustrate their advertisements, blocks will be made free of charge, provided good photographs are supplied, but the space occupied by block must be paid for at the rate of 10s. per inch.

IV.—In all cases name and address must be counted and paid for.

V.—These advertisements must always be **prepaid**, and cannot, under any circumstances, be inserted unless accompanied by remittance for the amount.

VI.—In the event of advertisements being too late, or being crowded out of the ensuing issue, they will be inserted in the following issue.

VII.—**Advertisements must be written on one side of the paper only.**

VIII.—Advertisers can have replies to their advertisements sent c/o THE EDITOR, Antique Dept., THE KING, and in these cases, name and address (which must be paid for) should be written on the **back of the advertisement** sent for insertion.

IX.—If several objects of various kinds are included in one advertisement, it will be put under the heading of **Various.**

X.—Stamps will be accepted for sums up to 2s. 6d. Above that sum Postal Orders should be sent, made payable to George Newnes, Ltd., and crossed Capital and Counties Bank.

XI.—Remittances cannot be acknowledged unless a stamped addressed envelope is enclosed with the order.

XII.—In replying to "Wanted" advertisements, it is advisable to send the fullest particulars of the article mentioned, and, when possible, a rough sketch of same.

XIII.—The proprietors reserve to themselves at all times the right of refusing any advertisement, without giving the reason for so doing.

XIV.—All communications relating to the Collectors' Register must be addressed to THE EDITOR, Antique Dept., THE KING, 3, Southampton St., Strand, W.C.

**Before sending Money or any Article on approval, Advertisers are advised to satisfy themselves as to the *bona fides* of Correspondents, for which the Proprietors cannot be responsible.**

## WANTED.

### AUTOGRAPHS AND LETTERS.

Autograph letter of Admiral Byng.—821, THE KING'S EXCHANGE.

Autograph letter of Mrs. Thrale or Henry Thrale, dated from Southwark.—822, THE KING'S EXCHANGE.

### BOOKS.

Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

R. L. Stevenson's "An Inland Voyage," "Travels with a Donkey," "New Arabian Nights," "Virginibus Puerisque," and others same Author.—155, THE KING'S EXCHANGE.

Quin's Jest Book.—156, THE KING'S EXCHANGE.

Naval or Nautical Jest Books.—157, THE KING'S EXCHANGE.

Boxiana, Vols. IV. and V.—158, THE KING'S EXCHANGE.

*Gentleman's Magazine* for 1865, Vol. II. £1 offered.—159, THE KING'S EXCHANGE.

Bell's British Theatre, small 8vo, 1791 Edition, Vol. III.—160, THE KING'S EXCHANGE.

Masonic Song or Music Books before 1783.—161, THE KING'S EXCHANGE.

A Collection of Public Thanksgiving Prayers from 1538.—162, THE KING'S EXCHANGE.

Army List, 1815 and 1816.—163, THE KING'S EXCHANGE.

## WANTED.

### CHINA, GLASS, EARTHENWARE.

Old Earthenware decorated with subjects relating to the Navy, Napoleonic Wars, or Freemasonry.—516, THE KING'S EXCHANGE.

Jackfield Pottery, decorated in gold or colours.—519, THE KING'S EXCHANGE.

### PRINTS, ETCHINGS, Etc.

Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co., London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

Southwark views before 1750.—240, THE KING'S EXCHANGE.

Picture of Showell's Meeting House, Southwark.—241, THE KING'S EXCHANGE.

Contemporary engraved portrait of Henry Thrale.—242, THE KING'S EXCHANGE.

Caricatures or rare prints relating to Selina, Countess of Huntingdon.—243, THE KING'S EXCHANGE.

Good Impressions with good margins of Engravings of Old London, especially Covent Garden, The Temple, The Strand, Lincoln's Inn, etc.—246, THE KING'S EXCHANGE.

### TAPESTRY, FURNITURE, Etc.

A good Specimen of Rock Tapestry. Period about 1640.—410, THE KING'S EXCHANGE.

## WANTED.

### MISCELLANEOUS.

Pictures on glass dealing with Naval subjects.—744, THE KING'S EXCHANGE.

Any Valentines before 1815.—745, THE KING'S EXCHANGE.

Specimen of French Masonic Certificates during the First Empire.—746, THE KING'S EXCHANGE.

## FOR SALE.

### PRINTS, ETCHINGS, Etc.

Scarce Arundels, Angelico's Annunciation, Limia St. Catherine, Adoration Trinity, Giorgione, Primavera, Venus rising, etc.—219A, THE KING'S EXCHANGE.

Grand Oil Painting, Venus and Cupid, 69×54 Landscape, Wilson, R.A. Drawings by Alken, Herring, set by Solomon.—220A, THE KING'S EXCHANGE.

### BOOKS.

A fine copy of Nalte's Bath, or would accept copy of Genest's British Stage, or good extra illustrated Life of Garrick.—129A, THE KING'S EXCHANGE.

New Six Shilling Novels. Price 1s. 6d. and 2s. each. List on application.—130A, THE KING'S EXCHANGE.

### MISCELLANEOUS.

A unique collection of objects relating to Coronations, English and Foreign, 1600-1902. Books, MSS., Views, Portraits, Tickets, Autographs, Medals.—742A, THE KING'S EXCHANGE.

Stamps—Russian War Special Issue, complete set, 1s. 6d.; Indian Native States, 21 varieties, 1s. 1d.; British Colonials, 100 varieties, 1s. 7d.—SMITH, Upper Park Road, Kingston, Surrey.



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# THE GOLFERS' GUIDE.

FELIXSTOWE GOLF LINKS.

## CANARY ISLANDS.

TENERIFFE
(PORT ORATAVA).

THE ENGLISH

## Grand Hotel,

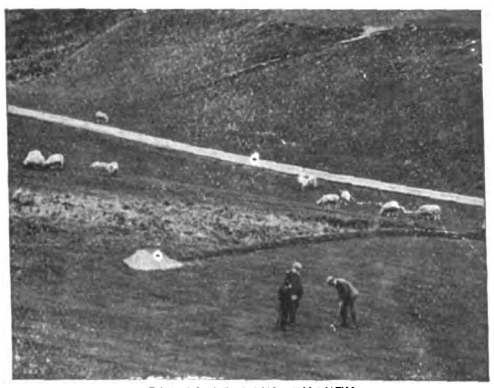
Over 200 Rooms. Climate and situation unrivalled. Beautiful gardens and grounds. Pure Water. Electric light. Lawn tennis.

**Near golf links.**

*Apply to the Agents—*

**Messrs. SINCLAIR, HAMILTON & CO.,**

**17, St. Helen's Place, London, E.C.**



THE LINKS, BOURNEMOUTH.

## BOURNEMOUTH.

## HOTEL MONT DORE.

WITHIN TWO MINUTES' WALK OF GOLF LINKS.

## TUNBRIDGE WELLS.

## THE SPA HOTEL,

FOR COMFORT, CONVENIENCE, AND LUXURY.

Surrounded by its own Park of 65 acres and with splendid views over the Common. One hour from London.

**BATHS** of every description, including **TURKISH, SWIMMING, AND ELECTRIC LIGHT.** *MASSEURS and MASSEUSE.*

1 minute's walk from **Golf Links.**

**Handsome Public Rooms,** including

2 **LOUNGES and BIJOU THEATRE.**

Garage. Lift. Tennis Courts, Croquet Lawns and Bowling Greens. Warmed to a temperature of 60° in Winter. Postal Telegraph Office in Hotel. Telephone 56.

Terms from MANAGER.

## TENBY (South Wales).

## THE COBOURG HOTEL.

FACING THE SEA. NORTH BAY.

LADIES' SPACIOUS COFFEE AND DRAWING ROOMS. PRIVATE SITTING ROOMS.

*Excellent Cuisine. Home Comforts. Moderate Charges.*

TERMS EN PENSION ON APPLICATION.

Ten minutes' walk from the Golf Links. Omnibus to all trains.

J. HUGHES, Proprietress; also at the Royal Hotel, Bath.

**WEYMOUTH. WEYMOUTH.**
Charmingly situated Seaside on the Dorsetshire Coast.

**WEYMOUTH. WEYMOUTH.**
Unequalled for its Marine and Land Excursions. Fishing and Golfing.

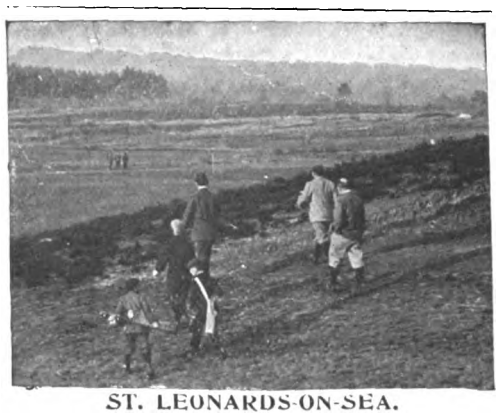
**WEYMOUTH. WEYMOUTH.**
*Beautifully Illustrated Guide sent free of charge by the Town Clerk, on receipt of cost of postage, 3d.*

THE LINKS, LLANGAMMARCH WELLS.

## LLANGAMMARCH WELLS, Breconshire.

## LAKE HOTEL.

The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.



## ST. LEONARDS-ON-SEA.

## THE SUSSEX HOTEL.

Alight at West Marina or West St. Leonards Stations. High-class Hotel for Families and Gentlemen. Due South, facing Sea. Most select and quiet part of Promenade. Comfortable Public Rooms, consisting of Coffee Room, Reading and Drawing Room, Smoking and Billiard Room. Perfect Sanitary arrangements. Hydraulic Passenger Lift. Electric Light throughout. Warmed in Winter. Table d'Hote, Separate Tables, at 7. Nearest Hotel to New Golf Links. Motor Car Stabling. Petrol supplied.—Under the personal supervision of PROPRIETOR.

THE LINKS, BLUNDELLSANDS.

## GREAT YARMOUTH.

## ROYAL HOTEL.

This Old Established Family Hotel has been greatly Enlarged and entirely Re-modelled.

THE DECORATIONS, ELECTRIC FITTINGS, AND COMPLETE RE-FURNISHING, by MAPLE & Co., of London.

A Spacious New PALM GARDEN for Outdoor Luncheons and Dinners.

Golf Links within easy distance. Fishing in the Broads. Tariff extremely moderate.

## BEXHILL-ON-SEA.

## HOTEL RIPOSO.

MOTOR GARAGE. INSPECTION PIT.

Delightfully situated on Sea Front, two minutes from Golf Links.

Recognised as being one of the most perfectly appointed Private Hotels on the South Coast.

New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

*Week-End Tickets, including 1st Class Return Railway Fare, Hotel Accommodation, and Full Board,*

Saturday to Monday, 35/-; Friday to Monday, 42/-.

To be obtained from Thos. Cook, Ludgate Circus, or any of their offices.

Resident Proprietress, Mrs. GIBSON.

**Telephone, 8 Bexhill. Telegrams: "Riposo, Bexhill."**

## SEATON BEACH HOTEL,

**SEATON, DEVON.**

First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.

Misses E. A. and C. C. SMITH, Proprietors.

## BEXHILL.

## THE SACKVILLE.

WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.

*Telegrams: "Sackville, Bexhill."* *Telephone: 10, Bexhill.*

THE GOLF LINKS, CHERTSEY.

## LEIGH-ON-SEA (Essex).

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the Principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

## FARNHAM, SURREY,

Within easy access of London.

## THE BUSH HOTEL.

Moderate Tariff. Special Week-End Terms for Golfers inclusive of table d'hôte dinner. Saturday until Monday morning, £1 18. The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable, being on sand.

**SOUTHWOLD** (best position on the Common; close to Golf Links).—To be LET, well Furnished, for June, July, and August, the pretty and artistic HOUSE known as "Link's Cottage," containing square hall two sitting and large recreation rooms, servants' sitting room, seven bedrooms (fourteen beds), bathroom; electric light and telephone.—Apply to Mrs. ROBINSON, on Property.

**GENTS' GOLF GARTERS.** NON-ELASTIC; Nickel Lever Buckle, no teeth; Fine Tan Webb, ⅞ in. wide; instantly adjusted to any TENSION; ensures comfort and smartness in appearance, 1/- per pair post free.—**DAN MOODY & Co., Egyptian Works, TROWBRIDGE.**

Rates for advertising in the above can be had on application to the ADVT. MANAGER, GEO. NEWNES, LTD., 5-12, Southampton St., Strand, W.C.



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# THE GOLFERS' GUIDE.

THE GOLF LINKS, MUNDESLEY-ON-SEA.


## PNEUMATIC GOLF BALL

TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
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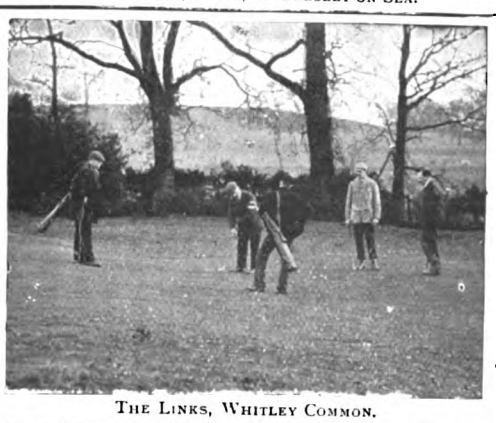

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# THE FESTIVAL OF FREEMASONS.


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

Vol. XX. No. 430. SATURDAY, APRIL 29th, 1905. PRICE 6d.

*Elliot and Fry.*

MR. DOUGLAS BERNARD HALL.

Prospective Conservative Candidate for Penryn and Falmouth.

(*See page 137.*)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

Vol. XX. No. 480. Saturday, April 29, 1905.

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*Telephone*—*No.* 2,748, GERRARD.
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**EDITORIAL.**

*TO CONTRIBUTORS.* — *The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

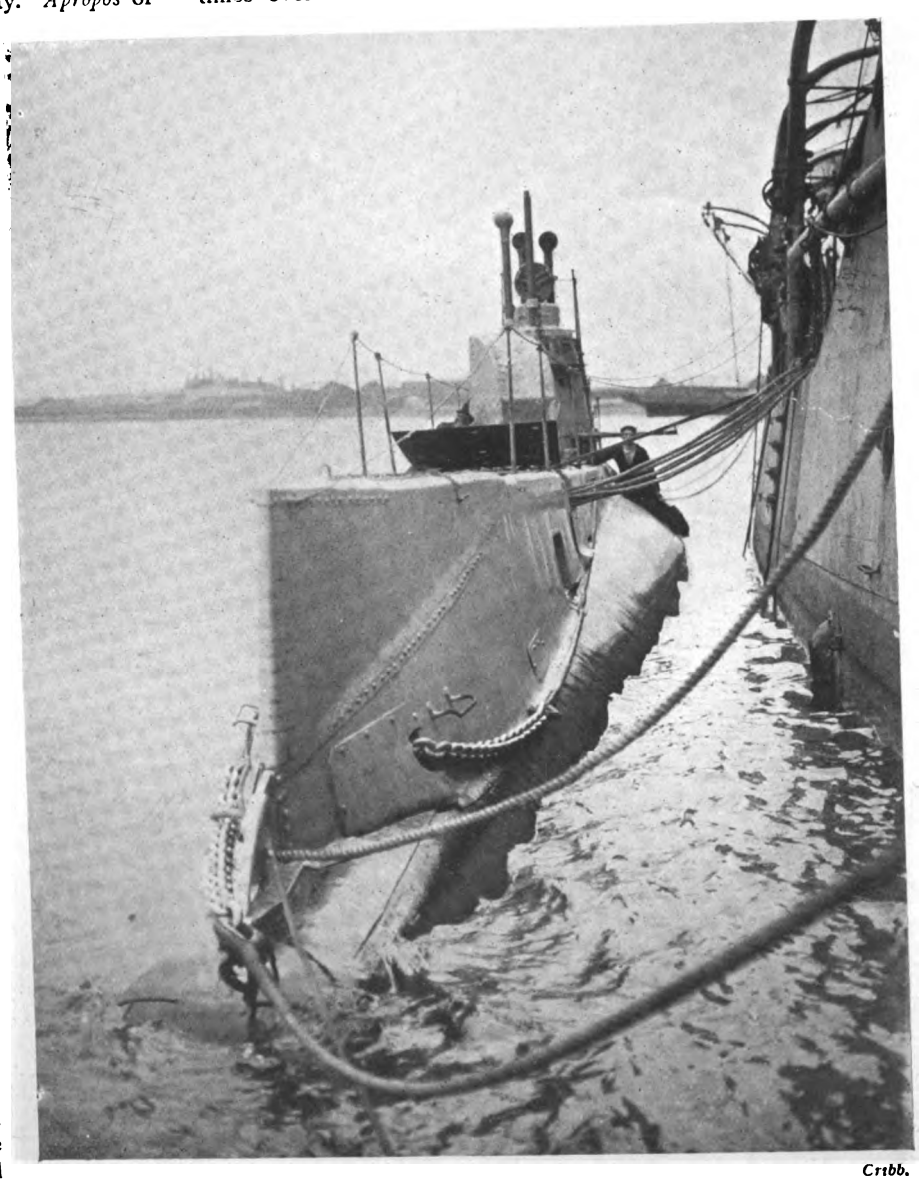
*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND PARIS.—On his way home from his trip in the Mediterranean King Edward hopes to stay a couple of days in Paris, but his visit will be made strictly *incognito*, and it is indeed still doubtful if he will be able to arrange it, as his multitudinous duties at home will necessitate his being back in the capital in the early days of May. *Apropos* of the intended visit, it has just leaked out that on the occasion of the meeting between the King and President Loubet at Pierrefitte Station recently, a very enterprising journalist disguised himself as a porter, and hung about the platform in the hope of getting some exclusive information. He was discovered, however, before the Royal train arrived, and unceremoniously deported from the neighbourhood. More fortunate was the editor of an Italian paper some ten years ago on the occasion of the banquet given by King Humbert to the German Emperor at Rome. This gentleman, determined that his paper should have as accurate a pen picture as could be obtained, managed to get himself employed in the guise of a waiter at the function, and thus secured absolutely first-hand impressions to transmit to his readers. And this he did without any attempt at concealment, confessing the whole story in the next issue. Such enterprise was worthy of a New York sheet.

THE QUEEN AND CIMIEZ.—Since the death of Queen Victoria we have not been accustomed to associate Cimiez with our Royal family, although for a long time before King Edward succeeded to the throne there was scarcely a year passed that the Queen of England was not in the South of France, and once she had discovered Cimiez she never deserted it for Florence, Biarritz, and the other famous towns which had previously attracted her. The two large railway carriages which she had specially constructed for her Continental journeys have travelled many times over the route that leads from the Northern French ports to the holiday grounds of the South. This year, again, there is the possibility of a Queen of England visiting Cimiez, and while King Edward comes to Paris it is expected that Queen Alexandra, with Princess Charles of Denmark and Princess Victoria of Wales, will renew her acquaintance with the town which she first visited as the guest of Queen Victoria nearly a decade ago. There will be many changes to note, for Cimiez has waxed large in the sunshine of prosperity which Queen Victoria brought to it, and the old episcopal town will have much that is fresh for Queen Alexandra to see and admire.



*Crtbb.*

THE NEW BRITISH SUBMARINE, B1, AT SPITHEAD.

The new submarines, of which the first has been delivered at Portsmouth, differ in many respects from the A type. Their deck when awash, as seen in the illustration, is at considerable height above the water, and in length they approach the dimensions of destroyers.

THE QUEEN AND DENMARK.—It will be a strange springtide for Queen Alexandra if she does not pay a visit to Denmark, and, indeed, there is every indication that she will go there for a short time after the Mediterranean tour. Among the many jewels the Queen possesses there is none she prizes more than the necklace of diamonds given her as a wedding present by King Frederick VII., who, of course, was King of Denmark when she came over here to marry the Prince of Wales. It is made as a replica of the Dagmar Cross, one of the Crown jewels of Denmark, which was originally in the possession of Queen Dagmar, the first Christian Queen of Denmark, and was buried with her. In the time of Christian V. the tomb was opened and the cross taken out, to be placed among the national treasures of the country, and this was copied with great fidelity in the famous year which saw the future Queen Consort of England land on these shores.



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# THE KING IN ALGIERS.

THE KING AND QUEEN LEAVING THE MEDERSA.

*Cliche Express, Paris.*

King Edward's eight days' visit to Algiers has given considerable pleasure to all classes of residents in that city. The Medersa, or native school, was one of the first places visited by the Royal party. There was on view a collection of Mussulman art of considerable interest.

THE ADMIRALTY QUAY, ALGIERS.

*Cliche Express, Paris.*

Queen Alexandra disembarking, with the King and Mr. Drummond Haye, the British Vice Consul, standing on the quay. The British residents were gathered in the neighbourhood to welcome the Royal visitors, and both the King and Queen spoke to several prominent members of the community.



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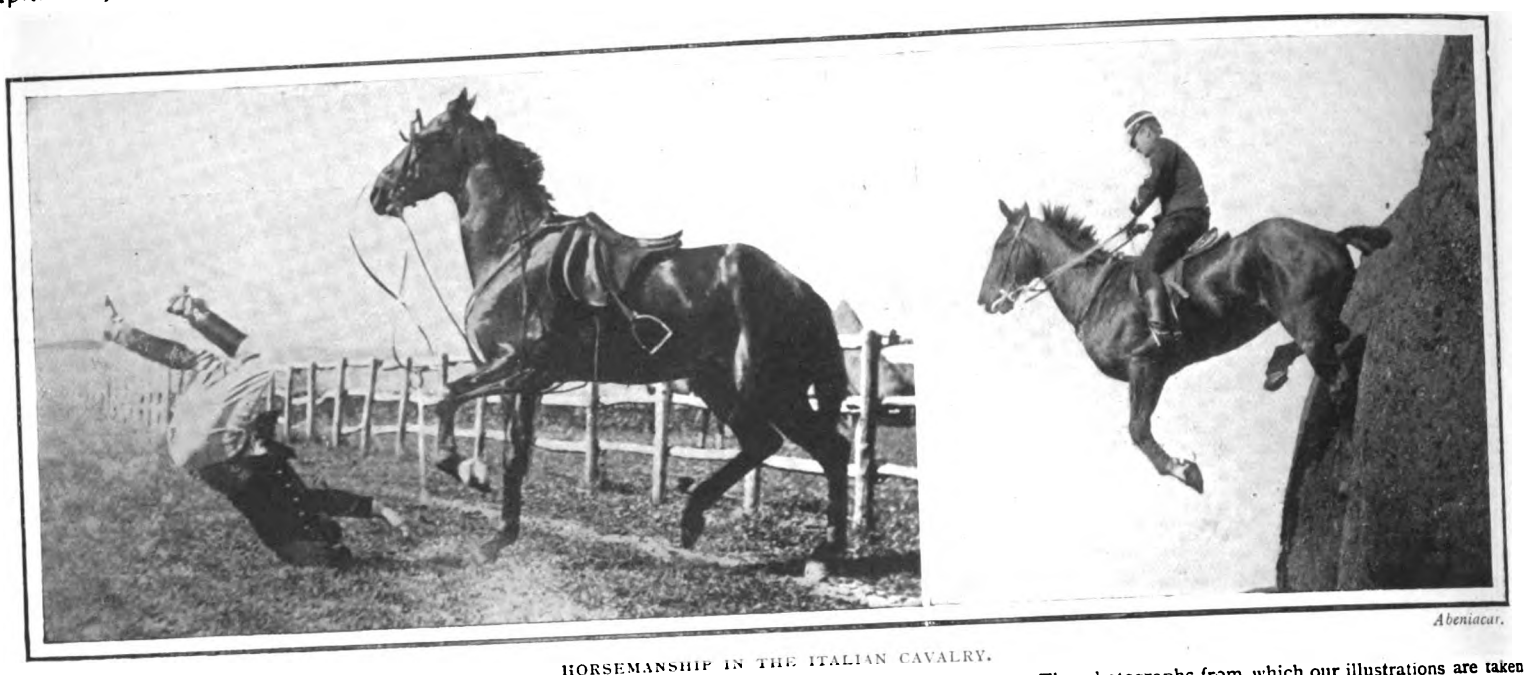


*Abeniacar.*

HORSEMANSHIP IN THE ITALIAN CAVALRY.

In the Italian Cavalry regiments the strictest training prevails, and the soldiers are most accomplished horsemen. The photographs from which our illustrations are taken show a too daring jump and the disastrous consequences.

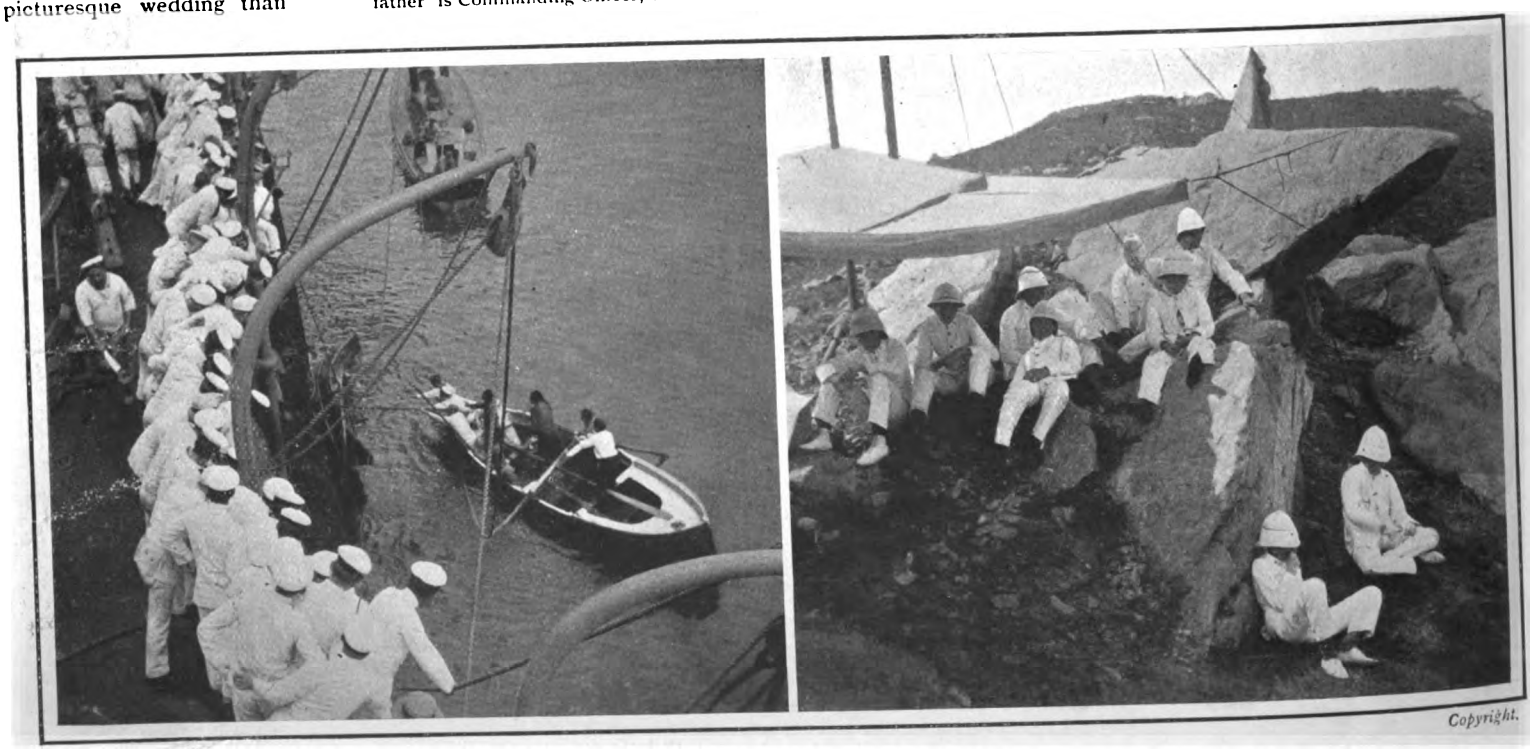
THE QUEEN OF SAXONY.—Like our own Royal family, Queen Carola of Saxony has found the Isle of Wight a very charming holiday resort, and her visit to the Island last week practically terminates her stay in England. From England she will proceed to Belgium, where she will spend a short time with the Comte and Comtesse de Flandre, and the summer she will spend at her magnificent Silesian home, Sybillenort, which was bequeathed to King Albert by the late Duke of Brunswick. It is interesting to note that by order of King Edward the State apartments at Osborne House will be open again this summer on two days in the week.

A PICTURESQUE WEDDING—Never was there a more picturesque wedding than Lady Evelyn Hely-Hutchinson's. Her dress was designed by her mother from a sixteenth century picture, and, in addition to a bevy of tall bridesmaids, she was followed to the altar by a tiny page and two little girls. She wore as ornaments some beautiful diamonds given her by her brother, the Earl of Donoughmore. As she is so fair, in this a striking contrast to her sister, who is very dark, Lady Evelyn has received many turquoises as presents. As she was one of the most beautiful girls in Society, so she will be one of its most beautiful brides. She was married from her brother's new house, where, lately, he had a little daughter born to him. The Dowager-Countess of Donoughmore, looking as handsome and striking as ever, was a noticeable figure at the ceremony.

*Head, Eastbourne.*

A NAVAL WEDDING AT EASTBOURNE.

The wedding of Mr. John Hooper, B.A., of the Royal Naval College, Osborne, and Miss Margaret Gordon Hooper was celebrated last week at Eastbourne. As the bride was on her way to the church, a detachment of the local division of Naval Volunteers, of which Mr. Horace Hooper, her father is Commanding Officer, took out the horses and pulled the carriage to the church.



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WITH THE CHINA FLEET.

(1) An accident to a sam-pan, which capsized alongside a war-ship at Ying-Ching Bay. The boat floated wrong side up for about a quarter of an hour, and when it was finally righted a small child was found in it, very exhausted, but after treatment in the ship's sick-bay was very little the worse for the immersion. (2) Some midshipmen on shore after mining practice at the entrance to Wei Hai Wei Harbour.



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# AN HISTORIC OCCASION.

Crockett.

THE OLD "IMPREGNABLE," WITH THE UNION AT THE MAIN.

The only occasion during the past sixty years that an Admiral of the Fleet has flown his flag afloat was when Sir Edward Seymour was recently in command at the Western Port, and reached the rank of Admiral of the Fleet a month before his tenure of office there expired.



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*Alice Hughes.*

MRS. BERTRAM BROOKE

Whose marriage with Mr. Bertram Brooke took place last year, is a daughter of Sir Walter Palmer, Bart., who has been Member for Salisbury since 1900.

THE COMING ROYAL WEDDING.—It would, of course, give considerable pleasure to the English people if the marriage of Prince Adolphus of Sweden and Princess Margaret of Connaught could take place in this country, for there is no doubt that the match is a very popular one, and the good wishes of the whole nation will go with the young Princess to her home in the North. In the event of the ceremony taking place in England, it seems to be a foregone conclusion that it will be at St. George's Chapel, Windsor, where the Duke and Duchess of Connaught were married twenty-six years ago. But since that ceremony St. George's Chapel has undergone some changes, and this wonderful specimen of ecclesiastical architecture, dating as it does from the days of Edward III., will have a different appearance in July of this year, both inside and outside, from that which it presented in March, 1879. St. George's Chapel has been the scene of other historical events than marriages, however, and there lie buried within the chapel of the Order of the Garter, Edward IV., who has sometimes, but wrongly, been spoken of as the founder of the Order, Henry VI., Henry VIII., Jane Seymour, and Charles I., who found there a safe resting-place after the terrible tragedy in Whitehall.

BEAR-LORE.—Ancient encyclopædias, such as that of Bartholomew Anglicanus (a worthy Franciscan friar, whose *magnum opus* has recently been reprinted more, one imagines, as a curiosity than as a valuable storehouse of learning), contain much that is quaint and crude upon natural history; but one may look long without finding such a wonderful piece of information as that which tells us, "the bear gives birth to a lump of flesh, which it licks into shape." The most interesting point about this is the light it throws upon a modern slang expression much used in describing raw recruits and cubs of the *genus homo*. Even Shakespeare refers to the belief in making the deformed Gloucester speak of himself as "an unlicked bear whelp that carries no impression like the dam." But bear-lore and bear legends are all amusing. Readers of Congreve will remember Sir Sampson Legend's exclamation in "Love for Love," "Body o' me! why was I not a bear, that my cubs might have lived upon sucking their paws." It was at one time a fully-accepted belief that the bear lived throughout the winter upon nutriment sucked from his paws, and we find it referred to many times in writers of the period. To mediæval Europeans the bear was the king of beasts, and he figures in the most prominent position in all the animal sagas.

BEAUTY PATCHES.—There is another threatened revival of the beauty spot or patch, but whether the practice will ever again become really fashionable is doubtful. That we shall never go the length of wearing a miniature coach and horses on our faces, as a Duchess of Newcastle once did, "because of the pimples about her mouth," or a figure of the devil, with horns, barbed tail, and pitchfork complete, as the most fashionable ladies of the late seventeenth century did, is quite certain. But the reintroduction of the round spot, or even the small star, would not find many opponents, and it is certain that moderation in the use of the spot does tend to a certain enhancing of the natural beauty. It is to be hoped that no crusader against the beauty spot will meet with the fate of Père Massillon, who, preaching one day at Versailles, exclaimed, "You put them on to intensify the whiteness of your skins! Why don't you put them everywhere?" So far from annihilating his hearers however, he had given them a new idea, and the next day they had all acted on the suggestion, and out of gratitude called the new mode "Mouches à la Massillon."

A SINGER'S WEDDING.—Miss Ada Crossley's wedding was a brilliant affair. The most novel feature was the singing of "O Perfect Love" by ten of the bride's Australian girl friends, the setting having been expressly composed for the occasion by Mr. George Clutsam, also an Australian. There were only two bridesmaids, and these carried bouquets of white flowers and mimosa, which, under the name of wattle, is the Australian national flower. Miss Crossley wore an ornament given to her by the bridegroom, and a beautiful diamond lyre, presented to her by the musical ladies of Melbourne on her recent visit home, a visit which, by the way, ended in her engagement. Among those who signed the marriage register was Miss Marie Corelli and Mr. Gye, husband of Mme. Albani, who was unable to be present at the ceremony. Mr. and Mrs. Muecke have gone to Venice for the honeymoon. Their friends simply rained presents on them.

A SIGN OF THE TIMES.—Lord Monk Bretton's suggestion in the House of Lords the other day is a significant sign of the times. In order to bring the Colonial Office into touch with the Colonies, he would have at least one official on the staff of every Colonial Governor. The proposal is not practical, because it might give rise to the suspicion that the King's representative was merely a puppet of Downing Street, which would be fatal to harmony. A better idea is that set forth at length by an Australian public body. It would have the junior members of the Civil Service exchange, so that Colonials could gain experience in the Mother Country and Englishmen in the Colonies. Even more practical is the proposal made by merchants in New South Wales, that the Board of Trade should have representatives in the Colonies.



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KINGS AND ADMIRALS.—"The Kaiser on taking leave of Admiral Sir Compton Domvile at Corfu, twice embraced the Admiral cordially." Thus at one bound is the Commander-in-Chief of the British Mediterranean Fleet placed on a level with the mighty rulers of the nations of the world. The Greeks complained, we are told, that the Kaiser made no sensational speech; but surely his action in embracing Sir Compton Domvile was sensational enough to outweigh ten speeches. Hitherto it has been considered etiquette for a sovereign only to embrace another reigning monarch; but presumably that convention is to be allowed to go by the board when a Royal Admiral meets a brother flag officer. And what a large number of Royal admirals there are nowadays! The recent visit of the Kaiser to Greece has been responsible for the creation of two more, for now Wilhelm II. is an Honorary Admiral of the Hellenic Fleet, and King George of Greece holds equal rank in the German Navy. There cannot now be many uniforms, Naval or Military, that the Kaiser has not the right to wear. Japan seems to be the only country which has not done itself the honour of placing some reigning sovereign *à la suite* of her Navy. And even that the Kaiser may attain to with patience, now that the banner of the Rising Sun floats finally over the embattlements of Port Arthur.

HANSARD.—There has been a deal said about the official compilation of debates in Parliament, popularly known as "Hansard," and it is with some little interest that the public has learned that the speeches set down in that invaluable work are not always exact reproductions of the spoken word. Proofs are submitted to every member whose speeches are included, and some members are most punctilious in revising those proofs. In the days before he became a great power, it was Mr. Gladstone's invariable habit to carefully read all proofs; but during the last decade or so of his career he found that he was so carefully reported that revision had become unnecessary. In the same way Mr. Balfour has given up reading his proofs with anything like the attention he used to devote to them; but Mr. Asquith and Lord George Hamilton are, or were till quite recently, scrupulously careful in their revisions, and Lord Goschen, when he was in the House of Commons, was very painstaking with his proofs. But the majority of the experienced debaters never trouble about Hansard. They know that what they have said has been taken down by the best stenographers of the day, and complaints are rare, considering the number of speeches delivered annually.

LORD LOCH'S ENGAGEMENT.—Congratulations to Lord Loch on his engagement to Lady Margaret Compton will be general. So well-beloved was his mother in Victoria as First Lady, that a famous English statesman said of her that "she is a greater personage than her husband." Indeed, her memory is as green in Australia as Lady Carrington's. In South Africa, too, she and Sir Henry, as he then was, made Government House as popular as it ought to be. Lord Loch, who is only thirty-two years old, is in the Grenadier Guards. He was all through "the River War" up to the fall of Khartoum. It was in connection with this campaign that he got the D.S.O. In the South African War he was severely wounded. Lady Margaret Compton is the only daughter of the Marquess of Northampton. Her mother, who died a few years ago, was a Baring, and a great heiress. She had an American strain in her, for her grandfather was a Philadelphia merchant.

A SOUTH AFRICAN REMINISCENCE.—The death of Lord Chelmsford recalls one of the darkest chapters in South African history, for he was one of those distinguished Englishmen whose reputation loses rather than gains in the Colonies. Not that he was less able than others who were more successful, but, in his case, the national contempt for the enemy worked out badly. Not only was the ground of Isandhlwana unsuited to the conditions of native fighting, but the omission to laager the waggons was a military blunder of the first magnitude. The defeat which followed was the most disastrous event in the annals of Natal up to the South African War. Every incident in the campaign was dramatic. The most striking after Isandhlwana was the tragic death of the Prince Imperial and the defence of Rorke's Drift, one of the heroes of which, Private Hook, died the other day. It was the old story; our officers, full of academic military learning, scorned the advice of men on the spot. It is, however, fair to note that the man who tried to persuade Lord Chelmsford to laager the waggons at Isandhlwana was not a Colonial, but General Clery, then at the beginning of his distinguished career.

EXPULSIONS FROM PARLIAMENT.—Certain absentee members of Parliament are to be called to account for their misdeeds, and may even possibly be expelled from the House; but nothing so extensive as the expulsions in connection with the South Sea Bubble are to be expected. Half-a-dozen members were summoned to attend, and roundly lectured; but the most serious case was that of the Chancellor of the Exchequer, Aislabie. So bad was the case considered that the House did not even divide on the question, but ordered him to be taken straight to the Tower and to make restitution. Such a ceremony is always performed with "the doors locked and the keys laid upon the table."

MISS MARION TREFUSIS

**Whose engagement to the Hon. Thomas Coke, eldest son of Viscount Coke, is announced. Miss Trefusis is a daughter of Lady Mary Trefusis.**



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE Prince of Wales has accepted the post of President of the Cinque Ports Golf Club at Deal. Lord George Hamilton, M.P., and Sir Edgar Vincent, M.P., are joining the committee of the club, and Mr. Wanklyn, M.P., has nominated Mr. W. Matthews, of Amateur Championship fame, to succeed him as captain. Mr. Matthews, who is a Man of Kent, took Mr. Maxwell to the twentieth hole at Sandwich last year. In the opinion of Braid there is no fairer course in England than Deal.

* * *

The Prime Minister drove Mr. Wanklyn, M.P., down to the Ranelagh Club at Barnes in his motor-car, and they both managed to do well for the House of Commons team against the Ranelagh Club, relieved, no doubt, by the surrender of the Tariff Reformers on the previous day. In the morning, playing against Mr. Fletcher Jones (five handicap), Mr. Balfour won by 3 and 1. The Prime Minister had the eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, and seventeenth holes in an average of 4, which is one under "Bogey"; while from the back tees, Mr. Wanklyn made a record of the green for the first eleven holes, taking them in 44, which is five under "Bogey." He had the ninth (600-yds.) in 5 with three long shots and a putt off the approach. Mr. Wanklyn managed to beat his opponent by 9 and 8, "a thing that he has never done before," but his opponent went out in 44 for the first nine holes, and took the bye in an average of 4. In the afternoon, the Prime Minister and Mr. Wanklyn defeated their opponents in an ordinary foursome, after a very tight match. They were dormy 2, but the Prime Minister overran his approach into the rough at the seventeenth. However, between them, they had a nice 4 at the eighteenth. The golf course at Ranelagh is enormously improved by the acquisition of a third polo ground on the far side of the Beverly Brook, and it is now as long as Sandwich. The ground is all meadow-land, but the bunkers have been filled with sea sand, and in dry weather there is no better inland course, barring such sand courses as Woking and Sunningdale. Colonel Cawley of the Life Guards is captain for the coming year, in succession to Lord Dufferin.

A BUSY SECRETARY.

Mr. J. H. Neat, the secretary of the Ranelagh Club, spent a busy couple of days at his table starting the competitors in the recent Ladies' Competitions.

* * *

The annual spring meeting of the Tantallon Club at North Berwick was played in mild weather, tempered by a light easterly breeze. There were about fifty competitors, but Mr. Robert Maxwell and Mr. J. E. Laidlay were absent. The honours of the meeting were carried off by Mr. J. R. Gairdner, an old Mid-Surrey player, who, playing a consistently strong game throughout, returned the winning score of 80 for the Brodie Scratch Medal. Mr. A. Mackenzie Ross and Mr. H. M. Rush were next with 86.

* * *

On the neighbouring green of Gullane the annual spring meeting of the Gullane Golf Club was held. One of the rare innovations

*Balmain, Edinburgh.*

THE INTER-CLUB TOURNAMENT AT EDINBURGH.

The two foursomes that played in the City Inter-club Tournament at Murrayfield, Edinburgh, on April 12. The players are representative of the Insurance and Banking Club and the Burgess Golfing Society, the first-named winning the final by 9 and 7 to play. The players standing are Mr. A. G. Archibald (Burgess), and Messrs. Clark, Reith, Rose, and Johnston (Insurance and Banking). Seated: Mr. Graham Walker, Mr. H. H. Harley, and Mr. J. M. Williamson.



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# *On the Links.*

in Scottish golf was a "Bogey" competition, and it has become so popular, even among golfers who were at first disposed to pooh-pooh the system, that it will now take a permanent place in the club fixture card. The "Bogey" score for Gullane has been fixed at 78, and last year this score was easily beaten by Mr. J. A. Robertson-Durham, jun., by 4 holes. Seventy-four competitors left the tee, and once again Mr. J. A. Robertson-Durham won the "Bogey" prize by 4 holes up. His score was 77, and he had a handicap of two strokes.

* * *

One of the features of the Garden City movement is that opportunities should be provided for the playing of golf among the residents on the estates. The Garden City at Letchworth, near Hitchin, includes a golf course among its attractions for the residents, and the course of nine holes was formally opened a week ago, when the regular service of trains between King's Cross and Letchworth was inaugurated by the Great Northern Railway Company. At present the club numbers 125 original members, and houses are being rapidly built on the estate. The old manor house of Letchworth Hall has been converted into a residential hotel. Though the golf course is at present only nine holes, there is varied ground enough to extend the round to eighteen holes.

* * *

Miss May Hezlet continued her scoring success at Ranelagh by winning the prize of the local club for the best scratch score at the open meeting of the Ladies' Golf Union held last week at Lytham and St. Anne's. Over the long course she went round in 85, despite a strong east wind, though in the afternoon, when not scoring formally for a competition, she improved four strokes upon these figures. Miss Buckley came next with a stroke more. The Challenge Cup, open to the members of the Ladies' Union, and played for under handicap, was won by Miss Muirhead of Lytham and St. Anne's. There was a large number of spectators present to see the play.

* * *

The Tooting Bec Golf Club, which is now running out the last year of its lease at Furzedown, is engaged in completing a new scheme whereby in the future the members of the club may play their game without any fear of landlord's rights. The committee of the club, anxious to keep its corporate existence intact, have been prospecting for a long time to get a new and accessible golf course near enough to London to suit business men as well as men of ample leisure. Such a new course they have now found at South Farm Lodge, skirting Mitcham Common. The ground consists of 100 acres, and it lies between Mitcham Common and Pollard's Hill, in the direction of Norbury, on the main Croydon Road. Taylor has examined the ground very carefully, and he advises the committee that it will, when drained and put in playing order, prove to be an admirable golf course. In this opinion Willie Park, who is at present laying out the holes, concurs, so that the Tooting golfers will find a new home about a couple of miles away from the old course, which they have made one of the best-kept courses round London during their fourteen years' tenancy of Furzedown.

MRS. EGGAR, THE HON. SECRETARY OF THE FARNHAM LADIES' CLUB, SCRUTINISING THE LIE OF HER BALL AT RANELAGH.

"HE COMETH NOT."

A lady waiting for her partner, who insists, through sentiments of ingrained economy, upon her waiting patiently while he hunts for a battered Haskell in the bents.

The Tooting golfers are making arrangements to buy the freehold of the land, together with the old farmhouse of South Lodge, which will make a cosy club-house with a little expansion and alteration. The purchase of the freehold will cost £15,500, and an additional sum of £4,500 is needed to meet the expenses of drainage and preparation of the course for play early next year. The whole sum of £20,000 is being raised by a mortgage on the land of £10,000, and by debentures of £100 each among the members; and it is expected, judging by the support already accorded to the scheme, that there will be no difficulty in raising the money. It is quite clear, from what is taking place in respect of golf around London, where the game is being played on public commons or on land held on short leases, that the only solution of the future is for golfers to band themselves together on a private course to which the public have no access, and, preferably, to adopt the policy now being carried out by Tooting of buying the freehold of the links. Apart altogether from the security of the game from outside interruption, there is the added advantage of a sound business investment.

MRS. BROWN IN THE FINAL OF THE PUTTING TOURNAMENT AT RANELAGH.

* * *

There was last week a more than usually large crowd of golfers at Biarritz for the Easter holidays, one authority giving it as his opinion that the players were twice as numerous as at the same period last year. The weather, however, was chilly. The Ladies' "Bogey" Medal for April was won by Miss Rita Grant-Suttie, who, with a handicap of plus 5, won after a tie with Miss Mary Stuart (scratch), Miss Granville being third.

* * *

There are some critics of the game who have always looked upon the introduction of the rubber-core ball mainly as its use affected the better play of the men golfers. But what about the ladies? If the ordinary mediocre player can add 20-yds. or 30-yds. to his drive with the rubber-core as compared with the old gutta, it is quite certain that very many lady golfers have the highest reason to welcome with joy the introduction of the rubber-core ball. It has made the game all through less fatiguing to the ladies, and probably because the jealousy of men does not lead them to go to the length of denying that, as a rule, the ladies show a more delicate touch in the use of the club, they are consequently more likely to find the use of the new ball more beneficial all round the game. It would, from recent examples at any rate, seem to be the case that the American ball has led to an increase in the number of lady players, mainly on the ground that the game has been made more easy, and less a test of endurance. Nearly 250 entries of lady competitors for the Ranelagh Open Competition a week ago would seem to augur the certainty of higher figures in the way of entries, not only at the Ladies' Championship, but at all the open tournaments for lady players this summer.

* * *

Not only has the new ball revolutionised the game both for men and women, but it has got rid of the old cry that a shorter course than that which the men played over was an absolute necessity for the ladies' competitions. The new ball has so equalised the game that the ladies can play without fear of comparison



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# *On the Links.*

to their discredit over all the long courses laid out for the men. And look at the average scores of the best lady players as compared with those of the men. Miss May Hezlet's 76 at Ranelagh will take a good many trials on the part of good scratch players among the men to beat. Then the average drives of the lady players are treading closely upon the length attained by the men. Miss Hezlet and Miss Glover drove a series of shots in the driving competition at Barnehurst which averaged more than 171-yds.—an average distance with which the bulk of those golfers among the sterner sex who criticise ladies' golf adversely might be very well pleased to rest content.

## GOLF IN IRELAND.

THE LINKS AT GALWAY.

A VISIT to Galway, Spanish old Galway, one of the quaintest and most picturesque spots in all the fair Green Isle, is a unique experience. Something like putting the clock back about a hundred years.

"Here all things in their place remain, as all were ordered ages since!" It is verily "a land of afternoon," for except during the Race Week or Pig Fair, when existence is made hideous by the wail of protesting "rint payers," the inhabitants—who might have stepped straight from Lever's novels—appear half asleep. Perhaps the character is due to some inherited strain of indolence from a Spanish ancestry, or perhaps, like the "mild-eyed, melancholy lotos-eaters," realising that "slumber is more sweet than toil," it has been acquired in the course of centuries. Certainly no one ever dreams of hurrying or bustling himself. The old-world glamour and charm of the quaint old place makes a sojourn there better than any "rest cure" to the jaded and brain-weary, and constitutes not the least of Galway's many attractions to the stranger fresh from the noise and turmoil of strenuous living. "The Citie of the Tribes," as the town was first called by Cromwell's soldiers after its capture by the English under De Burgho, has a history, though veiled, in tales of siege and bloodshed. Taken and retaken by rival clans, it became first noted in the days of King Connor of Munster. It is supposed, indeed, by some to be Ptolmey's "Magnata," its Gaelic name, "Cuan-na-guatic" (or "Port of the Small Islands"), giving colour doubtless to the theory. Galway became later—in English hands—a famous seaport. The natives did a thriving trade with Spain, and adopted many Spanish customs. They also took unto themselves Spanish wives, for traces of Spanish architecture still linger in the curious arched gateways and courtyards, and the wide entries and stairs of the derelict queer old buildings of the once-proud merchants. These relics take one back in fancy to an age of chivalrous deeds and daring, knight errants and romance, the effect being heightened by the dark-haired olive-skinned beauty of the peasantry. The women go about in their vivid scarlet petticoats and Claddagh cloaks, worn mantilla-fashion over head and shoulders, the costume making a burning patch of colour against the soft grey Irish skies. These unlooked-for survivals of Oriental influence support the theory of their Spanish ancestry through intermarriage.

A FISHER OF GOLF BALLS

The water hazard in front of the 16th green at Ranelagh, where the man in the punt was stationed all day to retrieve the balls foozled by the lady competitors into the pond.

The Claddagh adjoins the harbour, a most quaint and interesting district, the abode of a strange, almost gipsy, race of fishermen who, until late years, had no intercourse with the inhabitants of the town, being governed by a king of their own, annually elected amidst singular customs and rejoicings on St. John's Eve.

The visitor to Galway should arrange a trip to the Aran Isles, which is a pleasant sail in bright weather. These isles are full of fascination for the "foreigner," as a visitor from the mainland is regarded thereon. Weirdly beautiful scenery, wonderful air, (America is their nearest next-door neighbour) and primitive customs make them an ideal

THE GALWAY LINKS.

The 3rd putting green, with a fine prospect of the country and sea beyond.



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# *On the Links.*

BAR *v.* ACTORS AT WALTON HEATH.

(A) Mr. Herbert Ross, who played against Mr. H. W. Beveridge and beat him. (B) Mr. Oscar Asche, the King Claudius of the Adelphi "Hamlet," putting in his unique style at the 11th green in his game against Mr. Stephens. (C) Mr. D. Stephens of the Bar Society, Mr. Asche's opponent and conqueror. (D) Mr. Gerald du Maurier, fresh from his triumph in "Pan aloon" at the Duke of York's Theatre, playing against Mr. Marshall Hall, K.C., M.P., who won the game. (E) Mr. H. W. Beveridge of the Bar Society driving from the 5th tee. (F) Mr. Fred Terry, whose season at the New Theatre has just closed, driving from the 12th tee, watched by his opponent, Mr. H. Terrell, who halved the match with him.



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# *On the Links.*

THE GALWAY LINKS.
A view of the 2nd green, with a bird's-eye view of the country beyond.

THE GALWAY LINKS.
Two of the lady players on one of the putting greens.

GOLF AT GALWAY.
The private club-house of Mr. Nolan on Gentian Hill; Hackett, the greenkeeper, and a few of the caddies.

holiday haunt on "off days" for the golfer interested in archæology, botany, or photography. Many of the ancient fortresses remaining (including the famous "Dun Ængus," the most remarkable of European stone forts), date from 1,000 B.C. Maidenhair fern grows wild like a weed in Aran, and good simple accommodation is to be had, "Anything your Honour plazes" being the usual tariff.

The golf links, some two miles from Galway, are exquisitely situated on a picturesque promontory overlooking the bay, known as "Gentian Hill," from the sapphire glory of the gentian bloom, which turns the emerald turf a glowing blue in early summer. The views are beautiful. Across the broad blue bay is the range of rugged Burren hills, silver and amethyst shadowed, which rise steep and bold, guarding the coast of Clare, while hard by the sombre Barna Woods lie, hugging the still white limestone shore.

The course, a nine-hole one, has been judiciously laid out. Natural hazards abound, chiefly stone walls (typical of the country), quarry, and gorse, for though Galway's links are seaside in many respects, their aspects are more of an inland character. The lies are good, and the greens smooth and excellently kept. Straight driving is, however, everywhere essential, or the player is badly punished.

The tiny club-house (once a primitive thatched Irish cabin) is now, through the liberality of the owner, and landlord of the links (Mr. Sebastin Nolan), greatly enlarged, its bright red walls making a warm glint of colour in the surrounding landscape.

Mr. Nolan also most generously allows his friends to play over the links without charge, and maintains them entirely at his own expense. He also gives prizes for competition. The club was dissolved last year, so the open meetings formerly held there do not now take place. Otherwise there is no change, and all golfers are permitted to play there, through the courtesy of the owner, who entertains them at the club-house with proverbial Irish hospitality. Michael Hackett, the professional and greenkeeper (a typically-fine specimen of the Spanish-Celtic race), is a good player, coach, and clubmaker.

Galway is a true "sportsman's paradise." for besides hunting with the "Blazers'" pack, there is good rough shooting in abundance, yachting, boating, bathing, in addition to the salmon-fishing at low water. The fish are to be seen packed like sardines at the bottom of the river, under the Fishery Bridge, literally jostling for room. There is also excellent trout-fishing, and still more excellent hotel accommodation, including that of the Royal Hotel kept by Mrs. Kerin.

GERTRUDE CROWE.

## *FIXTURES.*

April 29.—Huntercombe Spring Meeting.
April 29.—New Luffness, Spring Meeting.
May 1.—Hanger Hill, Foursome Competition.
May 3.—Royal and Ancient, Silver Cross and Bombay Medal.
May 3.—Warwickshire Spring Meeting.
May 4-6.—Sussex County Union, Annual Meeting at Rye.
May 5-6.—Hanger Hill, Spring Meeting.
May 6.—Sundridge Park Single Tournament and Foursomes.
May 6.—Glasgow Spring Meeting.
May 8.—Royal Blackheath Ladies' Spring Meeting.
May 8.—Hanger Hill, Mixed Foursome Competition.
May 8-12.—Irish Ladies' Championship, at Portsalon.
May 10-11.—Lytham and St. Anne's Professional Tournament.
May 12-14.—Le Touquet, Solicitors' Golfing Society v. Le Touquet.
May 13.—Parliamentary Tournament at Deal.
May 13.—Hanger Hill, Medal and Magistrate's Bowl.
May 16-17.—Midland Ladies' Championship, at Nottingham.
May 20.—England v. Scotland (Amateurs), at Prestwick.
May 20.—Sundridge Park Monthly Medal (Stroke).
May 20.—Hanger Hill, Monthly "Bogey" Winners.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XL.—Mr. Douglas Bernard Hall, Prospective Conservative Candidate for Penryn and Falmouth.**

THE county—shall we say the ancient kingdom?—of Cornwall once returned no less than forty members to Parliament. Nowhere are disfranchised constituencies so plentiful. Grampound, where five electors chose their representative at Westminster, St. Mawes-in-Roseland, one of the smallest and most charming villages in the Cornish Riviera, St. Ives, home of artists, and ever so many more quaint, old-time places bewail the loss of their political importance. Some of them have been absorbed in other areas, and Penryn and Falmouth, each of which possessed two members before the Act of 1832, must now be content with one between them, and united they form one of the smallest constituencies in the country. But small constituencies have memorable histories. Did not the glorious Chatham and his illustrious son, William Pitt, enter Parliament through their suffrages? Did not Disraeli woo the electors of High Wycombe and Taunton before Maidstone gratified his ambition? Penryn and Falmouth have been no exception to the rule, though of late years Lord Northbrook alone among statesmen traced his career to the Cornish port, and Mr. George Cavendish Bentinck, the constant entertainer of Royalty, was one of its best-known representatives. Still, it is safe to assume that great interest will attach to the coming political struggle in the united boroughs, an interest not diminished by the recent remarkable rise in popular favour of the Cornish Riviera as a playground in summer, and as a balmy health resort in winter. The pride of all Cornwall is the beautiful and historic port of Falmouth, with its magnificent land-locked harbour, its rugged seafront from Pendennis to the Manacles, its river scenery, and its associations with Sir Walter Raleigh and the Civil Wars.

*Alice Hughes.*

MRS. DOUGLAS BERNARD HALL
Wife of the Prospective Conservative Candidate for Penryn and Falmouth.

This interest is strengthened by the attractive personality of the Conservative candidate, who is 6-ft. 4½-in. in height, possesses a singularly winning manner, and above all is accompanied by his wife, who combines the kindliest attributes of an English *grande dame* with all the indescribable fascination for which the ladies of cultured Boston, the "hub of the universe," are traditionally famous. Among other advantages, they enjoy the active assistance of Mr. L. H. Hayter, for some years a member of the London County Council, and now a busy agent in the Conservative interest in the West of England.

Mr. Douglas Bernard Hall is a son of Mr. Bernard Hall, J.P., by Margaret, daughter of William Culrow, J.P., D.L., of Walton Lodge, Walton-le-Dale, Lancashire. Mr. Hall was born in 1867, and was educated at Charterhouse and Christ Church, Oxford. He married in 1890 Caroline, only daughter of Mr. T. J. Montgomery of Larchmont Manor, New York State, U.S.A. They have one son, Douglas Montgomery Bernard, who was born in 1891, and is now at Eton. Mr. Hall has been a great traveller, having visited almost every country in Europe. He is familiar with Norway, Sweden, Denmark, Germany, Austro-Hungary, Herzegovina, Bosnia, Servia, Roumania, Greece, Turkey, and France. He will be remembered as the only man who has taken his steamer across Europe by water, steaming by way of the Rhine and the Maine, thence by canal to the upper reaches of the Danube, and, after shooting the rapids, through the lower Danube to the Black Sea. He has visited the principal provinces of the Far West, the cities of Canada, and the great centres of the United States and Mexico. He is passionately fond of yachting, and once shared a delightful adventure with Lord Albert Osborne. The two chartered a schooner in Tahiti, in the South Sea Islands, made famous by the historical mutiny of the "Bounty," and sailed to some of the most remote islands of the Pacific, including the Marquesas, the Paumautus, and the Cook Islands, returning by way of the Hawaiian Islands and Fiji. A man with such love for the sea must be an ideal member for seafaring folk.

Another sport in which Mr. Hall excels is that of shooting. He has been a good shot from his boyhood, indeed, when at Charterhouse he won the Public Schools Cadets' Trophy, one of the most keenly-contested competitions at Wimbledon. He has shot reindeer in Scandinavia, chamois in the Engadine, and equipped and travelled with a caravan for shooting in the Sahara Desert.

At home, Mr. Douglas Hall is a considerable landowner in a most picturesque part of Sussex, having acquired some years ago the Burton Park Estates, once the property of the well-known "Squire" Biddulph, and surrounded by the estates of such landowners as the Duke of Norfolk, the Duke of Richmond and Gordon, the Earl of Leconfield, and the Earl of Winterton, whose youthful heir was recently returned to represent the county in Parliament. Mr. Hall is lord of the manor of Burton and Barlavington, the old feudal customs of which still obtain, and is patron of the livings of Barlavington, Burton, and Coates. Burton Park is of considerable size, and the house is approached by a really beautiful drive from Petworth Station, its sylvan beauties heightened by herds of noble deer. Here Mr. Hall takes a close interest in the public work of the locality, and contrives to serve the Barlavington Parish Council, the Petworth District Council, the Commission of the Peace for West Sussex, and even the interests of the parish schools of Duncton.

When Mr. Douglas Hall visits that beautiful corner of England, which he has very rosy chances of representing in Parliament, he finds old-time electioneering customs still in vogue. A brass band serenades him at dinner, or marches with him to the meeting-place at Penryn Town Hall, or a procession of boats escorts him across the harbour to Flushing, where the patriotic drums and fifes await him on the further shore. But Mr. Douglas Hall gives his close attention, as his speeches imply, to stern business. He advocates the imposition of a substantial duty on foreign granite, which is underselling the Cornish material, and the use of British granite only in all Government contracts. He considers that the strategic position of Falmouth and the advantages of its great harbour render it a desirable depôt for a torpedo flotilla, and a centre for recruiting the Navy, although this statement is traversed by his opponents. Mr. Hall has offered to take an active part in forming a Naval Volunteer Corps there as a means of encouraging lads to join the King's Navy. One of the grievances of Naval pensioners is the delay they experience in receiving the augmentation grant, which is limited by the Greenwich Hospital Scheme to 7,500 men, and Mr. Hall has pledged himself to endeavour to remove that limit. There are other local questions which have enlisted his sympathetic attention and made him as strong a supporter of the best interests of Penryn and Falmouth as the staunchest local patriot could desire. In Imperial politics he is an admirer of Lord Beaconsfield, an avowed supporter of Mr. Balfour, and (in the interests of the British working man) an advocate of fair play for British industry and British trade, and for our Colonists beyond the seas.



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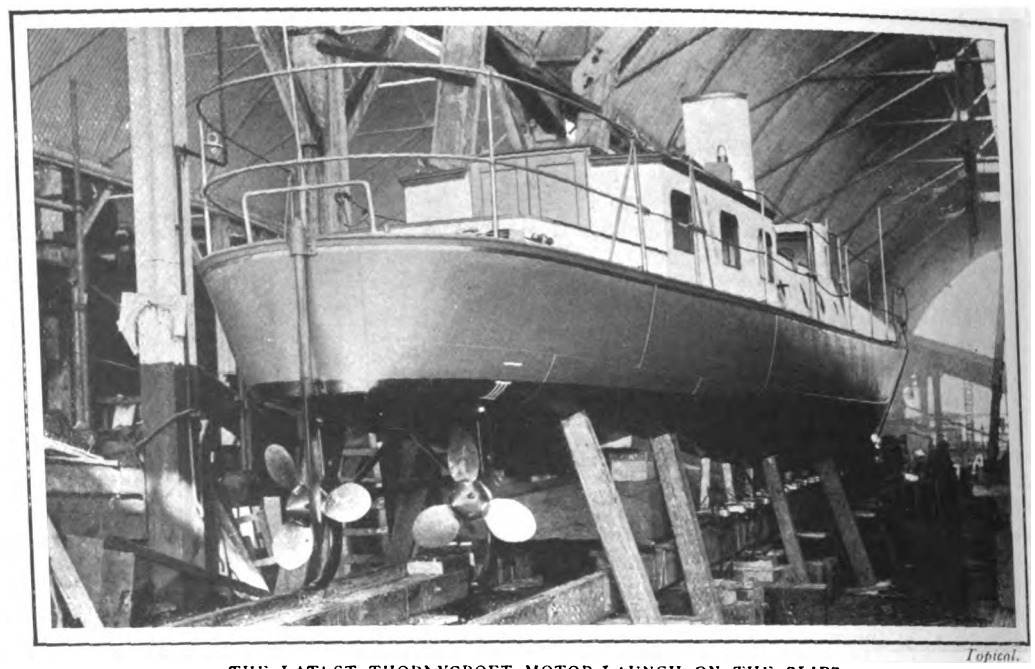
# The Motor: On Highway and Seaway.

IF one can judge from the results of the Monaco Meeting, motor-boat racing is almost as exciting for the participants as a big road event, such as the Gordon Bennett, although a good cork-jacket and a reasonable promptness in taking to the water in an emergency apparently reduce the personal risk to a minimum. Fire, collision, wreck, and sudden collapse of hull were among the causes which led to a sad reduction in the numbers of the motor fleet, and it almost seemed as if another week's racing would have seen the great majority of the competitors temporarily *hors de combat*, or at the bottom of the sea. I am afraid that the sensational incidents that marked the Monaco races will create a somewhat unfavourable impression, as to the value of the motor-boat, in the minds of the general public, which does not study the subject very closely, and probably hardly realises that a flimsy and often ill-built shell, fitted with a 200, 300, or even 400 horse-power engine, is even further removed from the motor-boat constructed for purposes of utility than is the Gordon Bennett leviathan from the prosaic touring car of to-day. The Monaco racers were admittedly experiments of a very daring type, and reliability, safety, and seaworthiness were freely sacrificed to possible speed, pure and simple. The result was perhaps inevitable in these early days of the fast motor-boat, as the employment of the light but powerful petrol motor for marine purposes offers problems to the builder of both hull and engine which can only be solved in the light of mature experience. Each mishap will doubtless convey its own lesson to the makers, just as the breakdowns and accidents on the earlier racing cars did much to hasten the evolution of the modern touring carriage. The attainment of high speed on the water, moreover, is a perfectly legitimate object to pursue, as the future of the motor-boat, so far as certain spheres of utility are concerned, will largely depend on its being proved to be considerably faster than its steam-driven rival, and at the same time its equal in reliability.

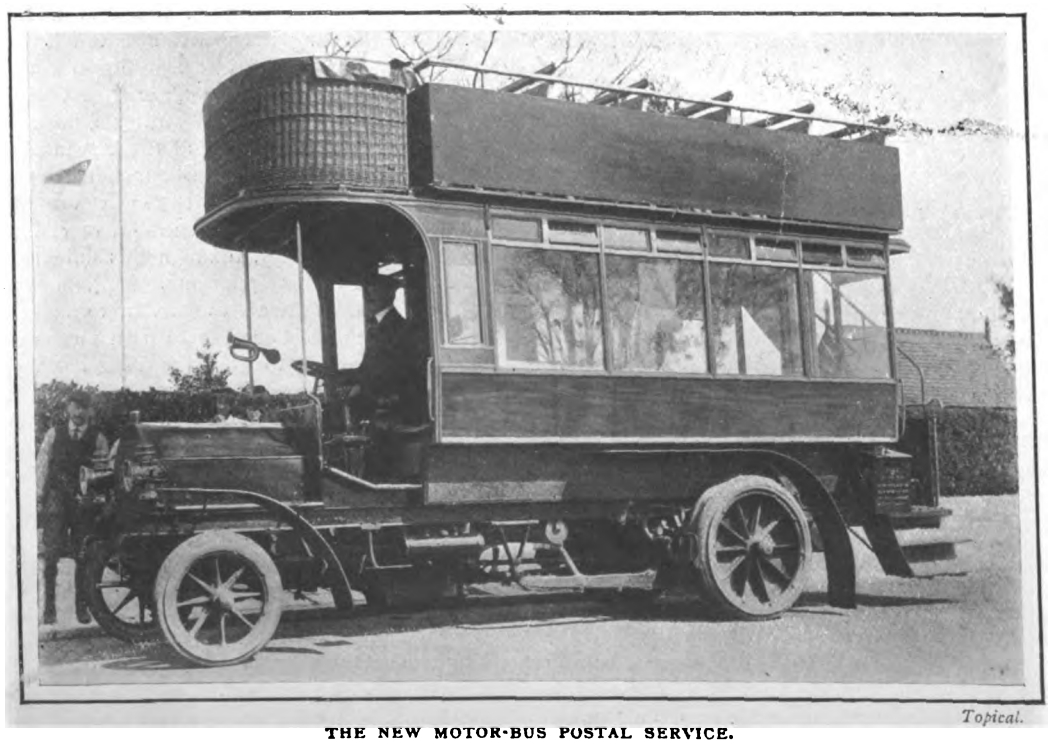


Topical.

THE LATEST THORNYCROFT MOTOR-LAUNCH ON THE SLIPS.
A twin-screw boat, driven by two sets of petrol engines, each developing 120-h.p.

As to the latter quality there was little cause for criticism of the genuine cruisers at Monaco, when regard is had to the fact that the distances were long, and that each boat was naturally pressed throughout to the limit of its power. The racers, however, were terribly uncertain in their behaviour, and no boat showed anything like consistent form for the entire week. The chief defect appears to have been the weakness of the hulls, and it is evident that the builders have yet to learn that to place from 150-h.p. to 400-h.p. in 30-ft. to 50-ft. launches calls for new methods of construction, or at least a sober appreciation of the novel conditions under which they are working. Even "Napier II.," built by the famous firm of Yarrow, is said to have shown structural weakness, although her retirement from the championship race is also attributed to an accident in launching on the morning of that event. Many of the boats arrived at Monaco direct from the building slips, and the bad weather of the early days of the meeting prevented anything like a proper "tuning up," which would doubtless have enabled many minor defects to be remedied. A frequent cause of breakdown, and one that seems to argue an extraordinary ignorance of sea-going conditions on the part of the engine-builders, was the swamping of the ignition mechanism by spray and seas. Many a boat had its "fire" put out in this manner, and the absence of proper protection to this vital portion of the motor was mainly responsible for the wreck of "La Marguerite" on the first day.

So far as speed is concerned, the meeting may be regarded as somewhat disappointing as the phenomenal records so freely anticipated were conspicuous by their absence. In the long-distance events, "La Rapière," "Napier II.," and "Panhard Levassor" proved to be the fastest boats in their respective classes. The first-named, I believe, is one of last year's craft with larger engines, and in the 26-ft. class she covered 100 kilomètres at an average speed of about 25½-miles per hour, or 22·1-knots. "Napier II.," in the race for the 40-ft. boats, was only 36-sec. faster for the whole distance, but her best lap (12·5-kilomètres) was 1¼-min. quicker than "La Rapière's." "Panhard Levassor," which had two 100-h.p. engines coupled in tandem, was absent from the event for the large racers, and the only starters, "Dubonnet" and "Pi-Ouit IV.," made a very poor display. In the Championship of the Sea, the big Panhard boat, however, made an excellent record, covering sixteen rounds of the pentagonal course, or 200-kilomètres in all, with wonderful regularity, and achieving an average speed of 28·4-miles an hour, or 24·6-knots. It is worthy of note that "Mercédès-Charley," which has a 12 mètre (39·4-ft.) Pitre hull, driven by two 90-h.p. Mercédès motors, coupled, made the fastest round (15-min. 21-sec.) recorded during the meeting. This was equivalent to 30·3-miles per hour, or 26·3-knots. She had no staying power, however, and was always in difficulties from heated bearings after running a few kilomètres. "Napier II.'s" best



Topical.

THE NEW MOTOR-BUS POSTAL SERVICE.
One of the Milnes-Daimler cars now running in the Isle of Wight. The letter-box may be seen at the rear of the vehicle.



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round was done in 16-min. 28-sec., "Panhard Levassor's" in 15-min. 35-sec., and "La Rapière's" in 15-min. 42-sec., so that there would not appear to be a very wide difference between the extreme speed of these boats.

So much for the long-distance events. The sprint races at the termination of the meeting provided a very great surprise. "Dubonnet," of which much had been expected, showed such poor form in her class race, that she was apparently regarded as out of the running. She has a 49-ft. (15-mètre) Pitre hull, and is remarkable for being fitted with a four-cylinder Delahaye engine, reputed to give 400-h.p. In the race for the Prince of Monaco's Cup, over a course consisting of a nautical mile, timed with a standing start, followed by a "flying" kilomètre, she beat, by a long margin, all existing records. Her time for the nautical mile was 2-min. 30 sec., which is equivalent to 24-miles, or 20·8-knots. This, however, was a mere bagatelle to her speed over the flying kilomètre, which immediately followed. Presumably the huge 400-h.p. motor for once was driving its hardest, for the "sprint" was accomplished in 1-min. 9-sec., which works out at 52·17-kilometres or 32-miles per hour, or 27·8-knots.

It is interesting to compare the speeds accomplished at Monaco with those recorded in 1904. At last year's meeting the famous "Trèfle-à-Quatre," of which nothing now remains, as the old engine had been replaced by a more powerful one, and the original hull was irretrievably damaged in the recent fire which necessitated her being scuttled, carried all before her. Her best long-distance performance was 200-kilomètres at an average speed of 23⅜-miles an hour, or 20½-knots. In the Prince of Monaco's Cup the middle mark-boat shifted, so that the time for the standing start nautical mile was not recorded. "Trèfle's" time for the nautical mile, plus the kilomètre, was 4-min. 17 3-5-sec., or 38 3-5-sec. slower than "Dubonnet." It will thus be seen that the recent meeting marked a substantial advance in motor-boat speed, but that, except in one solitary instance, the improvement was not of a sensational character. Possibly, as the season advances and the boats are got into thorough racing trim, better results may be obtained.

RADIATOR.

*Lafayette.*

A NEW PORTRAIT OF LADY DE GREY, WITH HER NAPIER LANDAULETTE.



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# *The Parisians of Paris.*

## THE IMMORTAL SNOB ON VARNISHING DAY.

VARNISHING DAY! They still retain the name for the private view of the Salon, although there is neither privacy nor varnishing. But it as good as another, and, after all, what's in a name? It is the artists' day—the day when they are sure to see their friends, when invitations are distributed by the thousand and every one accepted; a kind of dress rehearsal to the play, the only day the authors are sure of a full house. There are, of course, a few strangers and provincials who pay the ten francs entrance fee for the pleasure of mixing with painters, poets, and actresses, and pointing them out in audible whispers, and you recognise them by their interested stare and their beautiful clothes; but they are in the minority.

All Paris comes "varnishing" in the morning; the afternoon belongs to the crowd. Before twelve o'clock you can circulate freely, see the paintings, and compliment the artists; in the afternoon you are one of a mass of hot, cross individuals trying to push your way back into the fresh air. In the morning a few see the pictures, in the afternoon nobody does. Why do they come? you may ask. It is the same thing year after year. It is, indeed, but they would not miss the crush and the heat and the dust, not for the sweetest breath of spring that blows through the wood.

"JEUNESSE EN ROSE," BY ALFRED-PHILLIPE ROLL.
One of the finest paintings in this year's Salon.

Here is Carolus-Duran, the president of the National Society of Fine Arts — the "Beaux Arts," as this Salon is called—looking a little tired from his journeys to and from the Villa Medicis, but brilliantly surrounded as usual by his satellites, men and women. Here also comes Helleu, with the lady with the distorted hand, Boldini's model for the portrait in black. Has she really a hand like the artist paints it? Who knows? And here is "Willy," with his hat in the same angle as in his portrait, and his cane and gloves in the recognised position. They say he sat so many times in this Boldinisque pose that it will require a rest cure to make him himself again. But who is this handsome man with the black moustache and the touch of red on his coat? He stands at the head of the staircase, hat in hand, receiving whom? The President, Mme. Loubet? Not yet. Nearly all the pretty actresses shake hands, he is delighted to see them. Who is he? Yes. No. How stupid. I did not recognise him. He is our immortal dressmaker saluting his models!

In every room is a small crowd before one or two canvases. The Carrière, the Lavery, the Guthrie, the Roll, is attracting them, no doubt. This you would think if you were a stranger. A Parisian knows that Mlle. A. or la petite B. is holding her court before her portrait, and you distinguish the class of society to which these ladies belong by the words they use to express their admiration. In one group you hear nothing but "ma chère," in the other, "exquis," the formulæ of the insincere.

Before Sargent's Duchess of Sutherland, the beautiful figure in an English park, rising like a flower from the ground, a party of Americans remark, in nasal French, that she is much prettier than that, "bocou plou jolie que celà." Why in French? It is not difficult to understand. If they had said it in English nobody would have known they knew her. A serious-looking couple stand in front of Carrière's work. They have brought their morning paper to guide them; they only stop before the paintings their favourite critic describes. "Carrière's mother and father, how interesting," says he. "Isn't he like his papa?" says she. It was impossible to smother everybody's laughter. But it was the critic's fault. Why did he call Desrillz, the sculptor, Carrière's old friend, his father? He is a charming man, but he does not always know what he is talking about.

Varnishing Day is a family day. Men bring their wives and give them a "bit of luncheon." It is the thing to be seen in legitimate company at the beginning of the season, people remember it to your credit. Who said the So-and-so's were going to divorce? They were lunching together at the opening of the Salon. And this lasts for a long time. He points out his club acquaintances and tells her how much was lost by young C. at baccarat last night; she shows him her milliner, a smart little woman, who bustles from one room to another, seeing nothing but the hats.

Nobody talks painting. If you had not seen the Rodin figure in the entrance you would forget where you were. Rodin everybody talks about. Some, because he is there—he rarely moves from the ground floor. Others, because they think he is taking matters a little too easily. He gives us a torse, a bust without arms or head, a knee, a back and hip; he breaks off at the difficulty. He considers, perhaps, that he has done enough for his reputation, and as long as he reminds people that he is still there, that is surely sufficient. He is a great man, nevertheless, and although he only exhibits a portion of a figure squatted on a low pedestal, he still manages to dwarf the colossal and complete Adam and Eve behind it.

Slowly the crowd draws in one direction. It is nearing midday, and the galleries empty into the restaurant. Waiters rush from one side to the other, carrying eggs in jelly and prawns; everybody is anxious to be seated after the fatigues of the morning; the luncheon hour has arrived. It is useless to make a menu of the food you would like to eat, you must take what the waiter offers, or you will be still waiting for your fish while your neighbour is lighting his cigarette. A Varnishing Day luncheon consists of the hors d'œuvre you see, sole au vin blanc, a cutlet and cold asparagus. If you have made the mistake of ordering a luncheon you will remember this, that it may serve you for next time. At the official opening of the May Salon the fare is varied with the traditional salmon and green sauce, for strangers like the Bougeaureaus in the exhibition. But let us eat and be merry, for the day is but half through.

FRANCES KEYZER.



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# PARISIAN PLAYERS.

MLLE. PRINCE, OF THE ATHENÉE.

*(From a photograph by Manuel, Paris.)*



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# Under the Burgee.

THE Mediterranean season concludes this week with the regatta at San Remo, and yachts will soon be returning. A great change has come over the aspect of these regattas during the past few years, and from that point of view whence enthusiasts judge of the success of a fixture—the racing—there has been little to interest Englishmen in the season just drawing to a conclusion.

In seasons when the 90-footers, Britannia, Ailsa, etc., commenced their year's racing at these regattas, the Riviera contests were watched as keenly as the sport in home waters. The last occasion on which any big yachts took part in the racing was in 1902, when Sybarita, then owned by Mr. M. B. Kennedy, and Mr. Kenneth Clark's cutter Kariad competed at all the chief regattas, the latter returning with a string of twenty prize flags.

This year, the only two boats familiar to yachtsmen in this country that have taken part in the racing are Caprice, the old 20-rater which flew Sir H. Seymour King's flag a few years ago, and Magdalen, the 52-footer built for Baron de Forest in 1901, and which made a remarkable record in that season, winning no less than thirty-eight races out of forty-two starts. No particular interest has attached to the meeting of these two boats, as they were built under different rating rules in this country, and have recently, of course, been sailing under the French rule, which neither boat exactly fits.

In 1901 Magdalen was regarded as a possible defender of the Coupe de France. The trophy had been successfully defended on two occasions by Mr. E. Hore's Laurea, and in that year another challenge was forwarded, and Quand Même was built specially. As time went on, and no one was forthcoming to give battle to the French boat, it was hoped that Magdalen would defend the trophy; but she slightly exceeded the 20-tons under the French rule of measurement, so the trophy was forfeited. A couple of races were, however, sailed between the pair at Weymouth, and in both instances Magdalen won decisively.

There has been no dearth of valuable prizes offered at the different regattas. Magdalen won the second heat for the cup presented by King Edward for yachts of 20-tons and upwards at the Cannes Regatta, and at the same fixture the third heat for the Coupe Tsarevitch was won by St. Honorat. This was for yachts between 2½-tons and 20-tons. St. Honorat also won the Coupe Nahma, but was beaten by Leda for Baron Alphonse de Rothschild's prize.

Turning to the approaching season at home, some reticence has quite naturally been observed in regard to the design of Sonya, the American 52-footer which arrived during the month; but now that she is afloat it is possible to make some sort of comparison between her and the vessels against which she will be sailing during the season. It has, of course, to be borne in mind that Herreshoff has had to produce a boat under the English rating rule. Nevertheless, she has many distinctive features, which will go to prove—more particularly if she turns out a success—that the possibilities in the matter of evolution under our rule of measurement are not yet exhausted.

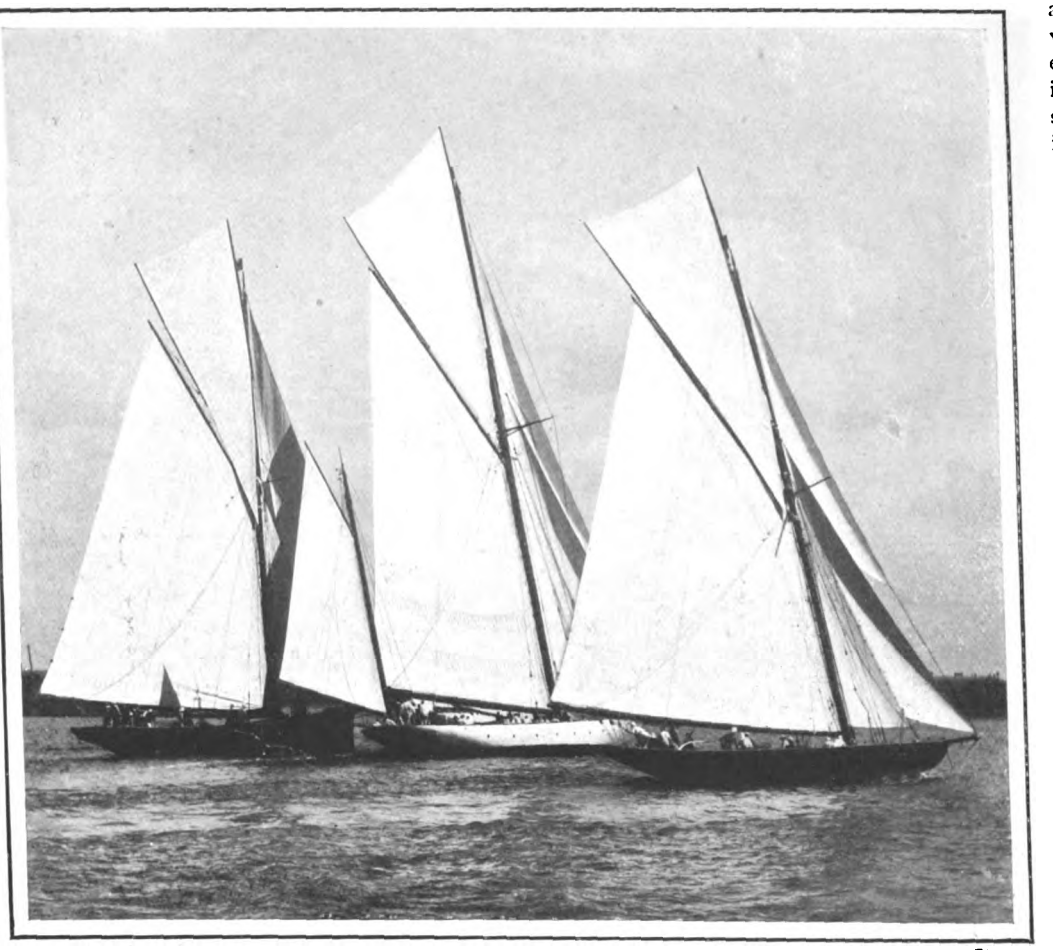
Sonya is stated to be about a foot shorter on the water-line than Maymon, last year's champion. Her overhangs appear to be less extravagant than in many modern boats, and she looks decidedly shorter over-all than any of the British craft. Her lead keel has been stated to weigh about 20-tons. This on comparison with any of the existing boats in the class would appear a considerable exaggeration; but judging from the measurement of her spars, she will spread a huge area of canvas, and consequently must obtain increased stability by some means. The length of her mast is given as 80-ft., which is 10-ft. in excess of Moyana's stick. She will have a main boom 54-ft. in length. With a bowsprit some few feet longer than we have been accustomed to see on our own boats in recent years, the base of her fore triangle will be nearly 40-ft. From bowsprit end to the end of main boom will be 94-ft. Taking into consideration the extra hoist, as indicated by the lofty mast, it will be seen she is intended to carry an abnormally large spread of canvas.

In construction the vessel is extremely light. One usually looks for some innovation in the matter of rigging and gear on board an up-to-date American racer, and the new vessel will be found to be no exception to the rule in this respect. Her spars, notwithstanding their length, appear to be smaller in girth than those which do duty on the English boats of similar rating. Of course they are hollow, and are beautiful examples of workmanship. She has a duplicate set, with the exception of a mast. Experience teaches us, however, that this is the stick most likely to require renewing. Camellia had five masts in her first season. The loss of a hollow mast is a serious matter, as the stepping of a solid spar, with its extra weight, alters a boat's sailing trim very considerably.

Against this, however, it has to be borne in mind that the American hollow spars have proved highly satisfactory. Magdalen was the first boat of any size in this country to be fitted with a complete set of these spars, and she carried them throughout the whole of her first season, and used the same in fitting out for the following year. As, however, Sonya has already a duplicate set of other spars, wisdom will probably suggest the expediency of having another mast in readiness in case of mishap. Any accident to the American boat which would result in her withdrawal from racing, even temporarily, would rob the 52-ft. class of its chief interest.

The new vessel will be in charge of Captain Stokes, who is now superintending her fitting out at Tollesbury, where one of her opponents, Mr. Leuchars' Moyana, is also undergoing preparation for the approaching season.

CORINTHIAN.



*Stuart.*

START OF A HANDICAP.

The vessel on the left is Irex, which carried Mr. Jameson's flag in the eighties. She has now been broken up. The white yawl is Navahoe, a Herreshoff design. She came across to this country in 1892, and raced with Britannia, Satanita, Calluna, and Iverna. She is now owned by Herr Wätjen. The cutter on the right is Tutty, the 65-footer originally owned by Herr Carl von Siemens. She was raced in handicaps by Messrs. Connell, and has now been purchased by Dr. Inglis, a Clyde yachtsman.



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# Artistic Photography.

## II.—*THE COSWAY GALLERY AND THE COSWAY PICTURE.*

PERHAPS the most beautiful of all the modern styles of photography is the Cosway picture. It claims its origin from the old and highly-prized mezzotint engravings of J. R. Smith. To the Cosway gallery in New Bond Street belongs the distinction of having adapted the style and methods of the mezzotint to photography, and creating a new photographic process.

It has taken years of actual experience to bring the Cosway to the perfection which it has attained. The posing and composition of the picture generally follows closely on the lines of the old engravings. The process of printing gives the pictures a delicious mellow tone, heightening that old-world appearance which age merely intensifies. Their delicate colouring greatly adds to their charm. Another important branch of Messrs. Esmé Collings's art is the revival of the "Stayned" drawings. Richard Cosway introduced these portraits and called them "Stayned" drawings. The draperies and background are very lightly drawn in with pencil in cool grey tones, and the face, hands, and hair are most delicately and finely painted in water-colour. The combination of the pencil and water-colour gives a most beautifully delicate and artistic effect. At the Cosway Gallery in Bond Street, which, by the way, are fitted up in the most exquisite taste, there are some really fine specimens of the Cosway work. A public exhibition of their work would be a liberal education, and would certainly have a distinctive value in showing the vast strides that have been made in the artistic development of photography. On their walls are hung beautiful studies of many distinguished people, particularly noticeable being a striking head study of Princess Westchersky, one of the Ladies-in-Waiting to the Czarina. The soft tones and delicate colour effects bring out all the beauty of the subject. Some others are the Hon. Mrs. Charles Forester, Lady Violet Wingfield, Princess of Monaco, and Countess Erdódy.

THE HON. MRS. CHARLES FORESTER

One of the new "Pearl" pictures produced at the Cosway Gallery, New Bond Street, W.

A beautiful life-size painting of the Countess of Tankerville in her Coronation robes is a conspicuous feature of the gallery. Of rather melancholy interest are some striking Cosway pictures of the late Marquess of Anglesey as Henry V. of France. That unfortunate nobleman ordered pictures to the value of £600 from Messrs. Esmé Collings, and it is noteworthy that at Christie's the pictures brought more than their cost price. The "Pearl" pictures, which are the firm's latest idea, are a dainty style of photograph enclosed in a photographic pearl rim. It is designed, of course, for ladies, and is certain to be popular. For the men there is a new platinotype photograph, strikingly artistic, with Rembrandtesque effects. A very noticeable feature of the firm is the rapidity and facility with which their printing is done. Hitherto the photographer and his clients have been much at the mercy of the weather. The Cosway Gallery can afford to scorn fogs. They have installed a special "blue ray" light, which enables them to print any style of photograph in from 17-sec. to 25-sec. Only the photographic expert can appreciate what this really means. Under the old system it sometimes, when the climatic conditions were unfavourable, took a single working day to get off a platinotype print. Now the operator holds the frame before the light, and in a fraction of a minute the work is done. Needless to say, the new method comes from America.

All the work of the Cosway Gallery achieves a high standard of artistic excellence.

Mr. Richard B. Hope, the managing director of the business, was formerly an Army officer, but he early abandoned the profession of arms for art. The success which has attended his efforts and the artistic progress of the work of the firm is the best evidence of the earnestness with which he has taken up his new work. He has been one of the pioneers of really artistic photography for before the advent of the Cosway picture there were few successful attempts made to raise photography from the level of an ordinary mechanical process.

The average photographic operator was generally a man without any artistic education, beyond the manipulation of his blinds to regulate light and shade. He talked glibly of "composition," and sought inspiration in a velvet jacket. His idea of a really effective picture was to cram into the picture all the studio furniture. He was also something of a symbolist. If his sitter belonged to one of the learned professions, he was invariably made to sit before an eccentric-looking table with a book in one hand, the other hand held under the chin in that reflective manner indicative of great minds. All that has been changed; the modern operator is thoroughly conversant with the work of the great masters. He has studied their methods of lighting, posing, and draping. If one might use the paradox, photography is becoming less "photographic." The Cosway picture is a genuine attempt to produce an artistic photograph, and the Cosway Gallery deserve all the success which has crowned their work.



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# ARTISTIC PHOTOGRAPHY.

TWO COSWAY "PEARL" PICTURES.

A STUDY OF A CHILD'S HEAD. THE DAUGHTER OF MRS. H. HANNEN.

TWO COSWAY PORTRAITS.

THE COUNTESS ZICHY. MISS MARSH.



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# AT THE COSWAY GALLERY.

MRS. WEBSTER.

One of the latest studies produced at the Cosway Gallery.



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# *The Grand Festival of English Freemasons.*

## ST. GEORGE'S DAY, 1805—1905.

LORD DONOUGHMORE
Grand Master of Ireland in 1805.

MR. WILLIAM WHITE
Grand Secretary of Freemasons ("Moderns") in 1805.

H.R.H. THE DUKE OF GLOUCESTER
A prominent Freemason in 1805.

DESPITE the many changes which have taken place since 1805, Great Queen Street is still the headquarters of English Freemasonry. The very hall where the Grand Officers of 1905 received their collars of purple and gold, is the same in which their predecessors of 1805 foregathered under the presidency of the Earl of Moira, or his "deputy" Sir Peter Parker. The "Tavern" hard by, however, has been twice rebuilt since then, and nothing now remains of the long and narrow room in which Henderson the actor read "John Gilpin" in the presence of admiring crowds, and of its somewhat more ornate successor, the scene of the farewell banquet to John Philip Kemble, and the charity dinners (masonic and otherwise) at which one or other of the Royal Dukes frequently filled the chair, with never-failing geniality. Those who wish to learn something of the early history of Freemasons' Hall and its dependencies should consult the admirable accounts of the "Globe" Lodge, and the "Emulation Lodge of Improvement," both of which can claim a general interest quite outside the annals of the particular bodies to which they immediately relate, compiled by the erudite Grand Tyler, Mr. Henry Sadler. When speaking of Freemasonry as it existed in the days of Trafalgar (and Nelson himself became a member of the confraternity during one of his many voyages), it is necessary to remember that prior to 1813 two "Grand Lodges" flourished side by side, frequently distinguished from each other by the names of their respective Grand Masters. Those enrolled under the banner of the Great Queen Street body, which originated in 1717, were known as "Prince of Wales" Masons or "Moderns," while their rivals, who met at the Crown and Anchor Tavern in the Strand, were dubbed "Atholl" Masons or "Ancients," although they could go no further back than 1753. The Royal patronage of the craft dates from 1782, when the Duke of Cumberland became Grand Master of the "Moderns," to be succeeded eight years later by George Prince of Wales, who held the office until 1813, when the Duke of Sussex was elected to the post. In 1805, the Earl of Moira held the rank of "Acting" Grand Master under the Prince of Wales. The principal Grand Officers of that year amongst the "Moderns" were Sir Peter Parker, Deputy Grand Master; Mr. Sherborne Stewart and Dr. John Cooke, Grand Wardens; James Hesseltine, Grand Treasurer; Mr. W. White, Grand Secretary; Rev. Lucius Coglan, D.D., Grand Chaplain; Rev. W. Peters, R.A., Grand Portrait Painter; and the Chevalier Bartholomew Ruspini (Court Dentist), Grand Sword Bearer. "The Freemason's Calendar" had already become an institution in 1805, and has been issued without intermission ever since, although in a somewhat more portable form. It was then published "for the benefit of the Charity Fund under the sanction of the Grand Master." The fund in question related to the Royal Cumberland School (for girls) in St. George's Fields, the centenary of which was celebrated in 1888. In the Calendar for 1805 we are told that the Duchess of Cumberland was the Patroness, and that it also enjoyed the patronage of their Royal Highnesses the Dukes of York and Gloucester (whose portrait is now reproduced), as well as that of his Serene Highness Prince Frederick of Orange. Amongst the Provincial Grand Lodges figuring in the Calendar of 1805 were those of South Carolina, "the Creek, Cherokee, Chickesaw and Chactaw Nations in North America," Frankfort-on-Maine, Georgia, Hanover, Naples, and Sicily and St. Helena. The Lodges numbered 597, beginning with the "Lodge of Antiquity," No. 1, and ending with the "Lodge of the Crowned Serpent" at Gorlitz in Germany. The first-named is as popular in 1905 as it was in 1805, and for at least half a century before that.

The "Atholl" Grand Lodge had no Calendar of its own, but a series of annual printed reports concerning its affairs are still preserved in the archives of Great Queen Strect.

JOHN, FOURTH DUKE OF ATHOLL
Grand Master of the Atholl Grand Lodge, or "Ancients" in 1805. He continued to hold office until the union of the two Grand Lodges in 1813.

FRANCIS, EARL OF MOIRA
Afterwards Marquis of Hastings, K.G., "Acting" Grand Master of the Grand Lodge of the 'Prince of Wales' Masons or "Moderns" in 1805.



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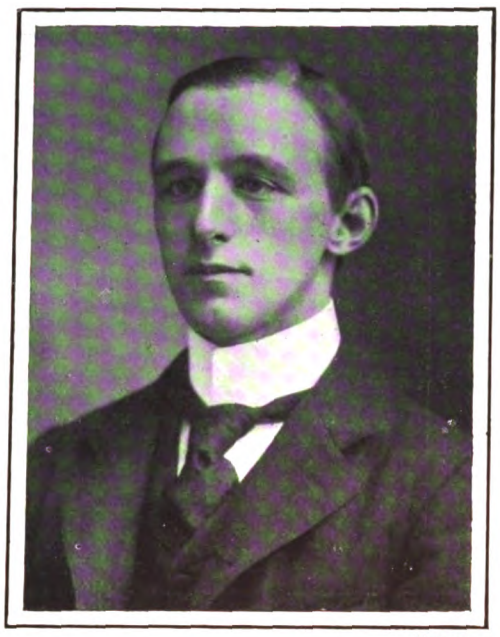
*Elliott and Fry.*

EARL AMHURST

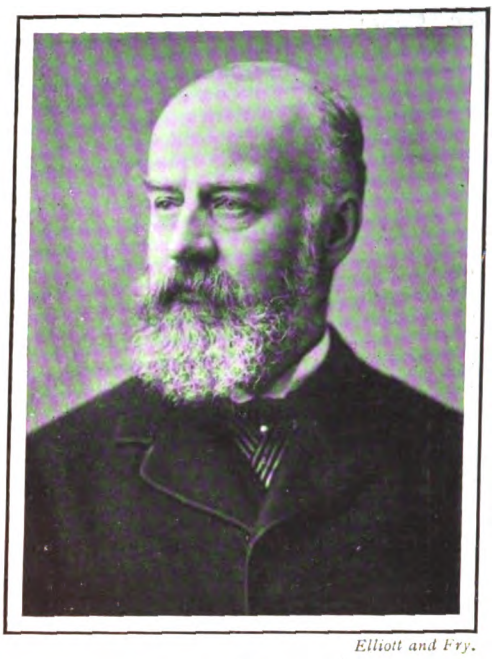
Pro-Grand Master of England, 1905.



*Downey.*

THE EARL OF MALMESBURY

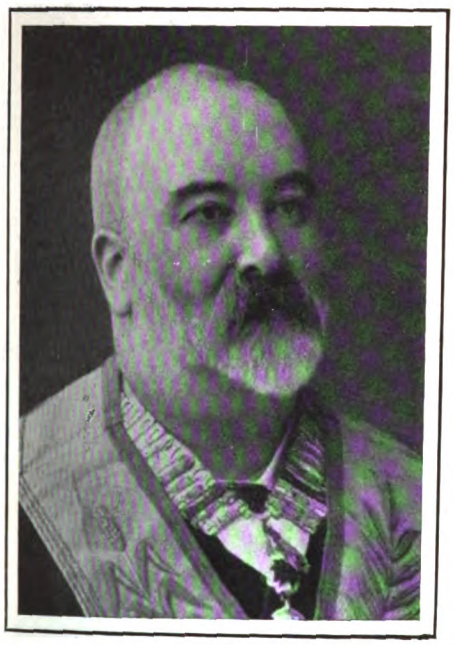
Grand Senior Warden of England, 1904-5 and 1905-6.



*Elliott and Fry.*

MR. F. T. HALSEY, M.P.

Deputy Grand Master of England, 1905.



*Barclay Bros.*

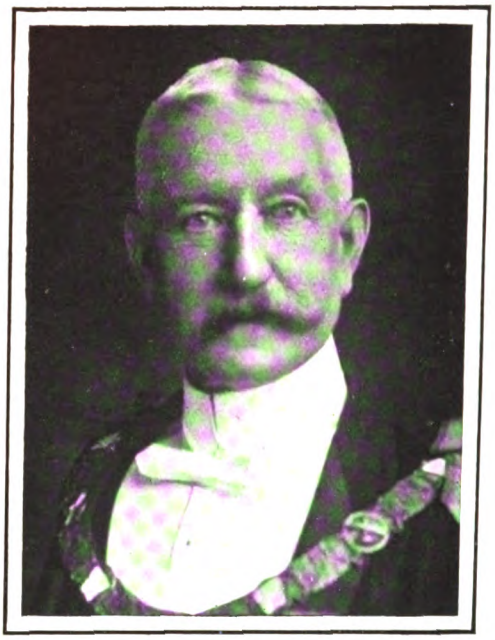
MR. J. MORRISON McLEOD

The popular and successful Secretary of the Royal Masonic Institute for Boys.

*Copyright.*

THE EARL OF CORK

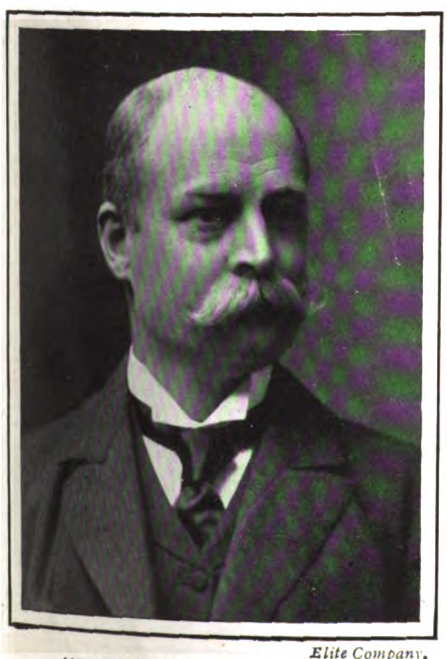
Provincial Grand Master of Somerset, Chairman of the coming Festival of the R.M.I.B.A.



*Haxell.*

COLONEL LONG, C.M.G.

Deputy Grand Master of Somerset, and Provincial Grand Master of the Mark Degree.



*Elite Company.*

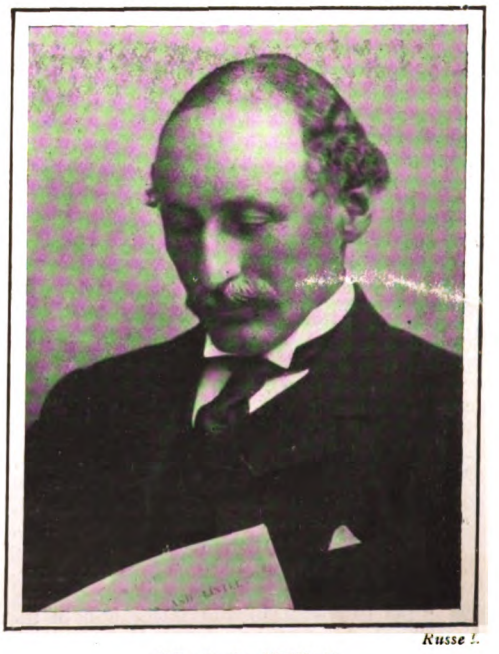
MR. STANLEY J. ATTENBOROUGH

Grand Treasurer of the Grand Lodge of England, 1905.

*Ellis and Walery.*

MR. CHARLES FITZGERALD MATIER

Grand Secretary of the Mark Grand Lodge of England.



*Russell.*

MR. C. E. KEYSER

Trustee of Royal Masonic Institute for Boys.



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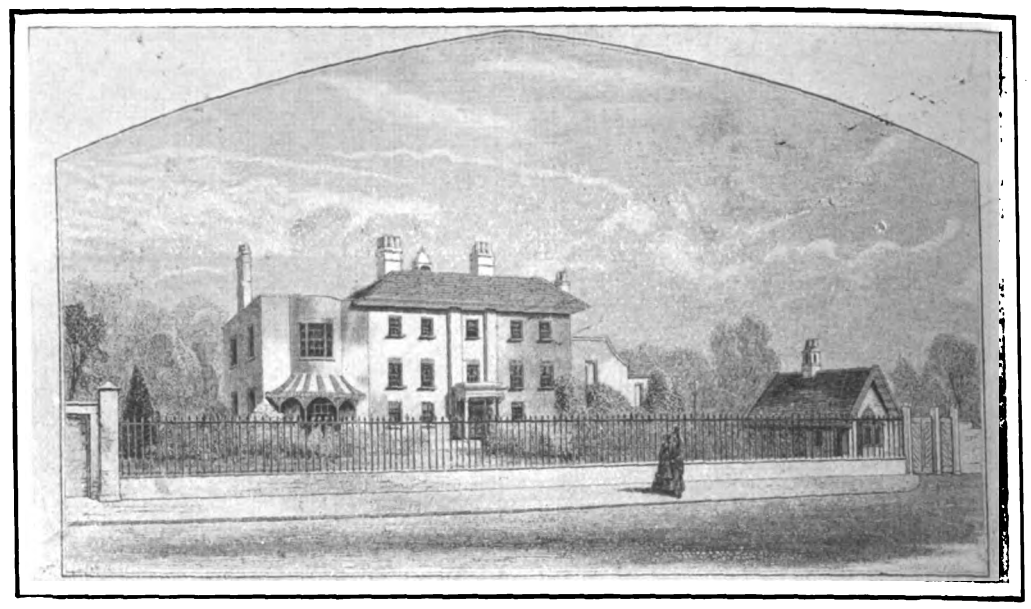
The Crown and Anchor, however, has vanished as completely as the *symposia* which took place within its walls, and those who enjoyed them. One "Royal Mason" could at this time be claimed by the "Ancients," viz., the Duke of Kent, who became a Freemason at Geneva in 1790, and now held office as "Atholl" Provincial Grand Master of Canada. Some 334 Lodges figured on the muster-roll of the "Ancients" in 1805, but scarcely half of them appear to have made regular returns and reports, and many became either dormant or extinct. John, Duke of Atholl, was Grand Master, with Mr. Thomas Harper as Deputy. Robert Leslie was Grand Secretary, Mr. Edward Harper being Deputy. In 1805 Lord Donoughmore (whose portrait is given) was Grand Master of Ireland. His descendant, the present Earl of Donoughmore, was Senior Grand Warden of the United Grand Lodge of England in 1902. In 1805 the Royal Masonic School for Boys was just beginning to flourish under the ægis of the "Atholl" Masons. The unification of "Moderns" and "Ancients" was already discussed in 1805. Eight years later the Duke of Sussex became Grand Master of the former, while the Duke of Kent accepted the same high office in the other. Under their auspices the long-desired amalgamation of the two supreme bodies was happily accomplished, and the Duke of Sussex ruled over "Moderns" and "Ancients" alike down to 1843. In 1874 King Edward VII. became Grand Master. On his accession to the throne in 1901 his place was taken by the Duke of Connaught, who has just been re-elected. In the course of the century which has intervened between 1805 and 1905 the number of Lodges has risen from 931 to 3,079, while the two Masonic Schools are now deservedly numbered amongst the most important and prosperous educational establishments of the United Kingdom.

The Earl of Malmesbury, Grand Senior Warden of England in 1904, receives in 1905 the signal distinction of reappointment to the same high office. In 1805, his ancestor James, Lord Malmesbury, the celebrated diplomatist of the Napoleonic epoch, and the stirring times which preceded it, was still alive. His still youthful successor has already shown himself one of the ablest exponents of Masonic ritual. Distinction doubtless awaits him as one of our hereditary legislators. By a happy coincidence the Grand Warden's Collar comes to him a second time literally on the eve of his marriage—a circumstance which will certainly form the subject of many congratulations on the part of his Masonic brethren.

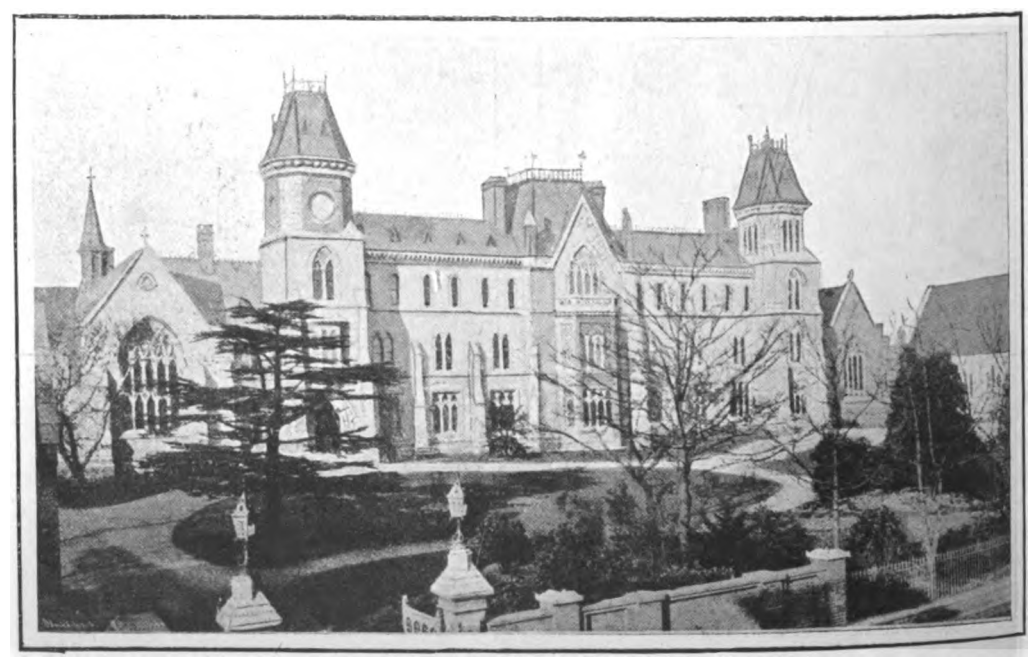
The Grand Junior Wardenship of 1905 goes, as it has often done before, to the City, not to the Lord Mayor, however, but to one of its representatives in Parliament, Mr. Alban Gibbs. The Grand Chaplains of 1905 are the Rev. S. T. Saunders and the Rev. V. P. Wyatt. The Senior Grand Deacons are Colonel Gerald C. Ricardo, Lieutenant-Colonel J. H. Ward (Mayor of Harwich in 1885), and Mr. Frederick Phillips, Deputy Provincial Grand Master of Monmouthshire. The Junior Grand Deacons are Dr. Ernest Clarke, Mr. Alfred Louis Reynolds, and Mr. Walter H. Jessop of Harley Street. Mr. John Strahan, K.C., is reappointed Grand Registrar, with Judge Lumley Smith as Deputy. Sir Arthur Collins, K.C., will again hold office as President of the Board of General Purposes, while, by an overwhelming majority of votes, Mr. Stanley J. Attenborough, treasurer of the Boys' School, has been elected to the coveted post of Grand Treasurer.

On June 28 next, the 107th anniversary festival of the Royal Masonic Institution for Boys will be held under the presidency of the Earl of Cork and Orrery, who, when Lord Dungarvan, was reputed to be one of the most ardent and successful "workers" in the craft. Lord Cork is receiving the loyal support of the whole of his Province of Somersetshire, including the City of Bath, where the Freemasons are possessors of the ancient theatre, the walls of which in the latter half of the eighteenth century re-echoed the applause bestowed by the most fashionable audience in England on the efforts of a Henderson,



THE FIRST MASONIC SCHOOL FOR BOYS AT WOOD GREEN.

THE SECOND MASONIC SCHOOL AT WOOD GREEN.



THE PRESENT SCHOOL OF THE ROYAL MASONIC INSTITUTE FOR BOYS AT BUSHEY.



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*Elite Co.*

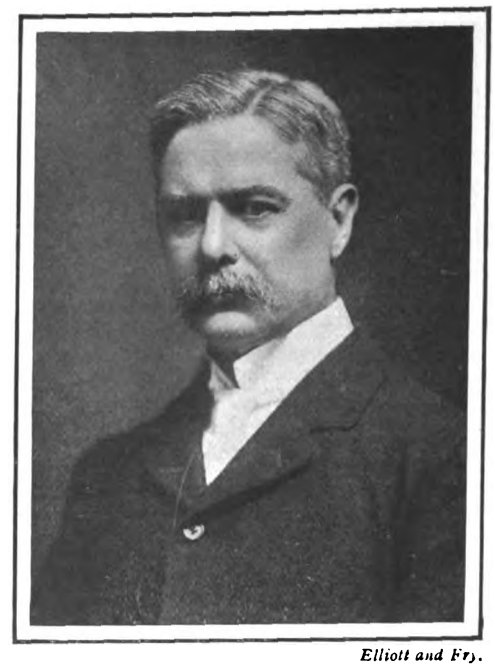
MR. W. LAKE

Assistant Grand Secretary for English Freemasons.

an Edwin, a Siddons, and a George Frederick Cooke. Along with the portrait of Lord Cork is given that of Colonel Long, C.M.G., his energetic and popular deputy, who is, of course, one of the prominent stewards at the festival. With the history of the Royal Masonic Institution for Boys in the eleventh decade of its existence will always be respectfully associated the names of its trustee and chairman of the board of management, Mr. Charles Edward Keyser; its treasurer, Mr. Stanley J. Attenborough; and last, but not least, its indefatigable secretary, Mr. J. Morrison McLeod, whose eloquence is now exciting so much enthusiasm in the country of the Mendips and the Quantocks. It is satisfactory to note that the income of the Institution during the last year was the second highest—other than the centenary—in its existence. From the official report it also resulted that the efficiency of the school (the whole of which for the eleventh successive year had been examined by the Cambridge University Syndicate) was well maintained. The amount of invested funds, as stated in the balance sheet, is £133,208 7s. 6d. The number of boys on the books in 1904 was 326, and for the current year 338, being an increase of 78 since 1890. This constant enlargement of its sphere of usefulness, together with the necessity of retaining a larger number of boys at the school for higher education after the age of fifteen, fully justifies the strong appeal of the board for a large measure of support in order to provide the necessary funds "for the maintenance and education of sons of Freemasons whose circumstances require the benefits of the school."

The illustrations given in these columns show the three successive stages through which the Masonic Boys' School has passed until it attained its present proud position. Two years ago, on the occasion of the inauguration of the new and magnificent school buildings at Bushey, the annual festival took place there under the presidency of the late Viscount Ridley, then Provincial Grand Master of Northumberland, when the contributions of the stewards beat all former records, except that of the ever-memorable centenary of 1898. In a booklet published in 1903 the small beginnings from which the Institution originally sprang were effectively recalled.

It was during the summer of 1798 that Mr. William Burwood, with other members of the United Mariners' Lodge, now No. 30 on the roll of United Grand Lodge, but then No. 23 on that of the Grand Lodge of "Ancient" or "Atholl" Masons, established the "Institution for Clothing and Educating the Sons of Indigent Freemasons," the number of children that were shortly admitted to its benefits being *six*. In 1801 his Grace the Duke of Atholl, Grand Master, became its patron while a few years later his Grand Lodge took it under its immediate protection, generously voting from time to time considerable sums of money towards its support, and for the last eighteen months of its separate existence contributing regularly a certain proportion of the fees received for the initiation of candidates. In 1809 it voted a sum of £210 to enable the Governors to commemorate the jubilee of George III.'s accession to the throne by increasing the number of children to 50, and the number was accordingly augmented to that figure the year following. In 1814, after the union of the rival societies had been accomplished, and all distinction between "Ancient" and "Modern" Freemasons had been effaced, the benefits of the Institution were extended to the children of all poor or deceased English Freemasons; while in 1817 a similar institution, which had been established by Mr. F. Colombine Daniel and other members of the "Modern" Royal Naval Lodge of Independence, No. 57—now Royal Naval Lodge, No. 59—was amalgamated with the original charity. In 1832, his Majesty King William IV. graciously consented to become patron, and the prefix "Royal" was inserted in the title of the institution, while the Duke of Sussex accepted the office of president, and the grade, at first honorary, of vice-president was instituted. In 1838, the varying payments annually made by Grand Lodge out of initiation fees were commuted into a fixed annual subvention of £150. In 1841, the number of children, which had been fixed at 70 in 1818, but which, for lack of funds, had been reduced in the interim—in 1826 it stood as low as 43—was once more restored to 70.



*Elliott and Fry.*

MR. ALBAN GIBBS

Member of Parliament for the City of London, and Junior Grand Warden of England for 1905-6.

It is exactly forty years since the school at Wood Green was formally opened by the Marquess of Ripon, still happily alive. Eighteen years later the Baroness Burdett-Coutts, ever to the fore in all good works, laid the foundation-stone of the old hall. This was in 1883. Thirteen years later it was finally resolved to dispose of the premises, which had become inadequate, and erect a new school on a more suitable site at Bushey. The success of the Centenary Festival of 1898 provided the sinews of war, and on May 12, 1900, the Duke of Connaught—acting for the then Grand Master—laid the foundation-stone of the existing Institution, now a legitimate source of pride to every Freemason of the Anglo-Saxon race. "May its prosperity be continued" is the ardent wish of all those who know and realise the measure of good which is being accomplished by the powerful organisation of which the symbol is the "Lewis," and the motto "Audi, Vide, Tace."

In another portion of this journal will be found a brief account of some of the most remarkable curiosities of Freemasonry, including illustrations of antique chairs and inscribed pottery, preserved with reverent care by the members of the "All Souls'" Lodge, Weymouth, and the "Brotherly Love" Lodge, Yeovil, two of the most flourishing Masonic bodies in the West of England. A. M. B.

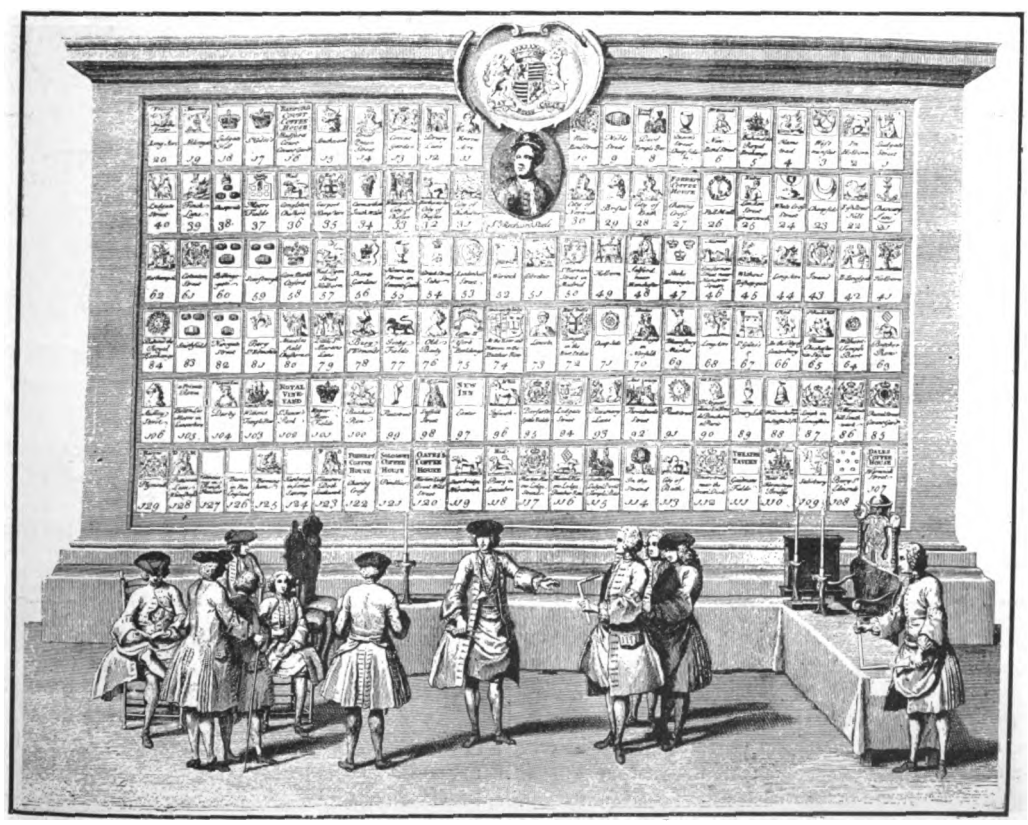


TABLE SHOWING PORTRAIT OF SIR RICHARD STEELE, AND A LIST OF ENGLISH LODGES THEN IN EXISTENCE.

Published in Picard's "Religious Ceremonies," 1741 Many of them still exist.



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# The Traveller.

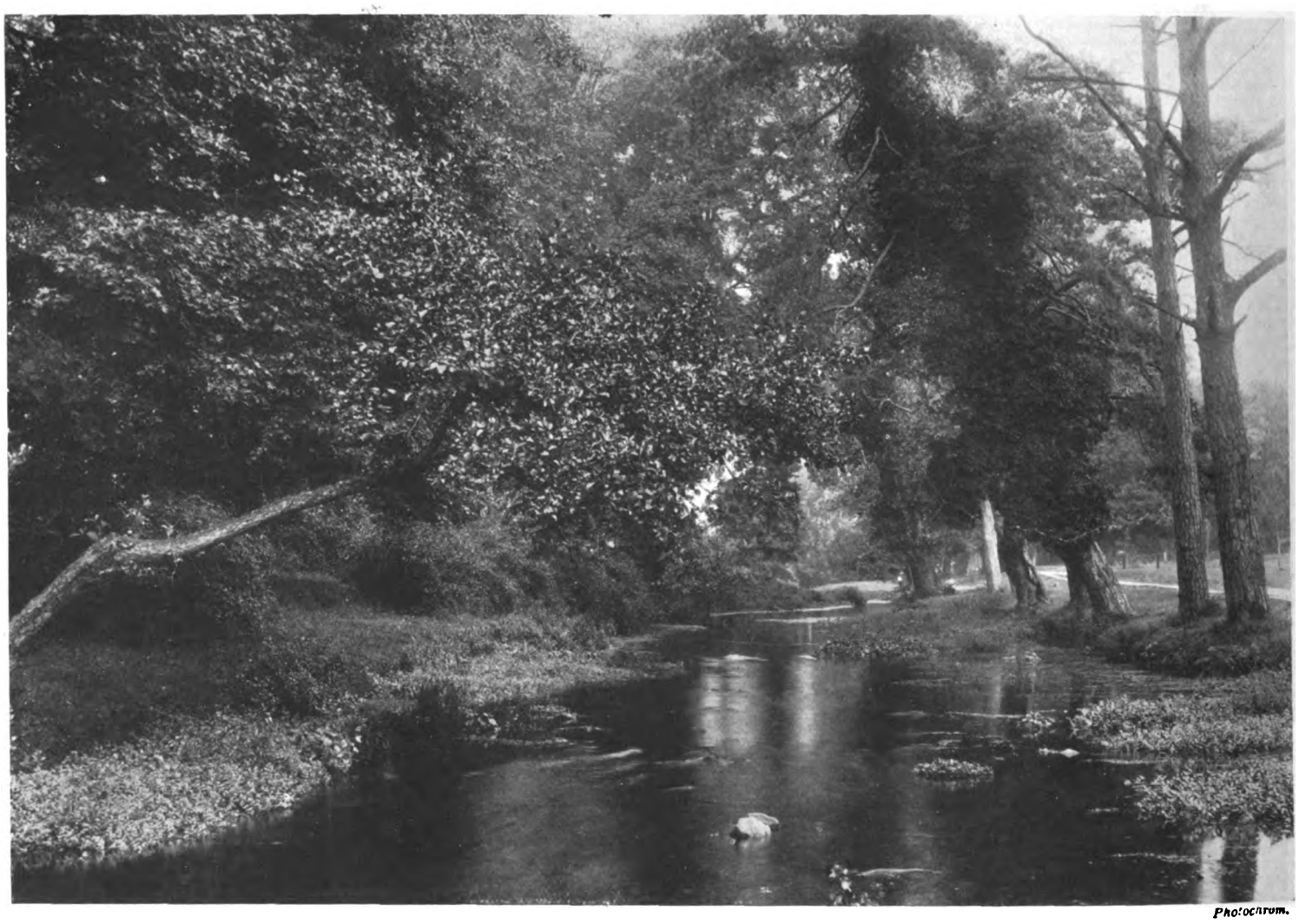
## A HOLIDAY ON THE SOUTH WESTERN RAILWAY.

DEVONSHIRE, the land of cream and junket, not to mention the many other good things which "the soul of man loveth," needs but little recommendation as a resort for health or pleasure. It is at once a playground for the healthy and a sanatorium for the sick. The holiday-maker has long since discovered its charms, which lie for the most part in the picturesque old-world villages to be found dotted along the South Coast. Inland the scenery may be, perhaps, even more beautiful, though there one misses the rich, red-coloured cliffs which form so attractive a feature of the coast scenery. One of the most picturesque stretches of the coast-line lies between Exmouth and Lyme Regis, the latter situated on the borders of Devon and Dorset. Here, at intervals of a few miles only, are to be found such pleasant watering-places as Sidmouth, Seaton, Budleigh Salterton, and the quaint old-world village of Beer. Thus the traveller has a fairly wide choice of places among which to choose his temporary quarters.

Almost needless to say, accommodation, whether it be in a boarding-house or in an hotel, is somewhat restricted, especially during the height of the season. Then rooms of almost any kind, unless engaged some time in advance, are practically unobtainable. In the larger towns, such as Sidmouth or Seaton, there are several quite first-class hotels, not to mention numerous boarding establishments. But the more enjoyable way of holiday-making in this rural corner of England is to obtain the use of a cottage, though even these are by no means easy to obtain unless booked quite early in the season. The cottage should, if possible, be near to the seashore, thereby effecting a considerable saving in bathing-machine hire! In Sidmouth a fine new hotel—called the Victoria, in remembrance of our late Queen's visit to Sidmouth as an infant—has recently been opened. It occupies a most favourable site overlooking the sea, and we understand is most comfortable in every way.

From London the South Western Company provide a first-rate service of trains, including many of the West of England expresses. Recently the company have accelerated their service by the addition of a convenient train, to which a dining-car is attached, leaving Waterloo at 11.10 a.m.

Lyme Regis is what one might aptly term a cosy little town, picturesque and sheltered, or, as Leland puts it, "a praty market town sette in the nooks of an high rokky hille, leading down to the hard shore." Hitherto, Axminster, on the South Western main line, was the nearest station to Lyme, the last six miles of the journey being performed by coach. The drive was certainly a delightful one, affording the most beautiful views practically all the way; but now that the South Western Company have completed their new line into Lyme, passengers can travel through from Waterloo without change of carriage. Probably few people are aware of the great historic interest which attaches to Lyme Regis. As early as the fourteenth century it was an important seaport, and for over 500 years regularly returned two members to Parliament. In 1644, during the Civil War, it was besieged for seven weeks by the Royalists, who were at last compelled to retreat. Again, in the year 1685, Lyme came into prominence, when the unfortunate Duke of Monmouth landed, hoping to meet with an enthusiastic reception. In less than a month his hopes were defeated on the fatal field of Sedgemoor. One of the most interesting and remarkable events which happened off the little seaport was the defeat of the Spanish Armada, which, the local records say, was fought within a few cables' length of the shore. Concerning its more recent history, it is interesting to note that Lyme, as far back as the year 1750, was a strong rival of Bath, at which time there was a large and regular influx of fashionable visitors. The cliff scenery is particularly fine, and scarcely equalled in either Devon or Dorset. Some remarkable fossils have been discovered among the cliffs, which form a happy hunting ground for those of a geological turn of mind. The front is remarkable, in a sense, for its quaint old stone pier, known as the Cobb.



Photochrom.

ON THE RIVER SID.

Sidmouth is a centre from which some of the most picturesque parts of South Devon may be visited. Among other interesting places, special mention should be made of Budleigh Salterton, Seaton and the old-world fishing village of Beer, a favourite resort of artists.



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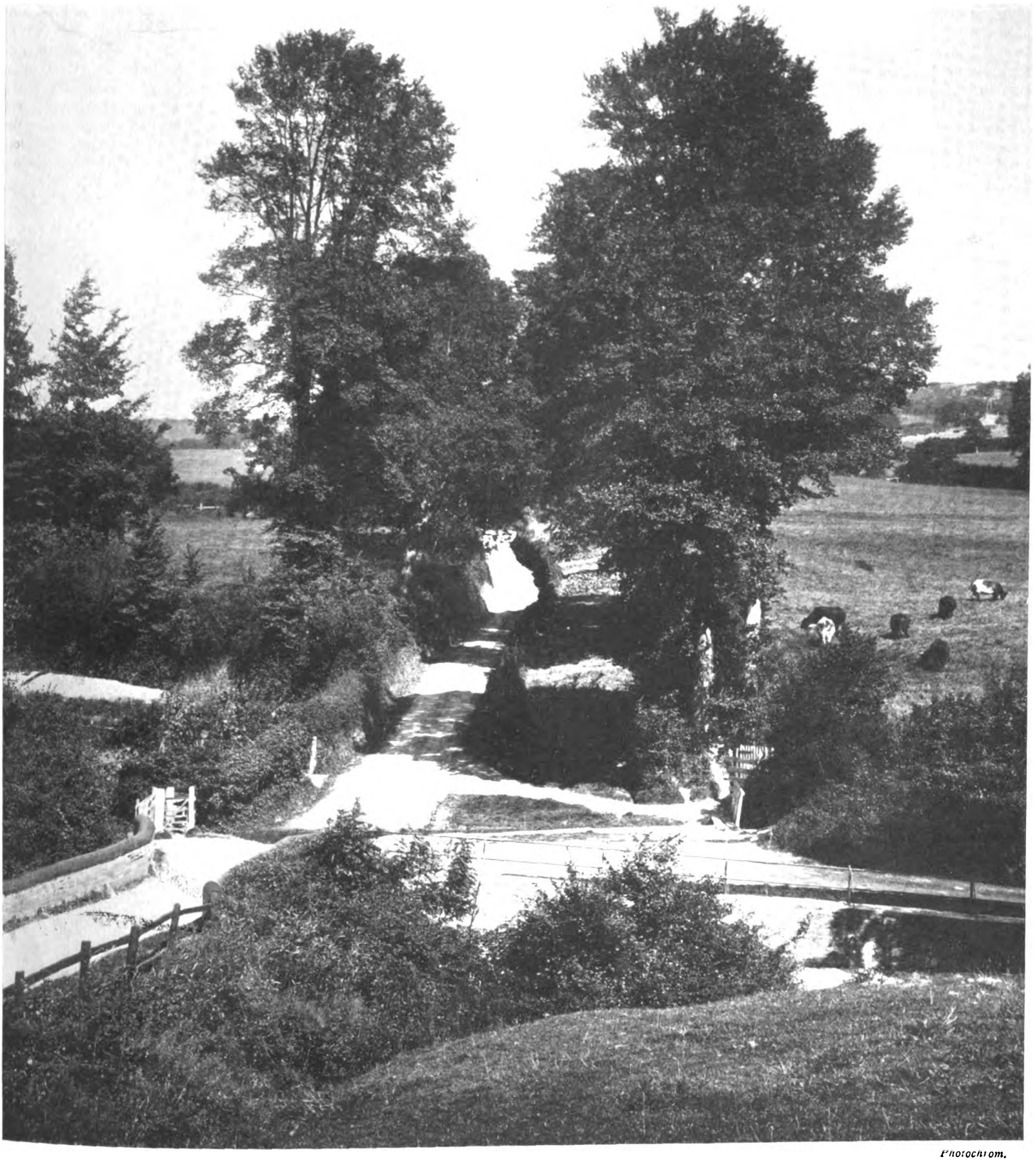
erected in the reign of Edward I. In a way it is quite unique, being the only promenade of its kind that exists in the county. Several interesting coaching excursions can be made from Lyme, to the Landslip, to Charmouth, to Bridport, and by steamer to Weymouth and Dartmouth.

To reach Seaton from Lyme it is nearer to go by coach than by train. Seaton is situated in the Axe Valley, and surrounded by hills and great cliffs. There are good golf links of nine holes on Haven Cliff, and some comfortable hotels. The little village of Axmouth, about a mile and a quarter from Seaton, affords perhaps one of the most pleasing examples of a Devonshire village. Beer is another delightful little retreat, distant about two miles. Here will be seen the imposing white chalk promontory of Beer Head, 446-ft. in height. At the summit is a Coastguard station, while in the valley below nestles the little village, once famous as a smuggling haunt of Jack Rattenbury, the notorious smuggler. At the present day Beer is better known as a resort of artists, numbers of whom make their home there in the summer. Those who choose Sidmouth for their summer quarters will find a most convenient centre for all kinds of excursions by coach and steamer. East Budleigh, and Budleigh Salterton, the headquarters of the East Devon Golf Links, can be conveniently reached from this point.



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A DEVONSHIRE LANE.

The scenery is typical of the beautiful South Devon country. Lyme Regis, in the neighbourhood of which the picture was taken, is situated on the borders of Devon and Dorset. The coast scenery in the district is particularly fine.



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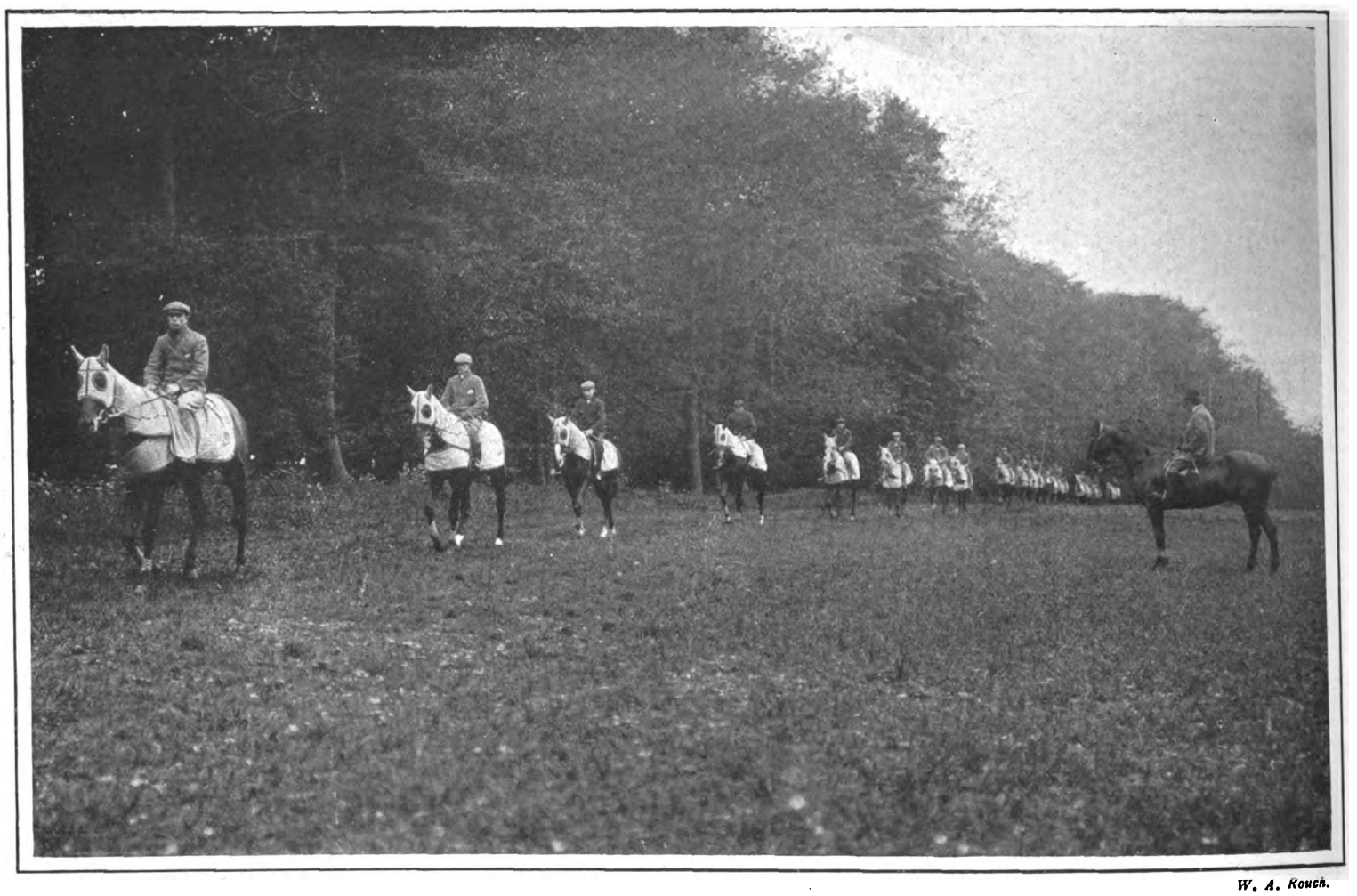
# THE RACING SEASON.

OWING to the Easter Holidays and the exigencies of going to press considerably earlier than usual, it is impossible to deal satisfactorily either with the racing of the past week or with that of the immediate future; but there are so many interesting anecdotes concerning some of the past races for the City and Suburban Handicap that it may not be uninteresting to recall some few of them. Lord Rosebery won this race in 1874 with a horse called Aldrich, and in the same race was an animal named Curate, who was strongly supported in the betting. I think it was Sir George Chetwynd who had a most extraordinary dream, in which he distinctly saw Curate win the race, but run up a bank a little beyond the winning-post, and disappear Mr. Samuda, "and The Teacher has won!" So vivid and lasting was the impression left by the dream that Lord Vivian searched all the papers to see at what price The Teacher stood in the betting, but could not discover any horse of the name amongst the entries. By a most extraordinary coincidence the first person Lord Vivian met at Waterloo Station was Mr. Samuda, who, on hearing the story of the dream, cleared up the mystery by explaining that, in order to distinguish him from a filly of the same age, The Teacher had been renamed as Aldrich. Lord Vivian at once made up his mind to put £100 on Aldrich, and told Lord Rosebery, but was advised not to do so, as the horse had been beaten in his trials. On this account he contented himself with taking the nice little bet of £1,000 to £30. estimated when it is remembered that in the same year Foxhall won both the Cesarewitch and the Cambridgeshire, in the latter of which races he carried 9-st. and defeated a field of thirty-four runners, amongst which were horses of the very highest class.

We have now had some experience of the races over short distances, which became legalised under the *régime* of Lord Durham as Senior Steward of the Jockey Club. It is difficult to understand what benefit can accrue to either horses or owners from their return to a state of affairs which obtained in less enlightened days. It is patent to onlookers that instead of lessening the strain enforced upon two year olds by early racing, still greater efforts are demanded from them under the present system. After all, it is the pace that



*W. A. Rouch.*

THE BECKHAMPTON STRING.

Early morning exercise—a critical inspection by the trainer.

so completely that he never returned to weigh in, and consequently the race was awarded to Mr. Lefèvre's Minister, who came in second. The curious part of the dream was that, although the betting foreshadowed the victory of Curate, he was scratched shortly before the race, and Minister did actually finish second. "Thormanby's" account of Lord Vivian's dream concerning the same race is even more remarkable. It appears that his lordship fell asleep again after waking early on the morning of the race, and in his sleeping vision saw himself in the weighing-room at Epsom, and that his friend, Mr. Samuda, came into the room remarking as he entered, "That was a fine race; only won by a neck, I should think." Still in his dream, Lord Vivian answered, "You don't mean to say that the City and Suburban is over?" "Yes it is," replied But many other people, including Mr. Somerville, the owner of Oxford Mixture, who was then fourth favourite for the race, backed Aldrich on the strength of Lord Vivian's dream, and he started at 40 to 1, and the satisfaction of his backers must have been great when they saw him come out and win by a neck from Minister.

Weight does not seem to stop a really good horse in the City and Suburban, and not a few of us can remember seeing Thunder, the bay son of Thunderbolt, carrying 9-st. 4-lb. and romping home with Fred Archer in the saddle. Imagine the magnificent spectacle the race presented when Bend Or, ridden by the same brilliant horseman, made light of his 9-st. of weight, and strode home in front of his field, giving no less than 34-lb. to Foxhall, a performance the magnitude of which may be kills, and from start to finish the youngsters are driven home at the very top of their speed. The opinion of many of our most eminent trainers is completely against sprint racing which takes place under the new regulations, and it is sincerely to be hoped that it will not be long before some weight is given to the expression of their views.

Hidden away in the heart of the Wiltshire Downs are the famous Beckhampton training stables, presided over by Mr. S. Darling, whose kindly nature and sterling qualities have endeared him to all who know him. With Beckhampton will always be associated the names of Galtee More and Ard Patrick, and it may not be long before we shall once more see their clever trainer saddling yet another classic winner for the fray.

CAURIRE.



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# TRAINING AT BECKHAMPTON

W. A. Rouch.

BECKHAMPTON HOUSE, THE RESIDENCE OF MR. S. DARLING.

W. A. Rouch.

AFTER WORK: HEADS TOWARDS HOME.



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# THE SERVICES.

THE appointment of Major J. K. Watson, C.M.G., D.S.O., to be Resident A.D.C. to the Khedive is of many-sided interest. Much might be said on the subject from the personal standpoint, for "Bimbashi" Watson has helped in the making of a good deal of history, and has been prominent in a good many important connections since he entered the old 60th Rifles twenty years ago. The mere fact of his having served continuously as Lord Kitchener's A.D.C. during the strenuous years in which the latter was engaged in carrying his great work in the Soudan to a triumphant conclusion, would be sufficient to give Major Watson's record a peculiar distinction. But the appointment has a political and historical as well as a personal significance. It is not unreasonable to regard it as remotely connected with *l'entente cordiale*, since in the days before England and France came to an understanding about Egypt and Morocco, the last-named nation might conceivably have protested against the appointment of a British officer to the Khedive's Personal Staff, as carrying the "influence" into unduly intimate quarters. Historically, the appointment sets the crown upon the association of the King's Army with that of the Khedive, and is a fresh reminder of the old pre-Kitchener days when Evelyn Wood first, and after him Grenfell, tackled the apparently hopeless task of converting the wretched "Gippy" into a real fighting soldier.

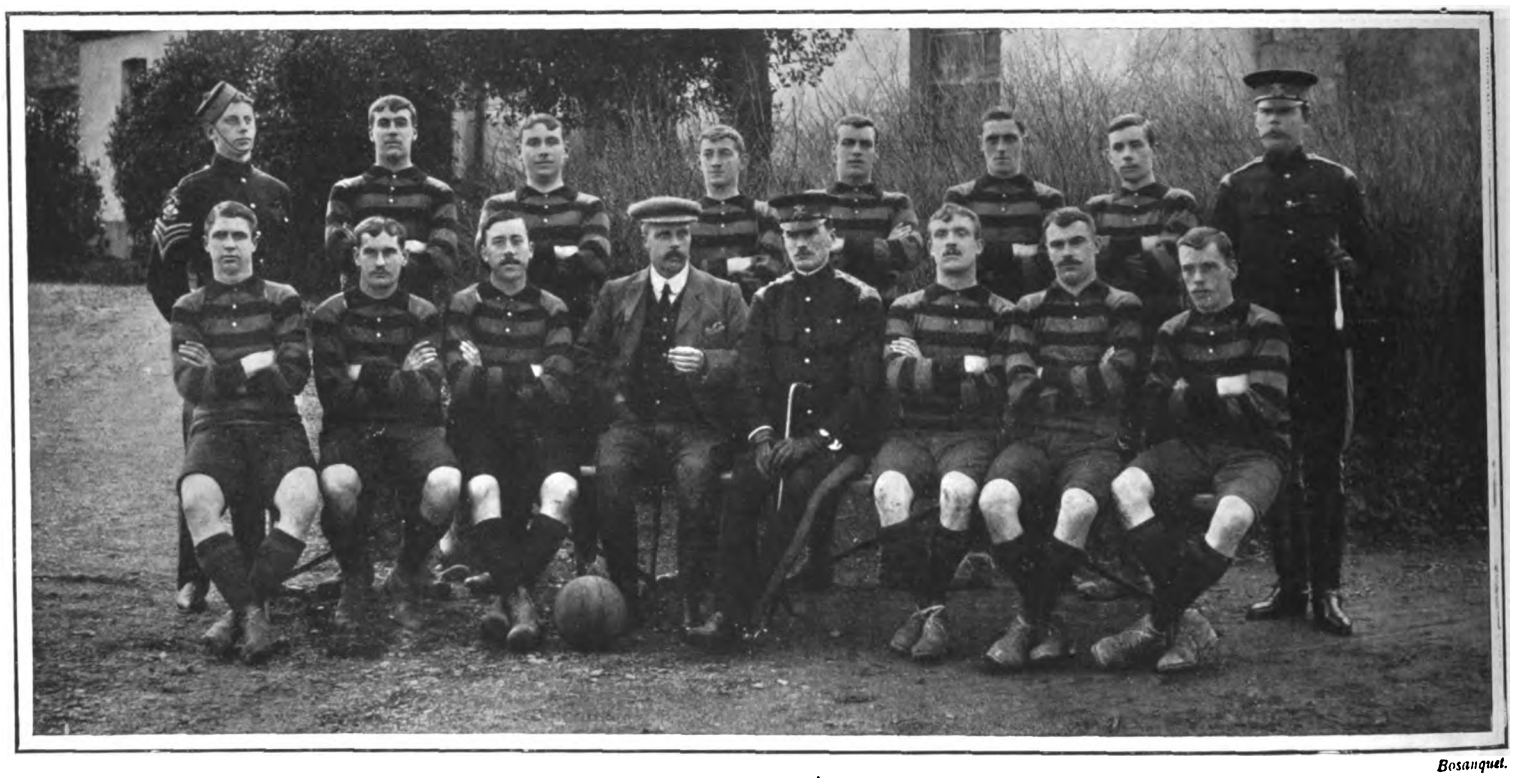
THE authorities have acted wisely in setting Major-General Hutchinson, the Director of Staff Duties, to act as chairman of the committee appointed to report on the shortage of officers in the cavalry, and on the steps necessary to restore the popularity of the arm. General Hutchinson is not a cavalry officer himself—if the writer remembers rightly, he was regimentally connected with one of the Gurkha battalions of the Indian Army—but he is a man of strong common-sense and wide experience, which is almost more to the point in the present instance than an affectionate regard for cavalry traditions. Moreover, General Hutchinson, who was formerly Assistant Military Secretary for Indian Affairs, and knows the Indian Army from roof to basement, can, if necessary, give the three cavalry members of the committee a quantity of useful and *àpropos* information.

REVERTING for a moment to what was said recently in these notes, as to the Imperial lessons to be learnt from the voyage of the Baltic Fleet to the Far East, it is interesting to remember that a few years ago our most remote Colonies would doubtless have trusted implicitly to the British Navy to render improbable, if not impossible, the advent of a hostile war-ship. But nowadays special steps must be taken to prevent the wholesale adventuring of "auxiliary cruisers" attended by colliers on Colony-wrecking raids. It is not the province of the writer of these notes to discuss large Naval questions closely. But it appears to him that the present is a favourable juncture at which to deprecate the almost contemptuous criticism often levelled against those who uphold the cruiser-battle-ship of the "Terrible" class as no compromise, but as possessing qualities of distinct and very up-to-date significance. A system of patrolling carried out by half-a-dozen "Terribles" would be extraordinarily effective, and would probably result in time of war in the snapping up of a score or two of auxiliary cruisers, and other second-class war vessels with attendant colliers, whose sole object was to inflict damage upon the nooks and corners of a scattered Empire.

THE appointment of Colonel F. F. Johnson, C.B., to be Major-General in charge of Administration in the Eastern Command, although nominally temporary, is a pretty clear indication that, whatever happens, this admirable officer is marked out for future advancement. Colonel Johnson won his C.B. for the good work he did as Assistant Director of Supplies for South Africa, and, as A.A.G. at York from 1900-1903, he was greatly liked and respected throughout the North-Eastern District. He is an old Cheltonian, afterwards studying at Trinity College, Dublin, as became a native of the Irish capital, and the son of an Irish Archdeacon. A good sportsman, he is a member of the Sandown Park Club, and in his younger days was a capital cricketer and footballer, belonging to the Cheltenham and T.C.D. elevens, and the Trinity College Rugby team.

THE new commander of the "London," Commander A. E. B. Greville, has recently been employed at the Royal Naval College, and previously had seen a good deal of service. He was on board the "Alexandra" at the bombardment of Alexandria, and in 1890 was serving on the East Indies Station, when it fell to his lot to tackle a slave-dhow, which he captured with fifty slaves aboard after a sharp fight. In the same year he took part in Sir E. R. Fremantle's expedition against the Sultan of Vitu, landing with the Naval Brigade, which the Admiral, it will be remembered, led in person.

COLONEL C. E. HEATH of the Army Service Corps, who has just been appointed Brigadier-General in charge of Administration at Aldershot, in succession to the late Brigadier-General Crabbe, is an instance of the possibility of advancement in the Army without war experience even in these post-South African War days. Colonel Heath has been in the A.S.C. since 1888, but he was previously a Deputy-Assistant Commissary General of the old Commissariat and Transport Staff for seven years, having given up the Adjutancy of the old 32nd in order to take up that appointment. During the last fifteen years Colonel Heath has been D.A.A.G. at Malta and Portsmouth, and since 1901 has been at Army Headquarters as A.Q.M.G.



*Bosanquet.*

THE 3RD DRAGOON GUARDS' FOOTBALL TEAM
Who recently won the Cavalry Cup at Fulham.



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# SCENES IN THE "SHINY EAST."

AGRA, THE ANCIENT CAPITAL OF THE MOGUL SOVEREIGNS.

(1) An "ekka" outside the Delhi gate of Agra Fort. (2) A bullock-cart near the Taj-Mahal. (3) A scene in Kinari bazaar. (4) "Ekkas" at a trough in the city. (5) "Ekkas" near the Jumma Musjid, facing the Delhi gate. (6) Scene in the Mall, Agra.

(*From photographs by Lady Lawson.*)



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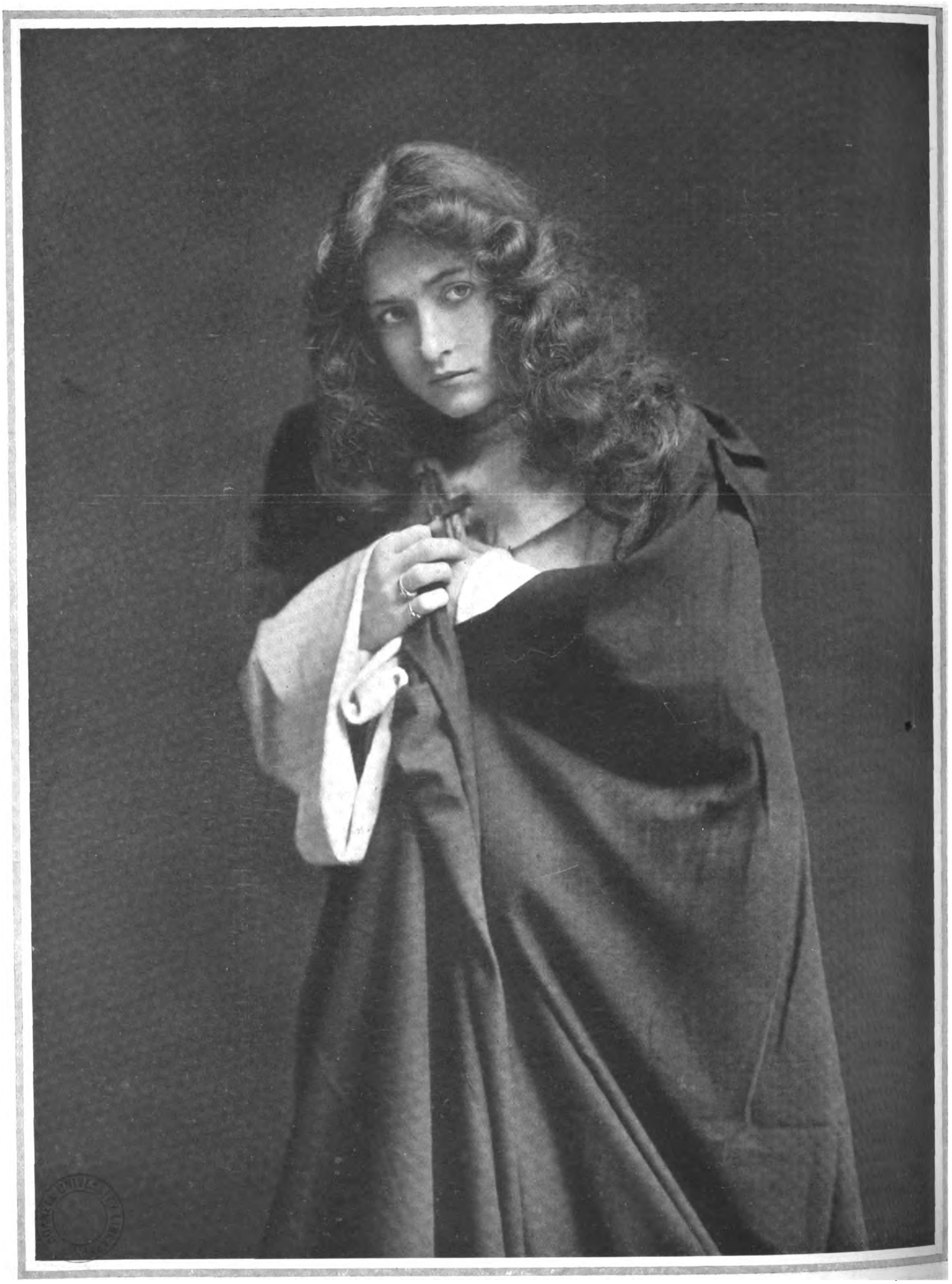
# *Plays and Players.*



MISS MAUDE FEALY

Who is playing Rosamund in Sir Henry Irving's revival of "Becket" at Drury Lane Theatre. Mrs. Cecil Raleigh is appearing as Eleanor, and Sir Henry Irving will repeat his wonderful performance of the martyr monk. The revival is for two weeks only, and will be followed by other plays from Sir Henry's repertoire.

*(From a photograph specially taken for this paper by Messrs. Johnston and Hoffmann, 31, Devonshire Street, Portland Place, W.)*



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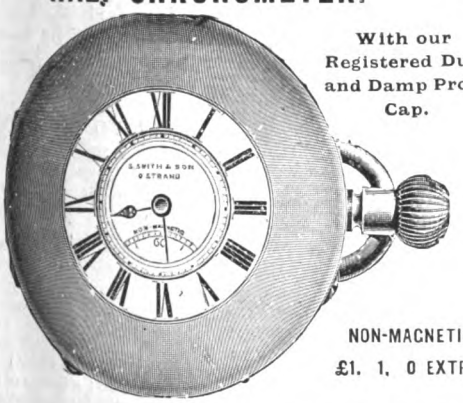

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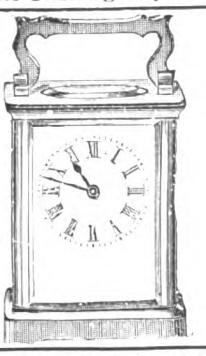

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# LITERARY NOTES.

"THE first edition," says Mr. Philip Geen, in the preface to the second edition of his book, "sold so quickly, that only half of the kindly Press notices were in time to aid in its sale." We congratulate the genial president of the Anglers' Association, but are not in the least surprised. His fat book, "What I have Seen while Fishing, and How I have Caught my Fish," of which Mr. Unwin has just sent us the second impression, is not a bit too fat. Mr. Geen has fished in Ireland for pollack, salmon, and trout; for salmon in Scotland; for barbel, bream, gudgeon, and all sorts of things in the Home Counties, and he talks about it at length as fishermen like to do, but very practically, and with many a good story and telling description. Fishing in good hands is not a selfish sport, and Mr. Geen has no churlish way of keeping his wrinkles to himself; he confesses, in fact, that many of his own lines and traces have been given away as samples. He gives his knowledge away with the same free-handedness. And, moreover, his fishing book is one that will not interest fishermen only. It is lavishly illustrated from photographs, mostly by Mr. W. K. Geen, some of which show very beautiful scenes.

**A Fishing Book.**

* * *

MISS MARIE CORELLI has chosen the correct title for her new book, "Free Opinions," which has just been published by Messrs. Constable. It might surprise Miss Corelli to hear that she is at heart a rebel. Her freedom, we profoundly believe, is really the freedom of lawlessness. By this we do not mean that there is nothing which Miss Marie Corelli reverences. She is full of reverence; but a strong personality, powerful emotions, and a keen eye disqualify her for reverencing anything that other people reverence. She sees weak spots with fatal clearness; and, having seen them, will be satisfied with nothing but having at them, hip and thigh. She is unable to accept the evil which must, of necessity, in the present scheme of things, be found hand in hand with all that is good in our human efforts after the best; and, therefore, she must inevitably fail to win the sympathy of a number of people who ask for a little more patience, a little more urbanity, a rather wider outlook on our chequered nature. The worst of it is that such people, generally without much justice, regard Miss Corelli and her hot-headed counsels as something of a joke. Miss Corelli is no joke; she is very much in earnest, and we say without hesitation that there are many things in this book of essays—some of them reprinted from periodicals—which are full of wisdom, and go straight to the point. If the proofs had been passed through the hands of some sober and sympathetic person, with full power to use his blue pencil, the public and Miss Corelli would have gained.

**Free Opinions.**

* * *

WE have received from Messrs. Bemrose the announcement of a book called "Garden Cities in Theory and Practice," which promises to be a very splendid work. The author is Mr. A. R. Sennett, who has been throughout of the greatest value to the garden city movement. It is generally known that the beginnings of a garden city have been made in Hertfordshire, and it is devoutly to be hoped that the admirable schemes of the association may find sufficient support from the public, who, assuredly, in the end, will receive back ten-fold every guinea they subscribe. No doubt Mr. Sennett's handsome and exhaustive treatise will help to rouse wide interest, and bring in a pleasant form increased knowledge of its aim. The book is to be handsomely illustrated, and will be issued to subscribers at one guinea net.

**Garden Cities.**

* * *

MR. JOHN FOSTER FRASER, who has already lifted the veil from Siberia, and in a measure also from America, has turned his attention to Canada, and written a vivid and vigorous study of "Canada as it is" (Cassell and Co.). Mr. Foster Fraser is a plain speaker; he tells the truth as he sees it, and tells it with remarkable power and force in a style that clearly has gathered something of its hammerlike qualities from the continent of which he writes. He has travelled all over Canada, studied its men and women, its constitution, its patriotism, its education, its sport, its trade and manufactures, and its agriculture; and his book is delightful reading, and will unquestionably do much to increase the public knowledge of a country and a people whom we appear persistently to misunderstand. The work is illustrated with photographs, and should not be neglected by anyone who is interested either in the "new English" or in the Empire.

**Canada as it is.**

*Sutcliffe.*

MR. PHILIP GEEN

Author of "What I have Seen while Fishing, and How I have Caught my Fish." (T. Fisher Unwin.)

* * *

WHEN a society comes to be talked about by its initials it may regard itself as "established," as the French would say. We have several times lately heard the National Art Collections Fund referred to by its initials, and have lately received the report of the work it has done during the first year of its existence. A very creditable record it is. A Watteau for the Dublin Gallery, a Greek bronze relief for the British Museum, and a Madonna and Child, by Lazzaro Sebastiani, for the National Gallery, are only three out of a number of important purchases which this fund has made for the nation in its first year. The report, which is handsomely illustrated with reproductions of the principal acquisitions, may be had at 47, Victoria Street, Westminster; and should certainly stir up art-lovers to support an admirable institution. While we are on the subject, may we suggest that the Fund would earn the gratitude of very many people if it would join hands with Mr. Frank Rutter to secure the purchase for the nation of a picture by one of the French Impressionists?

**The "N.F."**

* * *

"TORN LACE," by Charlotte Mansfield (Walter Scott), is not a book that can be recommended to the young person. Given a girl of surpassing beauty, a wicked old grandmother, who practically sells her in the modern slave market, and an author who has no intention of mincing matters in the description of that girl's subsequent career, it is obvious that the white flower (apparently of a blameless life) which appears on the cover is not entirely appropriate to the character of the heroine, except perhaps at the very close, where, after a feverish life of what is commonly known as gaiety, she finds death and rehabilitation in the same moment. "The Secret Passage" (John Long) is another of Mr. Fergus Hume's thrilling stories of mystery. Mr. Hume, to our thinking, has never equalled "The Mystery of a Hansom Cab"; but he is a master of the art of putting you off the scent, and no one who picks up "The Secret Passage" will put it down until they know exactly who did commit that murder. Messrs. Ward, Lock, and Co. have some good novels in their list, among them "A Courier of Fortune," by Arthur W. Marchmont; "The Crimson Blind," by Fred M. White; "Roger Trewinion," by Joseph Hocking; and "The Jackal," by Coulson Kernahan.

**Two Novels.**

## *BOOKS TO READ.*

### Art.

The Royal Academy and its Members, 1768-1830, by the late J. E. Hodgson, R.A., and F. A. Eaton. (Murray.)

Giotto, by Basil de Sélincourt. (Duckworth.)

### Biography.

Italian Letters of a Diplomat's Wife; January-May, 1880, February-April, 1904, by Mary King Waddington. (Smith, Elder.)

A Mother of Czars; a Sketch of the Life of Marie Feodorowna, wife of Paul I. and Nicholas I., by Mrs. Colquhoun Grant. (Murray.)

### Fiction.

Hearts of Wales, by Allen Raine. (Hutchinson.)

The Disciple's Wife, by Vincent Brown. (Duckworth.)

Seth of the Cross, by Alphonse Courlander. (Nash.)

A Courier of Fortune, by A. W. Marchmont. (Ward, Lock.)

The White Terror and the Red, by A. Cahan. (Hodder and Stoughton.)

The Millionaire Baby, by Anna Katharine Green. (Chatto and Windus.)

### Miscellaneous.

Change for a Halfpenny; Being the Prospectus of the Napolio Syndicate, by the Authors of "Wisdom While You Wait." Illustrated by George Morrow. (Alston Rivers.)

### Sociology.

A Modern Utopia, by H. G. Wells. (Chapman and Hall.)

### Travel.

Rome. Painted by Alberto Pisa; text by M. A. R. Tuker and Hope Malleson. (Black.)



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# The Correct Method OF Feeding

The old idea of trying to make a young infant adapt itself to an unsuitable food is wrong. Every sensible mother knows that a farinaceous food which nourishes a child of 12 months would make a baby of one month ill. Never give a starchy food to children under five or six months of age, as young infants cannot digest starch, and the giving of such foods has much to do with the illness and malnutrition amongst young children.

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# Leaves from a Collector's Note-book.

## *FREEMASONRY—ITS LANDMARKS, RELICS, AND CURIOSITIES.*

THE collecting of Masonic curiosities of every description — books, Bibles, pictures, music, mezzotint and other portraits, regalia, jewels, plate, china, earthenware, glass, diplomas, furniture, and even caricatures—is far more extensively in vogue and keenly pursued than the uninitiated bric-à-brac hunter possibly imagines. Although the bicentenary of English Symbolical Freemasonry is still twelve years ahead of us (it is due in 1917), several museums of its treasures and antiquities have been formed, both in America and England, while some Lodges, like the "Royal Cumberland" at Bath, the "Eboracum" at York, and the "Windsor Castle" at Windsor, occupy buildings of both architectural and historic interest. The Freemasons' Hall Collection in London (thanks to the combined energy of Sir Edward Letchworth and Mr. Henry Sadler) is, probably, by far the finest and most complete in the world, but there is a great deal that is both interesting and important to be seen both at Mark Masters' Hall, Great Queen Street (also the headquarters of the Masonic Knights Templar), and at 33, Golden Square, the official centre of another powerful and prosperous Masonic body—the Supreme Grand Council of the Thirty-third Degree.

As a matter of fact, very few Lodges are without a cherished relic of some sort, while others devote special attention either to the pictures on their walls, their ancient Staffordshire jugs, or "firing glasses," or the mementoes of deceased "brethren" carefully preserved in glass cases.

COLLECTION OF OLD ENGLISH MASONIC POTTERY
Belonging to the "All Souls'" Lodge, Weymouth, Dorset.

The accumulation of Masonic antiquities is as ardently pursued in France and Germany as it is in England and the United States. Only last November the dispersal of the Le'once Coblentz Collection in Paris attracted buyers from all parts of Europe, while the publication of Dr. W. J. Chetwode Crawley's work on the connection of the Chevalier d'Eon with English Freemasonry afforded ample evidence of the richness of his own store of Masonic prints and caricatures. Few private Lodges, probably, possess a more representative assortment of "Craft" relics than "All Souls'," Weymouth, at present under the able rule of Mr. Henry Cox of Radipole Manor, who is as popular amongst his Dorset "brethren" as he is in London. By his courtesy the ancient "Master's Chair," together with the unique array of old-world "inscribed" earthenware, have been photographed by Mr. Walter J. Dovey for reproduction in the pages of THE KING. The chair bears the date of 1571, and an inscription on it attests the fact that it once belonged to the "Arimathea" Lodge, which three-quarters of a century ago was amalgamated with the "All Souls'" Lodge, the warrant of which dates as far back as 1767. Scarcely less interesting are the exceedingly beautiful chairs belonging to the "Lodge of Brotherly Love" at Yeovil in Somersetshire. As works of art they are doubtless of great value, but, unfortunately, their origin is unknown. They are now illustrated in this journal by permission of the present energetic Master, Mr. L. Goodman, from photographs by Mr. Witcomb.

B.

EIGHTEENTH CENTURY CHAIR
In the "Lodge of Brotherly Love," Yeovil, Somerset.

SIXTEENTH CENTURY CHAIR
In the "All Souls'" Lodge, Weymouth, Dorset.

EIGHTEENTH CENTURY CHAIR
In the "Lodge of Brotherly Love," Yeovil, Somerset.



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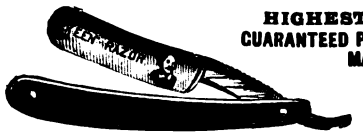

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# Motoring Notes.

THE report of the Industrial Alcohol Committee will doubtless cause some disappointment among those who regard spirit as the coming fuel for all motor-vehicles. The unanimous report of the committee on this subject says that alcohol is not employed for motor-vehicles to any great extent either in Germany or France, in spite of the fact that both these countries are most desirous of encouraging the use of a material that is indigenous in preference to a material like petrol, which has to be imported. Where spirit is used for the generation of power it is almost entirely for agricultural engines. For motor-cars spirit presents certain special difficulties, the principal being its behaviour in very cold weather, and the tendency of the acids generated by its combustion to cause corrosion of the metal surfaces with which they come in contact.

* * *

The recommendations of the committee, however, if adopted by Parliament, will have the effect of materially reducing the price of methylated spirit, which in itself may serve to encourage experiments with a view to overcoming the objections to its use as a fuel for motor-vehicles. The subject is one of considerable importance to motorists, as, although petrol is extremely cheap at the present time, a combination between the various petroleum interests, or even, which is less probable, a shortage in the supply, might conceivably result in a serious enhancement of the price, which would have a very detrimental effect on the motor industry unless an alternative fuel were available.

* * *

It was recently stated in the House of Commons, in answer to a question by a member, that the number of accidents in the metropolitan district during 1904 which arose directly or indirectly from motor-cars was 1,624. This return caused some astonishment, and the accuracy of the figures was freely questioned. It would be interesting to know, for instance, exactly what amounts to an "accident" in the eyes of the police, and how close must be the connection between the accident and a motor-car for the latter to be saddled with the responsibility. Another return has now been prepared by the Home Office at the request of the Hon. John Scott-Montagu, M.P., and some preliminary figures were published last week in the *Car*. During the same period, and in the same area, there were accidents arising directly from horses, 699; caused by horse-drawn vehicles, 21,761; from horse-drawn tramcars, 1,299; from mechanically-propelled tramcars, 2,292—making a total of 26,051 in one year. Without any figures as to the numbers of horse-drawn vehicles and motor-cars respectively, it is impossible to draw any conclusion from the total of accidents due to each class, but in justice to the motor it must be remembered that its annual mileage is infinitely greater than that of the horse.

* * *

The Automobile Club has suffered a serious loss in the retirement from the committee of Mr. Claude Johnson, who was for so many years the able and energetic secretary of the club, and more lately a prominent member of the committee itself. Mr. Johnson recently joined the firm of C. S. Rolls and Co., and the demands upon his time that the carrying on of the business entails have compelled him to sever his active connection with the club for a time.

* * *

We illustrate on another page one of the new motor-omnibuses which are about to work a revolution in the passenger traffic in the Isle of Wight. All the important towns and villages are served, and the omnibuses will carry parcels as well as passengers, and act as travelling post-offices. The authorities of the island have not been particularly well disposed to motorists in the past, but doubtless the new service, which was recently inaugurated by Lady Adela Cochrane, the wife of the Deputy-Governor, will open their eyes to the advantages which mechanical road traction can confer on a sparsely populated district ill served by railways.

* * *

The Motor Union have obtained permission from the Duke of Portland to hold the inter-club meet, fixed for Saturday, May 20, in Welbeck Park, which is usually closed to motorists. In addition, by the kindness of the owner, the famous underground rooms will be shown to the visitors. In the evening a dinner, at which ladies will be welcome, will be held at the Victoria Station Hotel, Nottingham.

A ROUGH SEA AT MONACO.
Motor-boats sheltering behind the new mole.



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## MONACO MOTOR RACES.

Extract from the "New York Herald," April 13th 1905.

"A MAGNIFICENT MOTOR,"

"She cut over the surface of the water with delightful ease, and left but a trifling ripple behind her. Her motor is magnificent, and a true example of the brilliant workmanship of which the Italian firm is capable. It ran as smoothly as could be desired . . . The performance was most brilliant, and the constructors deserve sincere praise. . . . ."

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# A TRIUMPH FOR THE SWIFT CAR

## OVER AUSTRALIAN ROADS.

**FIRST:** *Read this extract from the "Referee," April 9th, 1905:—*

"Only those who know the nature of Australian tracks—the word road would be a misnomer—can properly appreciate the performances of the various cars which competed in the reliability run organised by the Dunlop Tyre Company between Sydney and Melbourne. The route, according to the official programme, comprised 343 miles of good road, 140 miles of second-rate road, and 89 miles of bad road. Presumably this estimate was made by a Colonial. It was my fortune once to travel over the self-same country, and I must confess I failed to notice the 343 miles of 'good' road."

**THEN:** Consider the excellence of the performance of the

**7-h.p. SWIFT,**

which carried three passengers over the 572 miles without an involuntary stop, and obtained the maximum number of 2,500 marks.

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**New Models—8-10 H.P.—on View at London Showrooms.**

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# *Fashions of To-day & To-morrow.*

I HAVE been making the round of the shops this week and revelling in all the pretty and charming things to be seen. Of course, all the buyers are still in Paris and Vienna, and coming back after Easter to startle us with the very latest of modes and fancies. As is generally the case, these models have to undergo certain modifications and alterations, but it is a very interesting time none the less, and we then can collect all our well-stored laces and old-world possessions and entrust them to our pet dressmaker to work them up and give our evening gowns a certain *chic* that not all the elaborate trimmings, embroideries, etc., can rival. Lucky those who have their grandmothers' and great-grandmothers' old oak chests full of such treasures. Anything old-world this season will be quite "the thing." For instance, the old three-cornered lace shawls in fine Chantilly lace make delightful gowns, but there is a great art in the manner these things are adapted, and it also takes a *grande dame* to carry off these gowns successfully. One of these artistic creations I was lucky enough to get a private view of the other day, but as the gown is specially dedicated to a very special event, I dare not for the moment give any description of it. Messrs. Dickins and Jones of Regent Street have always a most elaborate and choice selection of lace gowns, and some I saw there were really dreams of beauty. A very pretty idea for young girls who are well proportioned and can afford to show every curve and line of their figure is a robe en princesse in heavy white guipure, and moulded to the figure. The under-skirt is of silk and several layers of chiffon, both of which are very fully flounced at the bottom, thus holding the gown well out around the feet. The bodice part is simply draped, and caught at one side with large paste buckles, full loops and ends of velvet ribbon fall almost to the end of the robe the neck of this is made transparent, and the

*A CHARMING COSTUME IN BRAIDED TWEED.*
(Messrs. Dickins and Jones, Regent Street, W.)

sleeves are wide and full to the elbow, showing the outline of the arms. For afternoon and house wear nothing is more suitable for the present modes than the new shades in crêpe de soie and voiles. One of these is here shown at Dickins and Jones's in a biscuit-coloured voile. The skirt is full at the bottom and well set out by means of three tiny corded frills and prettily shirred beading. The bodice has a quaint frilled chemisette and a swathed silk band, fastened with paste buttons to correspond with the bodice fastening; the sleeves are also prettily finished. The hat is a most becoming shape in the same delicate colouring, and has a cluster of ostrich plumes in a slightly deeper tone. The other gown, in one of the newest tweeds and tastefully braided, is a very useful gown for this season of the year, as the probable

*A TASTEFUL GOWN IN BISCUIT-COLOURED VOILE.*
(Messrs. Dickins and Jones, Regent Street, W.)

showers of rain won't take off the freshness. The charming moss green toque, with the palest of blue ospreys, is a most comfortable shape on the head, and decidedly one of the sweetest models shown so far. I hear from Paris that the bell, or umbrella-shaped, skirt is quite the *dernier cri*. Some of these are being cut fully eight yards wide at the hem. These, I can imagine, will be very pretty in light summery materials and short skirts, but I don't quite fancy them for cloth or serge; the weight would be rather too much to be convenient or healthy.

As I mentioned before, boots and shoes will play a leading part this season—one newly-married lady had two pairs of boots and shoes to each gown in her elaborate trousseau. I am afraid to say the number of these articles purchased, for really it did seem a trifle ridiculous; one large trunk, specially made, was but sufficien to contain little more than half of them, although the space was so practically portioned off. Under-skirts are particularly elaborate just now, and with the fashionable short skirts they certainly are not so ruinous as when street dresses were allowed to trail and pick up all the dust and microbes.

By the by, for Easter presents, I heard of a very novel one that was given to a gentleman by a great former admirer of his. Unfortunately the said gentleman was getting uncomfortably stout, and losing all his elegance, so this admirer managed to get his measurements below the belt, from his valet, presumably, and had him a health support and reducer made. This was specially made, and enclosed in an Easter egg, which was very greatly appreciated. He is now one of the most enthusiastic supporters of this health belt, and feels and looks ten years younger, so the story goes. Of course, I do not guarantee the truth of this statement, but I really was told this by somebody who knew!

R. D.

*(From photographs specially taken for this paper by Miss Mabel Lommitz, 26, Victoria Street, S.W.)*



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Built in the world's greatest engineering centre.

A MOTOR EXPERT'S OPINION
OF THE
## ARGYLL
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**HENRY NORMAN, M.P.,** who has made Motor Cars a special study, and is one of our best authorities on the subject, writing in "The World's Work" for February, says:—

**The Argyll does "credit to British Workmanship, being constructed with both knowledge and conscience";** and speaks of its body: **"of graceful shape and great strength."**

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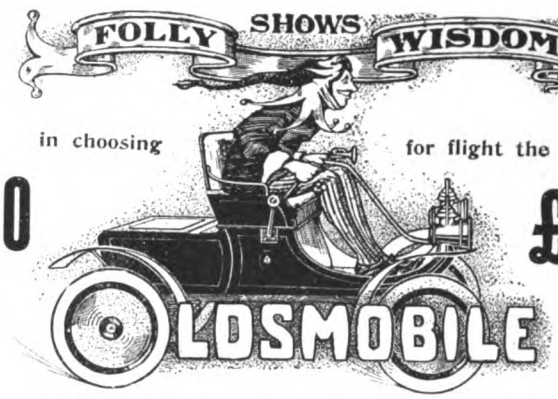


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**Look at this reliability record for one year, 4,572 miles covered.**

EXTRACT FROM LETTER RECEIVED FROM A MEDICAL MAN.

MESSRS. JARROTT AND LETTS. CORNWALL,
DEAR SIRS, *March 8th*, 1905.

"I completed my first year's running on the 5 h.p. OLDSMOBILE I had on Feb. 16th, 1904, and think you may like to hear how I've got on. I had **no previous knowledge of cars,** and have looked after the car myself. **It has been out almost every day,** and there **has never been a day on which the car was not fit to run. . . . . It has run in all weathers,** including **frost and snow,** over an **extremely hilly country;** most of my hills have **a grade of 1 in 6 (measured)** somewhere on them. **In the twelve months I have covered 4,572 miles, and have never had a tow. . . .** The car has the **record of having climbed the worst hill** in my district **without having to turn out its passengers. The 'Olds' has been such a boon that I cannot say too much in her favour."**

Yours very truly,
*(Signed)* MONTAGUE W. ROE.

**This speaks for itself and proves that the**

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**Accomplishes everything and goes anywhere.**

**Prices—Two Seated Car, £150. Four Seated Car, 200 Guineas.**

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**SMALL** PILL. DOSE. PRICE.

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# THE KING'S MENU.

## HOW THE TRAVELLER FARES ON THE ORIENT PACIFIC LINE.

NOW that public taste in the choice and service of food has become so much more critical than of yore, it is the excellence of the commissariat that helps to fill our floating hotels, and ensures those that cater for this a full complement of passengers on each trip.

The Orient Pacific Line has been foremost in recognising and meeting this present-day demand for first-rate catering in all their boats, and to this up-to-date policy, no doubt, much of this line's success and popularity are due. For several years past, the service of meals à la carte has been a much-appreciated feature in its vessels, there being, from the passengers' point of view, a very great improvement on the usual rule aboard of table d'hôte meals at a fixed hour only. Instead of being obliged to conform to this, passengers in this line's boats can breakfast at any time they like between 8.30 a.m. and 10 a.m. The specimen menu of this meal given to-day, and which was culled at random from those entered in the chief steward's books during a recent voyage of the steam-ship "Orient," shows how varied is the choice of dishes, all admirably cooked and served, while the materials are the best obtainable.

Luncheon goes on from 12.30 p.m. to 2 p.m., and at this meal there are always some fifteen different plates, followed by dessert. It is the choice of a dinner hour from 6.30 p.m. to 8 p.m., though, that the average traveller most appreciates. As Major Younghusband once put it, in "The Philippines and Round About," if I remember aright, a grievance all properly-constituted minds have against sea-customs is that of having dinner at an hour unheard of on land. As he pointed out, the magnates of the shipping world do not themselves dine, probably, before 7.30 p.m. at the earliest; why then do they usually condemn their passengers, who, after all, are human, if not shipowners, to dine at 5.30 p.m. or 6 p.m.?

Major Younghusband suggested that as no attention had been paid to the humble petition of thousands of passengers, Parliamentary action should be taken, and a law passed compelling all shipowners and directors of shipping companies to themselves dine at 5 p.m. until reform was promised. Perhaps it was a latent fear of public opinion ultimately insisting on this that made the directorate of the Orient Pacific Line set such a good example to other lines in this matter of providing a choice of dinner hour to their passengers.

The store-list of the steam-ship "Orient" during a recent cruise comprised 1,500 head of poultry, 1,000 head of game, without counting under this head 250 hares and rabbits, together with enormous quantities of fresh beef, mutton, veal, lamb, pork, sheep's kidneys, ham, sausages, dried and fresh fish, vegetables, and the usual groceries. Then the wine-list comprised 1,000 bottles of champagne, with a lavish stock of still white wines, Burgundy, claret, port, sherry, spirits, liqueurs, ale, stout, and aerated waters. It is interesting to note that the Orient Pacific Line Company have secured, for future use in their boats, considerable reserves of Heidsieck, dry Monopole, and Perrier Jouet's extra quality of the 1898 vintage. As this was an excellent year, coming next in connoisseurs' opinion to that of the famous 1893, this is a piece of forethought for which passengers should be particularly grateful, for as time goes on and the price continues to rise, the supply of this 1898 vintage will, like that of 1893, be far below the demand. It is only one more proof, if such were needed, that no detail affecting the comfort and welfare of their passengers is ever overlooked by the management of the Orient Pacific Line Company.

**A RECENT TABLE D'HOTE BREAKFAST IN THE S.S. "ORIENT."**

**8.30 to 10 a.m.**

PORRIDGE.

JOHN DORY. SALMON CAKES.

EGGS:

FRIED. POACHED. BUTTERED ON TOAST.

GRILLED CUMBERLAND HAM AND TOMATOES.

MINCED CHICKEN AND TONGUE.

SHEEP'S KIDNEYS A LA BROCHETTE.

GRILLED CHOPS AND STEAKS.

CURRY AND RICE.

COLD ROAST LAMB. POTTED MEATS.

STEWED PRUNES AND RICE.

BANANAS. APPLES.

**A RECENT TABLE D'HOTE DINNER IN THE S.S. "ORIENT."**

**6.30 to 8 p.m.**

CONSOMME AUX MACEDOINES.

POTAGE MULLIGATAWNY.

FILETS OF SOLE A LA COLBERT.

ASPARAGUS A L'HOLLANDAISE.

LAMB CUTLETS A LA REFORME.

ROAST RIBS BEEF.

CORNED OX TONGUE.

ROAST CHICKEN. BREAD SAUCE.

NEPAUL CURRY.

CABINET PUDDING. SHORTBREAD.

CANAPES AUX ANCHOIS.

DESSERT.

## *ANSWERS TO CORRESPONDENTS.*

COFFEE SPONGE (Pierrette).—To succeed with this it is essential to use really good coffee with a full rich aroma and flavour. I can specially recommend the "Pybal Kope" coffee (freshly roasted and ready ground), sent out, post free, in most convenient little canisters for 4d., 6d., or 8d. apiece (the latter is so much the nicest that it is worth the extra money, as a little of it goes a long way), by the Melata Agents, 17, Devonshire Square, London, E.C. When you have it, put four ounces of it into a delicately clean enamelled pan, pour on a pint of boiling single cream or new milk, or equal parts of milk and cream if you cannot afford the latter alone. Cover the pan down closely, and let the coffee infuse ten or twelve minutes. The infusion is then strained off, being careful to get it clear of the coffee grounds, and sweeten to taste with from six to eight ounces of castor sugar. Have ready a full ounce of the finest leaf gelatine dissolved in a little milk, mix this with the coffee-flavoured cream, then mix in the well-beaten yolks of three eggs. The resulting custard is then put in a double pan with boiling water in the outer one, and stirred over the fire for a few minutes till it thickens. Now lift the pan off the fire and set aside till the custard has cooled, stirring it while it does so, then before it reaches setting point flavour with a spoonful or two of fine brandy or Maraschino (either the liqueur or the Maraschino syrup, of which a good-sized bottle can be bought for a shilling), and whisk in thoroughly the stiffly-whipped whites of the eggs. The cream is then put in a freshly-wetted mould and set aside, preferably on ice, till firm. For a rich sweet whipped cream can take the place of the whites of the eggs in this recipe, but if you use cream for the infusion of coffee these are good enough for most occasions. It makes a prettier sweet if you line the mould, before putting in the cream, with a little bright clear jelly, a strawberry-flavoured one being very nice with this coffee cream. A very nice coffee bavarois is also made by following these directions exactly till you come to the egg whites, which are omitted, and the stiffened coffee-flavoured custard simply moulded plain as it is.

MAITRE D'HOTEL BUTTER, ETC. (Reform).—Blanch some parsley for two minutes in boiling water, rinse it in cold water, dry very carefully in a clean cloth, taking care not to squeeze it, then mince very finely, and work a tablespoonful of this and a tablespoonful of fresh lemon juice into every three or four ounces of fresh butter, seasoning with white pepper and salt to taste. Some people like rather less than this quantity of lemon juice when the three ounces only of butter is used. If two ounces of butter is sufficient (as it often is when simply required to finish off a sauce) use a dessertspoonful of lemon juice and a good heaped one of the minced parsley. Do not work the butter more than is absolutely necessary to blend the parsley, etc., with it. When maître d'hôtel sauce is required, make half a pint of béchamel maigre (that is, flavoured milk only, thickened with white roux, instead of half milk and half stock, as for ordinary béchamel), then just at the very last, when about to serve it, add an ounce of the maître d'hôtel butter with, if liked, an extra teaspoonful of freshly-minced parsley, a squeeze of lemon juice, with salt and white pepper if required. For the Raifort butter pound three or four tablespoonfuls of very finely-grated horseradish with four ounces of fresh butter, rub through a sieve, and add a few drops of the Escoffier Chilli vinegar. It is then delicious served with broiled or grilled steak, little beef entrées, on to which it is often piped just as they are going to table, while it makes even cold beef tempting. Whenever possible this butter should be iced before serving, and, of course, with steak, etc., pats of it are only put on just as it is going to table. Some cooks beat the butter to a cream, then mix in the finely-grated horseradish, while stiffly-whipped cream is delicious when flavoured with the Escoffier Chilli vinegar and grated horseradish mixed with it.

CHICKEN AND MACARONI (Sans Atout).—There are two or three forms of this, all good. I wonder which it is you want? For poulet à la Napolitaine, truss the bird as for boiling, then stuff the crop with the following: Mince the fowl's liver very finely, and add to it, for a large fowl, three ounces of fine white bread-crumbs, two ounces each of finely-shredded suet and grated ham or tongue, the grated rind of a lemon, a teaspoonful of powdered rosemary, salt and pepper to taste, and bind the mixture with beaten egg. Sew up the crop, put one onion wrapped in bacon and stuck with a clove in the interior of the bird, and lard the breast with bacon. Have ready a pan of boiling white stock, or water will do, put the fowl in this, together with its giblets, a blade of celery, a sliced onion, carrot, and half a turnip. Bring to the boil again after putting in the fowl, then simmer very gently till it is tender, from fifty to sixty minutes probably, or less for a chicken. Meantime put four ounces of ribbon macaroni (on no account washing it, as so many English cooks do, before cooking it, and also be careful that it is fresh, and not stale with long storing in either your storeroom or your grocer's) in plenty of fast-boiling lightly salted water, and cook till tender, but still crisp when tested with a fork. It must then be drained immediately (and it takes about fifteen minutes to boil, by the way), after which it is returned to the hot dry pan it was cooked in, with an ounce of butter and two ounces of finely-grated dry cheese. Toss the macaroni with these over the fire till the cheese has melted, season with salt and freshly-ground black pepper, and serve at once arranged round the fowl, coated with a good Supreme sauce. You must time the cooking of the macaroni so that it will not have to wait a minute for the fowl, once it is ready. If this is not the recipe you want, let me know by describing the dish as well as you can. SYBARITE.



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# THOS. WALL & SONS
LIMITED

HAVE HELD THE ROYAL APPOINTMENT THROUGHOUT THE LAST CENTURY.

DIEU ET MON DROIT

# THOS. WALL & SONS
LTD.

DELICACIES IN GLASS

**FOR INVALIDS.**

Chicken Breasts, Real Beef Essence, Calf's Foot Jelly.

# THOS. WALL & SONS
LTD.

SPECIALITIES IN GLASS.

Ox Tongues, Lunch Tongues, Boar's Head, Collard Head, Brawn.

**The above Goods can be had from most Stores throughout the Kingdom.**

DEVONSHIRE'S GREAT PRODUCT.

# WHITEWAY'S
# WHIMPLE
# CYDERS.

A delicious healthful drink, in bottle and cask.
Guaranteed absolutely pure.

**Supplied to many Members of Royalty, House of Lords exclusively, Savoy, Trocadero, Berkeley, Prince's, Claridge's, and all the leading London High-Class Hotels and Restaurants.**

MEDICALLY RECOMMENDED FOR

**GOUT, RHEUMATISM, etc.**

PRICE LISTS:

**Whiteway's, The Orchards, Whimple, Devon,**
and 22 & 23, Albert Embankment, S.W.

"Loved of all Ladies."

# The Outdoor Girl,

the Athletic Girl, aye, every Girl who aspires to a healthy, vigorous body, should drink

# Fry's PURE CONCENTRATED Cocoa.

It imparts that delightful feeling of youthful energy so necessary to the full enjoyment of a strenuous life.

"Her grace of motion and of look,
The smooth and swimming majesty of step and tread,
The symmetry of form and feature
Set the soul afloat,
Even like delicious airs of flute and harp."
—*Dean Milman.*




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# Here, There, and Everywhere.

THE present season at Spa is likely to beat the record, for the opening of the grand new Kursaal coincides, very happily, with the Industrial Exhibition at Liege, and the energetic Burgomaster and his Council have devised a lengthy programme of concerts and fêtes of every description. Spa possesses the finest bathing establishment in Europe, and as London and Paris doctors are again freely prescribing a course of Spa waters in cases of weakness and anæmia, the beautiful little town in the Ardennes is likely to soon again become as popular as it was a hundred years ago. The hotels at Spa are both good and cheap, and the abolition of the gaming tables has much increased the popularity of the town with all but a very limited circle. The secretary of the Communal Council will welcome communications from intending visitors.

THE recent case in which a well-known motor company was fined for having a large number of tins of petrol stored in an inner office contrary to the London County Council regulations, has led to a considerable amount of criticism, which is only natural in view of the recent disastrous fire in Long Acre. It is very clear, however, that the Swift and Ariel Motor Companies, both of which suffered enormously by the conflagrations, cannot be accused of carelessly storing their petrol, for last week the Ariel Motor Company's tank, containing 40-gal. stored on the ground floor of the premises, but away from the offices and show-rooms, was opened. It was found to be filled with water, but each of the twenty 2-gal. hermetically-sealed tins was intact. This is very interesting and highly important, for it establishes beyond all doubt that petrol, properly stored and isolated, in accordance with the regulations, presents no overwhelming dangers, even in the most thickly-populated centres. As a matter of fact, in the recent fire the Ariel Company's petrol was all that was left intact of £30,000 worth of property.

THE premier place of family amusement in London is undoubtedly the Royal Italian Circus, Oxford Circus Tube. A visit to this palatial place of entertainment, formerly Hengler's, combines the attractions of a high-class variety theatre with a day at the Zoo. Children and adults alike revel in the magnificent nature of the entertainment provided by Messrs. Livermore and Volpi. There are over 200 performing animals, including Jumbo Junior, the smallest elephant in Europe. Mme. Batavia, the renowned Malay bear, resplendent in new silks and satins, Fasolin the wonderful trapeze monkey, goats that walk tight ropes and fire cannon, ponies that do everything but speak, and dogs that rival human performers for sagacity are part of the programme.

THE presentation to the armoured cruiser "Antrim" from the County of Antrim owes its initiation and satisfactory completion to the energy and executive ability of Colonel James M'Calmont, M.P. for South Antrim. It consists of three massive Irish-designed, Irish-made, and Irish hall-marked loving cups, copied from originals in the Royal Irish Academy in Dublin. The cups are intended for periodical competition among the guns crews of the ship, and to ornament the captain's and officer's mess rooms. Appropriate mottoes are engraved on each cup, and the shields round the base are intended to take the names of the various winners. The cups and plinths stand 16-in. high, and are enclosed in a strong oak iron-bound chest. The whole presentation has been designed and manufactured by Sharman D. Neill, the King's silversmith, Donegall Place, Belfast.

MR. BURTON HOLMES

Whose season begins at Bechstein Hall on Monday, May 8.

THE musical prodigies of to-day are taking the world by storm. The latest violinist, Mischa Elman, has induced Mr. Daniel Mayer, Paderewski's first agent, to come from his retirement and undertake the management of his London and provincial concerts. Mr. Mayer has successfully piloted some of the greatest artistes of to-day through their early struggles, and young Mischa Elman is lucky in having won Mr. Mayer's confidence.

THE Tivoli has an exceptionally fine programme for Easter, in fact, it could hardly be stronger, as nearly all the London stars are in the bill. Miss Marie Lloyd makes her reappearance in the West End with new songs, George Robey, Harry Randall, The Poluskis, Joe O'Gorman, The M'Naughtons, and last, but not least, R. G. Knowles, with songs of the river and pins, and instructive stories.

THE travelogues of Mr. Burton Holmes, the magnificently illustrated "Travel Talks" made popular by this young American at Queen's Hall last season, are soon to return to London, where he will be heard every day for three weeks at Bechstein Hall. His subjects will be "In London," "Round about London," "Ireland," "Russia," "Japan," and "The Yosemite Valley," as one of the favourite subjects of last year's series. He will devote half a week to each subject, giving four matinées and two evening performances each week.

*Copyright.*

THE TANK ON THE PREMISES OF THE ARIEL MOTOR COMPANY.

This was opened after the great fire in Long Acre, when the sealed tins were found intact.



## Amusements.

**HIS MAJESTY'S.** MR. TREE.
MONDAY NEXT, May 1st (one week only), at 8,
JULIUS CÆSAR.
SPECIAL MATINEE, SATURDAY NEXT, May 6th, at 2,
HAMLET.
Box Office (Mr. Watts) open 10 to 10. HIS MAJESTY'S.

**CRITERION THEATRE, W.**
Sole Lessee: SIR CHARLES WYNDHAM.
Manager: MR. FRANK CURZON.
Saturday, April 22nd, at 8.15., and Every Evening.
Saturday Matinees at 3.
An entirely new and original Comedy, entitled
WHAT PAMELA WANTED.
By Fred de Gresac, Author of "The Marriage of Kitty," and Paul Veber. Adapted by Charles Brookfield. Cast includes Miss Lottie Venne, Miss Vane Featherstone, Maud Wynter, and Miss Ethel Irving; Messrs. Frank Cooper, Lennox Pawle, John Tresahar, and Leslie Faber. Box Office now open.

**WYNDHAM'S THEATRE.**
Proprietor: SIR CHARLES WYNDHAM.
Lessee and Manager: MR. FRANK CURZON.
To-night at 8.45.
MR. HOPKINSON.
An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
Matinee every Saturday at 3.

**APOLLO THEATRE.**
HENRY LOWENFELD, Sole Proprietor.
TOM B. DAVIS, Lessee and Manager.
Mr. GEORGE EDWARDES' SEASON.
Every Evening at 8.15.
The Comic Opera, in Three Acts,
"VERONIQUE."
Matinee every Wednesday at 2.

**PRINCE OF WALES' THEATRE.**
Lessee and Manager: MR. FRANK CURZON.
Mr. George Edwardes' Season.
Every Evening at 8.15.
A New Musical Play entitled
LADY MADCAP.
By Paul Rubens and N. Newnham-Davis.
Matinee every Wednesday at 2.15.

**ADELPHI.**
Lessee and Manager: OTHO STUART.
Every Evening at 8. Saturday Matinee, at 2.
HAMLET.
H. B. Irving, Oscar Asche, Lily Brayton, etc.
Every Wednesday at 2.
THE TAMING OF THE SHREW.
Telephone 2645 Gerrard.

**GAIETY THEATRE.**
Manager: Mr. GEORGE EDWARDES.
Every Evening, at 8 (doors open 7.40),
THE ORCHID.
Box office 10 to 10. Telephone: 2781 Gerrard.
Matinee every Saturday at 2.

**SAVOY.** DU BARRI
Sole Lessee: Mr. J. H. LEIGH.
Managers: Mr. GILBERT HARE and Mrs. BROWN-POTTER.
To-night at 8, and Every Evening,
Christopher St. John's Adaptation of
"DU BARRI,"
By Jean Richepin.
Matinee every Thursday at 2.
Box Office 10 to 10. 'Phone, 2602 Gerrard.

**VAUDEVILLE THEATRE.**
Managers: A. & S. GATTI & CHARLES FROHMAN.
Every Evening, at 8.15,
THE CATCH OF THE SEASON,
By Seymour Hicks and Cosmo Hamilton.
Mr. Seymour Hicks and the Vaudeville Theatre Company.
Matinees every Wednesday and Saturday at 2.15.

**DUKE OF YORK'S THEATRE.**
Sole Lessee and Manager: CHARLES FROHMAN.
To-night at 8.25.
Charles Frohman presents Miss Ellen Terry in
J. M. Barrie's New Play,
ALICE SIT-BY-THE-FIRE.
Miss Irene Vanbrugh and the Duke of York's Theatre Co.
Preceded, at 8.25 sharp, with
PANTALOON,
by J. M. Barrie.
Cast includes Mr. Gerald Du Maurier.
Matinee every Saturday, at 2.25 sharp.
Box Office open 10 to 10.

**EMPIRE THEATRE.**
New Fairy Divertissement
"THE DANCING DOLL."
Magnificent Varieties.
Doors open 7.45. Manager: Mr. H. J. HITCHINS.

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# THE KING'S COLLECTORS' REGISTER.

I.—Advertisements in this Register must refer to some **specific** object or objects.

II.—The charge for advertising is at the rate of twopence per word, and no advertisement can be accepted of less than twelve words. The price of an article, or group of figures, count as one word.

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VII.—**Advertisements must be written on one side of the paper only.**

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IX.—If several objects of various kinds are included in one advertisement, it will be put under the heading of **Various.**

X.—Stamps will be accepted for sums up to 2s. 6d. Above that sum Postal Orders should be sent, made payable to George Newnes, Ltd., and crossed Capital and Counties Bank.

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XII.—In replying to "Wanted" advertisements, it is advisable to send the fullest particulars of the article mentioned, and, when possible, a rough sketch of same.

XIII.—The proprietors reserve to themselves at all times the right of refusing any advertisement, without giving the reason for so doing.

XIV.—All communications relating to the Collectors' Register must be addressed to THE EDITOR, Antique Dept., THE KING, 3, Southampton St., Strand, W.C.

**Before sending Money or any Article on approval, Advertisers are advised to satisfy themselves as to the *bona fides* of Correspondents, for which the Proprietors cannot be responsible.**

## WANTED.

### AUTOGRAPHS AND LETTERS.

Autograph letter of Admiral Byng.—821, THE KING'S EXCHANGE.

Autograph letter of Mrs. Thrale or Henry Thrale, dated from Southwark.—822, THE KING'S EXCHANGE

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Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

R. L. Stevenson's "An Inland Voyage," "Travels with a Donkey," "New Arabian Nights," "Virginibus Puerisque," and others same Author.—155, THE KING'S EXCHANGE.

Quin's Jest Book.—156, THE KING'S EXCHANGE.

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Boxiana, Vols. IV. and V.—158, THE KING'S EXCHANGE.

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Bell's British Theatre, small 8vo, 1791 Edition, Vol. III.—160, THE KING'S EXCHANGE.

Masonic Song or Music Books before 1783.—161, THE KING'S EXCHANGE.

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Old Earthenware decorated with subjects relating to the Navy, Napoleonic Wars, or Freemasonry.—516, THE KING'S EXCHANGE.

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Southwark views before 1750.—240, THE KING'S EXCHANGE.

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Contemporary engraved portrait of Henry Thrale.—242, THE KING'S EXCHANGE.

Caricatures or rare prints relating to Selina, Countess of Huntingdon.—243, THE KING'S EXCHANGE.

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## WANTED.

### MISCELLANEOUS.

Pictures on glass dealing with Naval subjects.—744, THE KING'S EXCHANGE.

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Specimen of French Masonic Certificates during the First Empire.—746, THE KING'S EXCHANGE.

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Scarce Arundels, Angelico's Annunciation, Limia St. Catherine, Adoration Trinity, Giorgione, Primavera, Venus rising, etc.—219A, THE KING'S EXCHANGE.

Grand Oil Painting, Venus and Cupid, 69×54. Landscape, Wilson, R.A. Drawings by Alken, Herring, set by Solomon.—220A, THE KING'S EXCHANGE.

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A fine copy of Nalte's Bath, or would accept copy of Genest's British Stage, or good extra illustrated Life of Garrick.—129A, THE KING'S EXCHANGE.

New Six Shilling Novels. Price 1s. 6d. and 2s. each. List on application.—130A, THE KING'S EXCHANGE.

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A unique collection of objects relating to Coronations, English and Foreign, 1600-1902. Books, MSS., Views, Portraits, Tickets, Autographs, Medals.—742A, THE KING'S EXCHANGE.

Stamps—Russian War Special Issue, complete set, 1s. 6d.; Indian Native States, 21 varieties, 1s. 1d.; British Colonials, 100 varieties, 1s. 7d.—SMITH, Upper Park Road, Kingston, Surrey.



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# THE GOLFERS' GUIDE.

FELIXSTOWE GOLF LINKS.


## CANARY ISLANDS.

**TENERIFFE (PORT ORATAVA).**

THE ENGLISH

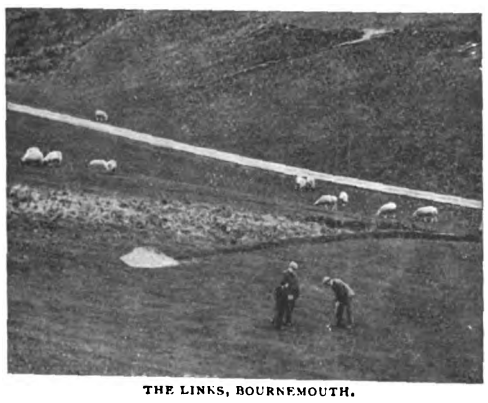
## Grand Hotel,

Over 200 Rooms. Climate and situation unrivalled. Beautiful gardens and grounds. Pure Water. Electric light. Lawn tennis. Near golf links.

*Apply to the Agents—*

**Messrs. SINCLAIR, HAMILTON & CO.,**

**17, St. Helen's Place, London, E.C.**



THE LINKS, BOURNEMOUTH.

**BOURNEMOUTH.**

## HOTEL MONT DORE.

WITHIN TWO MINUTES' WALK OF GOLF LINKS.

**TUNBRIDGE WELLS.**

## THE SPA HOTEL,

FOR COMFORT, CONVENIENCE, AND LUXURY.

Surrounded by its own Park of 65 acres and with splendid views over the Common. One hour from London.

**BATHS** of every description, including **TURKISH, SWIMMING, AND ELECTRIC LIGHT.** *MASSEURS and MASSEUSE.*

1 minute's walk from **Golf Links.**

**Handsome Public Rooms,** including **2 LOUNGES and BIJOU THEATRE.**

Garage. Lift. Tennis Courts, Croquet Lawns and Bowling Greens. Warmed to a temperature of 60° in Winter. Postal Telegraph Office in Hotel. Telephone 56.

Terms from MANAGER.

**TENBY (South Wales).**

## THE COBOURG HOTEL.

FACING THE SEA. NORTH BAY.

LADIES' SPACIOUS COFFEE AND DRAWING ROOMS. PRIVATE SITTING ROOMS.

*Excellent Cuisine. Home Comforts. Moderate Charges.*

TERMS EN PENSION ON APPLICATION.

Ten minutes' walk from the Golf Links. Omnibus to all trains.

J. HUGHES, Proprietress; also at the Royal Hotel, Bath.

**WEYMOUTH. WEYMOUTH.**
Charmingly situated Seaside on the Dorsetshire Coast.

**WEYMOUTH. WEYMOUTH.**
Unequalled for its Marine and Land Excursions. Fishing and Golfing.

**WEYMOUTH. WEYMOUTH.**
*Beautifully Illustrated Guide sent free of charge by the Town Clerk, on receipt of cost of postage, 3d.*

THE LINKS, LLANGAMMARCH WELLS.

**LLANGAMMARCH WELLS, Breconshire.**

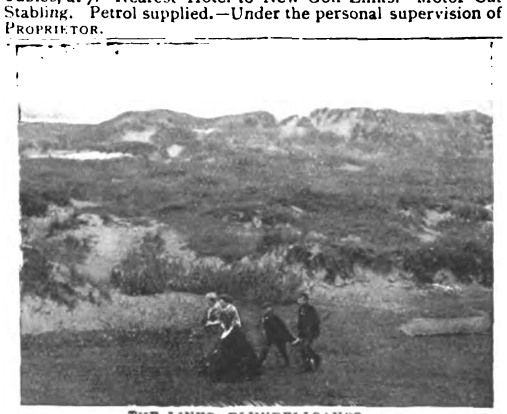
## LAKE HOTEL.

The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.

**ST. LEONARDS-ON-SEA.**

## THE SUSSEX HOTEL.

Alight at West Marina or West St. Leonards Stations. High-class Hotel for Families and Gentlemen. Due South, facing Sea. Most select and quiet part of Promenade. Comfortable Public Rooms, consisting of Coffee Room, Reading and Drawing Room, Smoking and Billiard Room. Perfect Sanitary arrangements. Hydraulic Passenger Lift. Electric Light throughout. Warmed in Winter. Table d'Hôte, Separate Tables, at 7. Nearest Hotel to New Golf Links. Motor Car Stabling. Petrol supplied.—Under the personal supervision of PROPRIETOR.



THE LINKS, BLUNDELLSANDS.

**GREAT YARMOUTH.**

## ROYAL HOTEL.

This Old Established Family Hotel has been greatly Enlarged and entirely Re-modelled.

THE DECORATIONS, ELECTRIC FITTINGS, AND COMPLETE RE-FURNISHING, by MAPLE & Co., of London.

A Spacious New PALM GARDEN for Outdoor Luncheons and Dinners.

Golf Links within easy distance. Fishing in the Broads. Tariff extremely moderate.

**BEXHILL-ON-SEA.**

## HOTEL RIPOSO.

MOTOR GARAGE. INSPECTION PIT.

Delightfully situated on Sea Front, two minutes from Golf Links.

Recognised as being one of the most perfectly appointed Private Hotels on the South Coast.

New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

*Week-End Tickets, including 1st Class Return Railway Fare, Hotel Accommodation, and Full Board,*

Saturday to Monday, 35/-; Friday to Monday, 42/-.

To be obtained from Thos. Cook, Ludgate Circus, or any of their offices.

Resident Proprietress, Mrs. GIBSON.

Telephone, 8 Bexhill. Telegrams: "Riposo, Bexhill."

## SEATON BEACH HOTEL,

**SEATON, DEVON.**

First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.

Misses E. A. and C. C. SMITH, Proprietors.

**BEXHILL.**

## THE SACKVILLE.

WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.

*Telegrams: "Sackville, Bexhill."* *Telephone: 10, Bexhill.*

THE GOLF LINKS, CHERTSEY.

**LEIGH-ON-SEA (Essex).**

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

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Within easy access of London.

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Moderate Tariff. Special Week-End Terms for Golfers, inclusive of table d'hôte dinner. Saturday until Monday morning, £1 1s. The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable, being on sand.

SOUTHWOLD (best position on the Common; close to Golf Links).—To be LET, well Furnished, for June, July, and August, the pretty and artistic HOUSE known as "Link's Cottage," containing square hall, two sitting and large recreation rooms, servants' sitting room, seven bedrooms (fourteen beds), bathroom; electric light and telephone.—Apply to Mrs. ROBINSON, on Property.

**GENTS' GOLF GARTERS.** NON-ELASTIC; Nickel Lever Buckle, no teeth; Fine Tan Webb, ⅞ in. wide; instantly adjusted to any TENSION; ensures comfort and smartness in appearance, 1/- per pair post free.—**DAN MOODY & Co., Egyptian Works, TROWBRIDGE.**

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# THE GOLFERS' GUIDE.

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TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

**VULCAN WORKS, ST. THOMAS ST., S.E**

SUNNINGDALE GOLF LINKS.

**ASCOT.**

## THE BERYSTEDE.

SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer).*

"Is it a Private House or an Hotel?" is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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Haskell and other Cored Balls re-covered equal to new, and guaranteed at

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Post Free. **PER 14/- DOZ.** Post Free.

We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

SPECIALLY PREPARED GUTTA for Re-covering Supplied. Terms: CASH WITH ORDER. SPECIAL TRADE TERMS ON APPLICATION.

**A. MACKINTOSH & CO.,**

Golf Ball Manufacturers,

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Club Houses can be efficiently and economically lighted by

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THE LINKS, WHITLEY COMMON.

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## CROWN HOTEL.

Under Patronage Chertsey Golf Club, and Headquarters Chertsey Trout Re-stocking Association. "Old Times" Coach stops. Ordinary daily. Telephone No. 0196 Chertsey.

H. R. Cox, New Proprietor.

**BOSCOMBE.**

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WINTER GARDEN, 300ft. long.

MAGNIFICENT GOLF LINKS.

Most Moderate Tariff, specially revised, on application to Manager, or to the BURLINGTON and BUCKINGHAM PALACE HOTELS, LONDON.

*Telephone 750.*

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**DEAL, adjoining Sandwich.**

## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

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| Friday to Monday ... ... | £2 12 6 |
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These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.

**CONWAY.**

## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.
Tennis, Croquet, and Putting Lawns, Boating, Fishing.

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**SHERINGHAM, NORFOLK.**

## THE SHERINGHAM HOTEL,

ADJOINING GOLF LINKS (18 HOLES).

LARGEST HOTEL IN SHERINGHAM. Open all the year round. Handsome Dining Hall, 67ft. long. Numerous spacious Suites of Rooms commanding beautiful Sea and Land Views. Billiard and Smoking Rooms. Excellent and Improved Sanitary arrangements. Extensive Private Grounds. Lawn tennis, croquet. First-class Stables. Accommodation for Motors and Cycles. Through Trains from King's Cross, Peterborough, Birmingham, Leicester, etc.

*Telegrams:* "Sheringham Hotel, Sheringham."
*National Telephone:* No. 3. F. EDENS, Manager.

**ALDEBURGH-ON-SEA.**

## WHITE LION.

THE OLDEST FAMILY HOTEL.

Facing the Sea, with a frontage of 200ft.

Two new wings added, furnished by MAPLE & Co.

Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.

MODERATE TARIFF.

*Special Terms for Golfers and Families during the Winter months.*

Perfect Sanitary arrangements.

Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

**CLACTON-ON-SEA.**—**"The Towers" Private Hotel.**—Accommodation for over 100 guests. Large lawns for tennis, bowls, and croquet. Close to golf links. "The Towers" occupies the best position on the cliffs, facing sea, due south. All public rooms and most bedrooms overlook the sea and the private lawns.—Under the direct supervision of the proprietors, EMMERSON & HARRIS.

THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**

Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit.

Apply MANAGER.

Telegraphic Address—"ATLANTIC, WESTON-SUPER-MARE."
National Telephone, No. 11.

**BARTON-ON-SEA, HANTS.**

## BARTON COURT HOTEL.

Nine-and a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms.*

Telegrams—"BARTON HOTEL, NEW MILTON."

**FRINTON-ON-SEA.**

## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

MAGNIFICENT GOLF LINKS ADJOINING THE HOTEL.

Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

ROBERT G. SETTERFIELD.




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**LOVELY COLOURS,**
**BRILLIANT GLOSS.**

A Necessity in Every Household during the Spring Cleaning season.

**SPECIAL ENAMEL FOR BATHS**
to stand Hot Water.

*Seasonable Table Delicacies!*

# BIRD'S CUSTARD POWDER

**May & June.**
**BIRD'S CUSTARD & FRUIT.**
***Dishes for these Months.***
Stewed Gooseberries & Custard.
Stewed Cherries & Custard.
Stewed Rhubarb & Custard.
Sliced Bananas & Custard.
All Tinned and Bottled Fruits and Custard.

Completely supersedes the use of Eggs in the preparation of High-Class Custard—Greatly increases the popularity of all Sweet Dishes—The unfailing resource of every successful hostess.

Rich in Nutriment—Delicate in Flavor.

**NO EGGS! NO RISK! NO TROUBLE!**




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# MINSTRELS AND RONDEAUX.

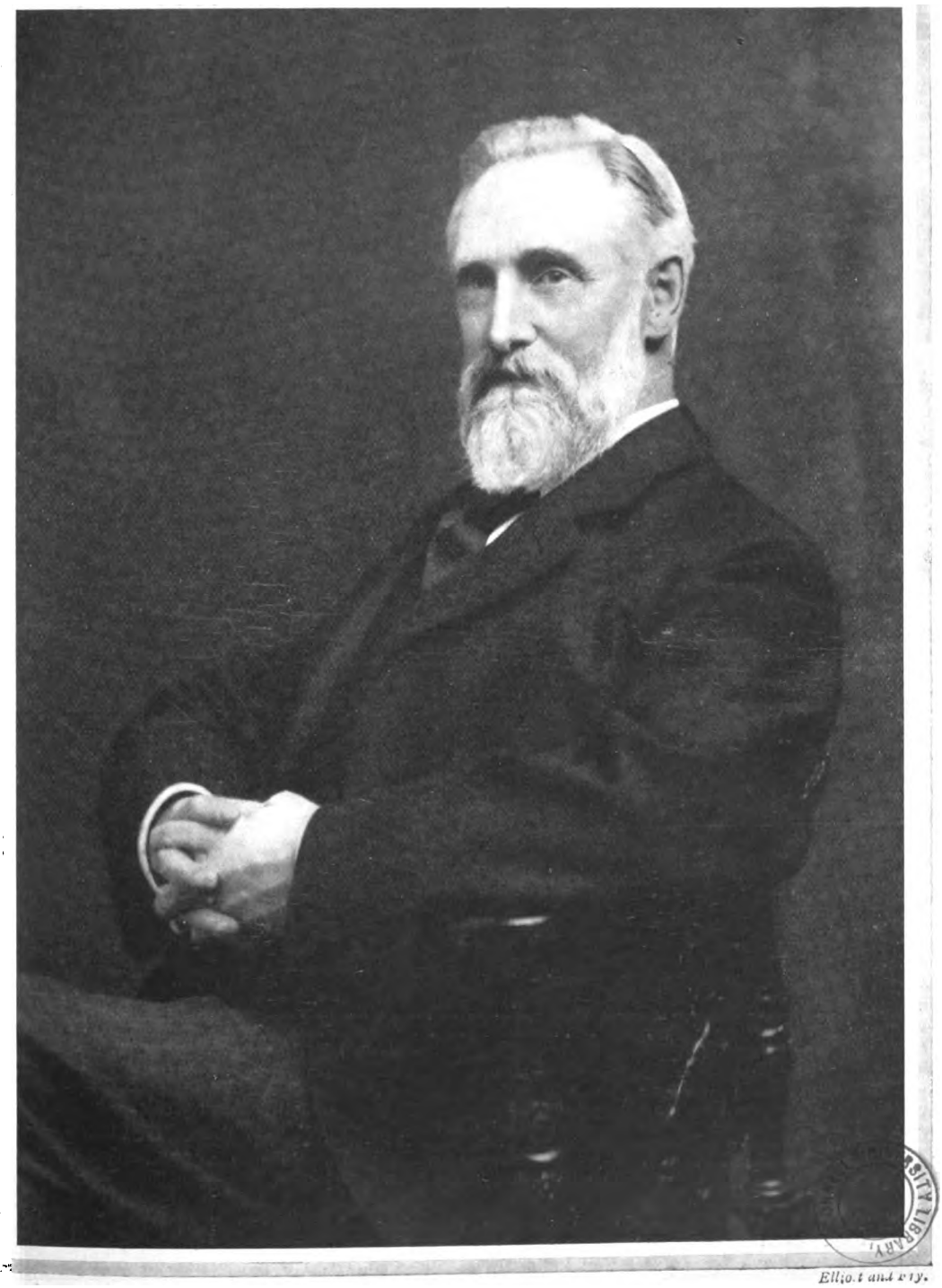
**By JOHN BLOUNDELLE-BURTON.**


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

Vol. XX. No. 431. SATURDAY, MAY 6th, 1905. PRICE 6d.

Elliott and Fry.

MR. ROBERT WHYTE.

Prospective Liberal Candidate for the Kingston Division of Surrey.

(*See page 167.*)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

**Vol. XX. No. 431. Saturday, May 6, 1905.**

*Editorial Offices*—3, SOUTHAMPTON STREET, STRAND, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone*—*No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.



**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*


# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING'S RETURN.—The end of his holiday has come, and King Edward is back among his subjects, ready to take up the round of social duties which at this time of the year crowd upon the other toil that falls to the lot of the reigning monarch. The London season is now in full swing—the crowded Row and the string of carriages in Piccadilly every afternoon attest the fact—the opera season has commenced, and receptions and dinners at the houses of the political leaders of the country crowd upon one another's heels. For the results of King Edward's tour, apart from the benefit to his health, it is yet early to look; but some of them lie near the surface, and the tightening of the bonds of friendship between this country and France is one of the most satisfactory. That the good relations between us will have their effect when the time comes for peace to be declared in the Far East is certain, and they are, moreover, a guarantee that the peace of Europe is not likely to be disturbed by causes which in the absence of such friendship would be a serious menace to lasting tranquillity.

THE QUEEN AND [illegible] the extension of her Mediterranean tour to include a visit to Greece, brings Queen Alexandra back to a part of the world which she first visited over three decades ago. That was at the time of "The Eastern Tour," when the then Prince and Princess of Wales visited Cairo, Constantinople, and Sebastopol, and on their way home stayed in Athens. And a second time when they were in the Grecian capital together was on the occasion of the marriage of the Duke of Sparta, in the presence of as large a concourse of Royalty as has ever gathered in modern times in Athens. The late Empress Frederick, as mother of the bride, was naturally present, and the Kaiser, Kaiserin, and the then Tsarevitch also attended, in addition to scions of many Royal houses, who were present as the representatives of the reigning monarchs. This year will see many Royal weddings also, and it is more than probable that both King Edward and Queen Alexandra may elect to be present at the marriage of the young Duke of Saxe-Coburg.

*Bunnett.*

THE DOYEN OF THE ROYAL ACADEMY—MR. W. P. FRITH, R.A., IN HIS STUDIO.

Mr. Frith, the painter of "The Derby Day," is in excellent health and spirits, and, though he does not exhibit this year, he is very busy on a replica of the well-known "Ramsgate Sands," which was purchased by Queen Victoria. Mr. Frith, who was 86 in January last, and has been a member of the Academy for sixty-one years, was present at the annual dinner at Burlington House on Saturday last, and has probably not missed one of these functions since his election. The photograph was taken a short time since in his painting room at St. John's Wood, where the veteran artist devotes most of his time to what he calls his two favourite recreations, painting and whist.

THE KING AND THE M.G.—The Order of St. Michael and St. George, which is most familiar to the reader by the initials M.G., has had a new Grand Master, or Principal Knight Grand Cross, appointed in the person of the Prince of Wales, who is already a Knight Grand Cross of the Order, as he is of almost every other Order, of which the Sovereign is the head. The Order of St. Michael and St. George has not yet celebrated its centenary, having only been instituted to commemorate the placing of the Ionian Islands under the protectorate of Great Britain, and it was at first limited to natives of those islands, and of Malta, and persons of note serving in the Mediterranean. It is now assignable, however, to any person who has rendered valuable services in either Colonial or foreign affairs, and there are a number of foreign Princes and persons of distinction who are honorary members, in the same way that they are admirals à la suite of the Navy. The badge of the Order is remarkable for being a Maltese Cross with seven arms instead of four, and the colours of the ribbon are Saxon blue with a scarlet stripe. As Grand Master, the Prince of Wales will naturally rank in the list of officers of the Order next to the Sovereign.



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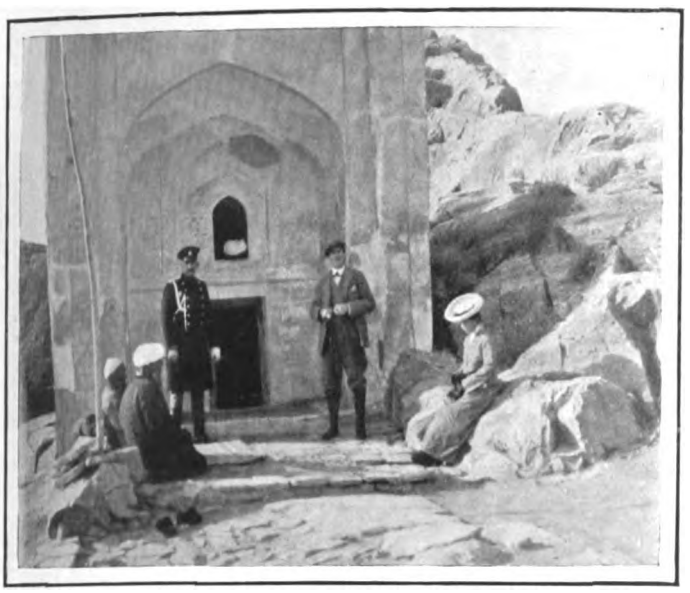

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THE SITUATION IN CENTRAL ASIA.

Mr. Angus Hamilton is at present touring in Turkestan and gathering material for a new work on the lines of the book on Korea that he recently published. Our illustrations are supplied by him, and show: (1) The gateway of Osh, midway between Kashgar and Khokhand. (2) Mr. George Macartney, C.I.E., the British Consul at Kashgar, and members of the Consulate.

Elliott and Fry.

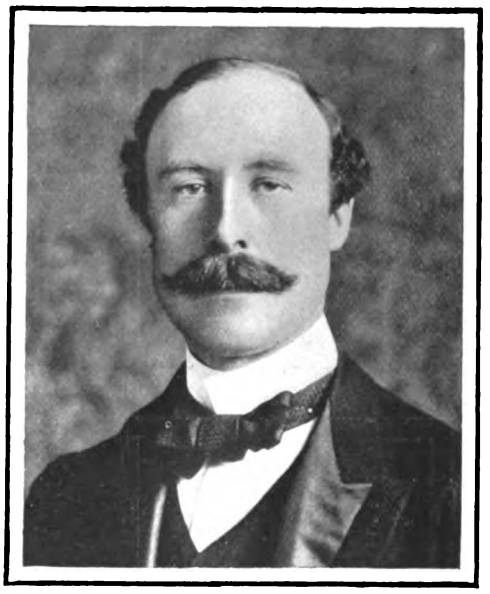
MR. JOSEPH CHOATE

The retiring American Ambassador to the Court of St. James', who leaves England at the end of the month.

Lallie Charles.

LADY EVELYN FARQUHAR

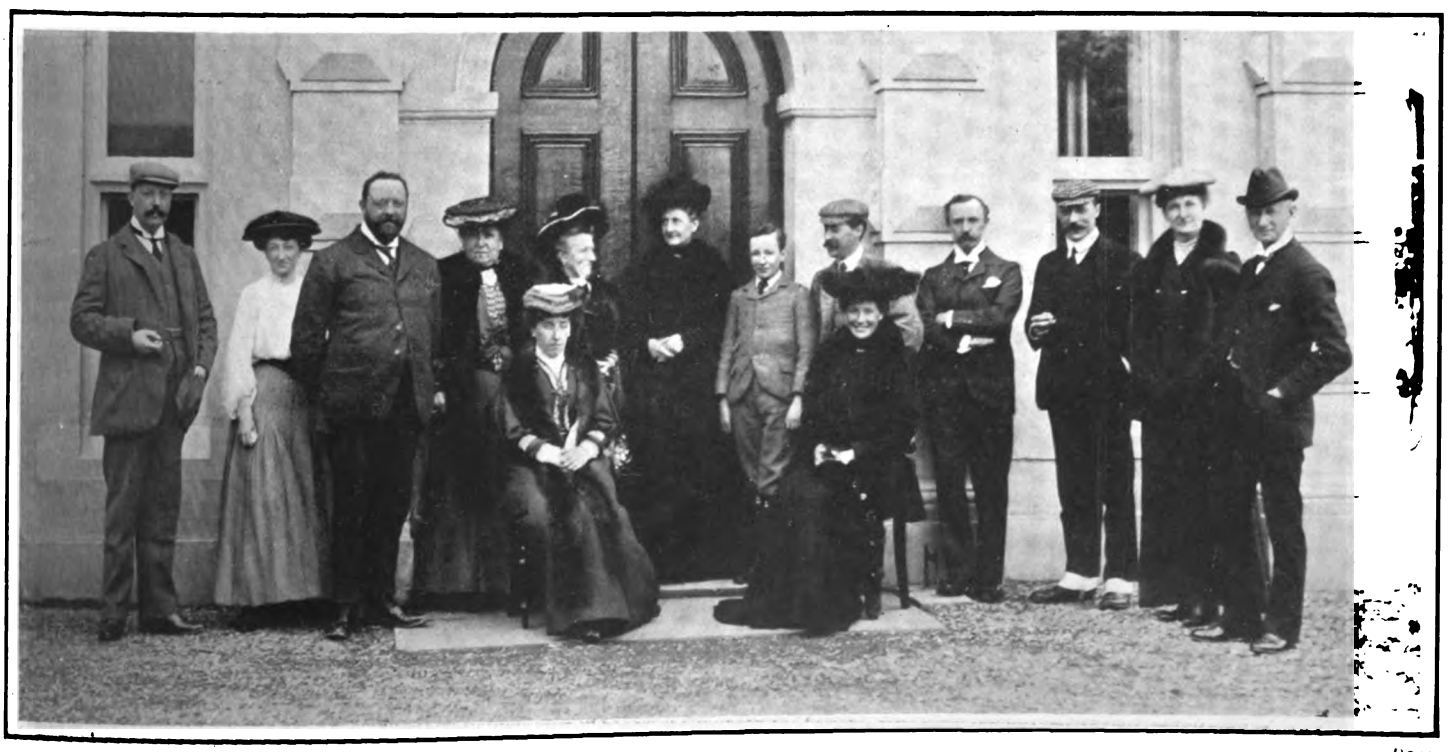
Who was married last week to Captain Francis Farquhar of the Coldstream Guards.



Elliott and Fry.

LORD GRIMTHORPE

Who has just succeeded to the title on the death of his father, the first Baron.



Dawson.

PRINCESS CHRISTIAN IN WALES.

The house party at Edwinsford last week. The names of those in the group are, from left to right, Mr. Dudley Drummond, the Hon. Mrs. Cumming-Bruce, Sir James Drummond, Bart., Princess Christian, Princess Victoria, Lady Drummond, Miss Loch, Master James Drummond, Lord Emlyn, and Lady Edith St. Aubyn.



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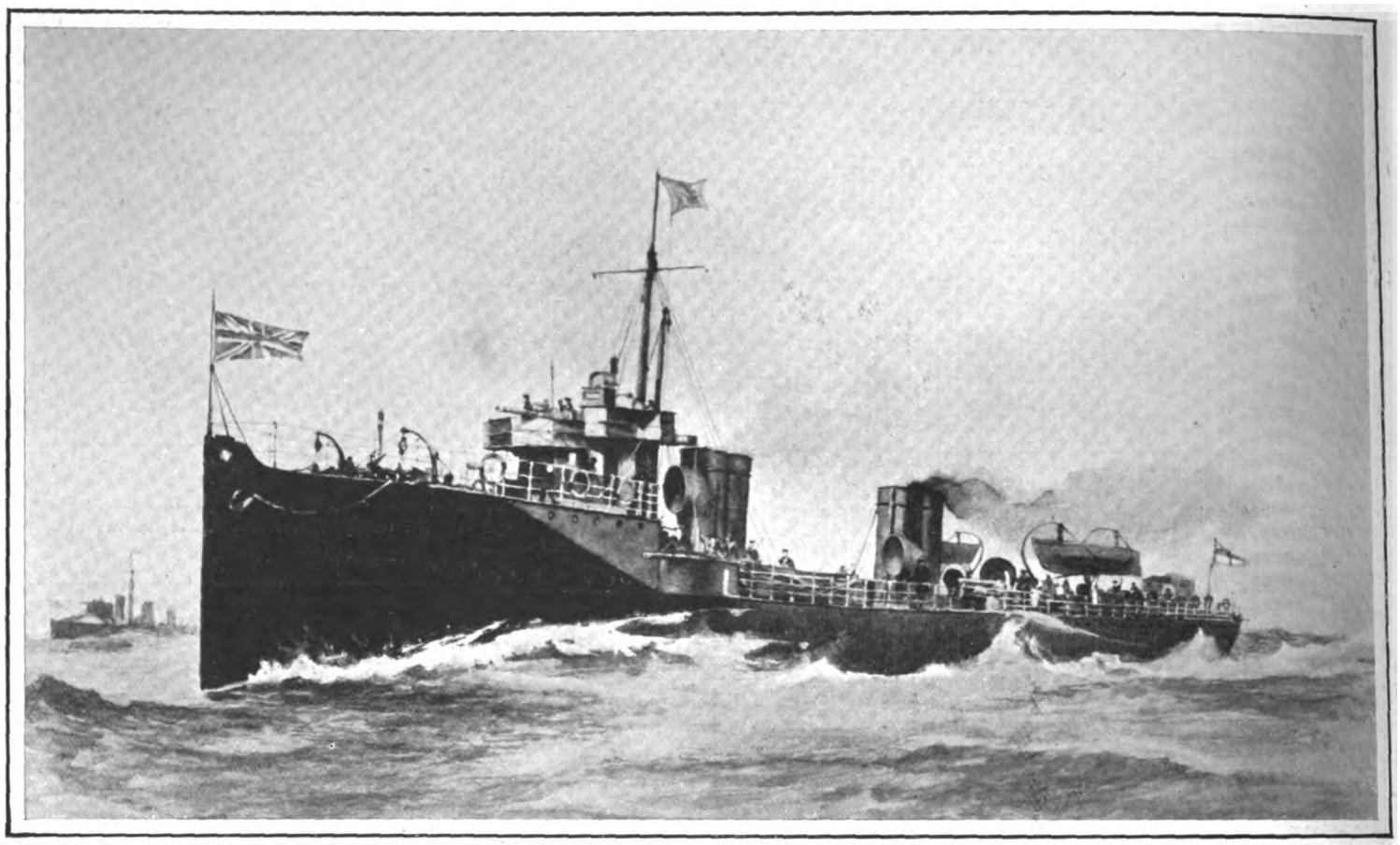
# THE MODERN NAVY.



*Cribb, Southsea.*

ONE OF THE RIVER DESTROYERS.

Six of these vessels, which were evolved as a consequence of the outcry about the weakness of our destroyers at the time of the "Cobra" disaster, have been ordered to join the China Squadron. A feature about these vessels is the height of their bows, and the speed, which in the earlier types was 30-knots, is reduced to 25-knots.

*Cribb, Southsea.*

COALING EXPERIMENTS IN PORTSMOUTH HARBOUR.

Last week a series of experiments in coaling war-ships by means of the Temperley Transporter were carried out at Portsmouth, with the result that 3,000 tons of coal were embarked in six hours without shovels being used. Our illustration shows the deck of the 12,000-ton coal depôt crowded with men engaged in the operation. The transporters are worked by electric motors, can discharge about 600-tons of coal per hour, while two battle-ships can be simultaneously berthed alongside at the same time.



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SOME OF THE NELSON RELICS AT THE ROYAL UNITED SERVICE INSTITUTION.

(1) Lord Nelson's gold seal, with compass set in the top. (2) Foul-weather cocked hat worn by Lord Nelson during his last service in the "Victory." (3) A dirk worn by Lord Nelson when a midshipman in the "Sea-horse." (4) A gold enamelled watch, given by Nelson to his sister on the occasion of her marriage. A pair of shoe-buckles, worn by Nelson when he was killed. (5) The coat worn by Lord Nelson when he received his death wound at Trafalgar. (6) Portion of the mainmast of the "Victory," lent by his Majesty the King. (7) A small gold watch, studded with pearls, made by order of Lord Nelson for his daughter. Small miniature portrait of Nelson in early life. Small copy of De Koster's portrait of Nelson (in square case). A small blue silk net purse (on the left) which Nelson had on his person when he met his death. A purse of silver lace and yellow silk, belonging to Captain Hardy. A gold compass, carried by Lieutenant William Clements at the Battle of Trafalgar.

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THE ATHLETIC GIRL.—We are exclaiming once more against the awful renascence of sport for girls. That is to say, some people are. Terrifying descriptions of the "hockey girl" with "shoulders rounded," "arms swinging," and "toes turned out" meet the eye in many places, and we are told that the athletic girl has an amble which is neither wholly awkward nor wholly graceful, but a sort of medium which is more unpleasant to behold than either extreme. Conceivably it is. That which is neither awkward nor graceful must be something odd, not to say weird. But the truth of it all is that the campaign against the athletic girl is a fad. There are, perhaps, girls who carry their craze for outdoor sports to an extreme, which is dangerous both for their healths and for their looks. But generally it will be allowed that the average girl of to-day is a far healthier and far more prepossessing animal than were the misses of the early Victorian era, with their interminable needlework, their trashy novels, and high-flown ideas of romance and chivalry. Perhaps one might wish that the latter-day girl were a little more domesticated, that she did not loathe, as in most cases she does, the homely occupations of dusting and bed-making; but girls, like boys, will never be perfect, and as the shopkeeper says, "the present article is far superior to anything we have been stocking."

A RUSH OF WEDDINGS.—Between Easter and the last days of April there was such a galaxy of weddings that the ladies' papers will have difficulty in finding space for them all unless they bring out special wedding supplements. At a rough computation seventy weddings took place in the week which began with Easter Monday, in that sphere of life which a Gaiety favourite has called "'Igh Sercierty." The happy Benedicks represented all the professions and arts; barristers, Army men, Naval men, poets, peers, peers' sons, clergymen, all led blushing brides to the altar, and the ceremonies were performed in many and various places, from the Guards' Chapel, Wellington Barracks, to the quaint little church at Cannes. The husbands and brides in a few cases were natives of the same country, but in the majority of instances it was North meeting South, Sutherlandshire marrying with Sussex, and Devonshire mating with Dublin.

"THE CRITIC."—How wonderfully appropriate are Sheridan's allusions to journalism, the Army, the stage, and the advertising agent! Watching the performance by the Mermaid Repertory Theatre the other night, one had difficulty in remembering that it was in the year of David Garrick's death that this brilliant comedy of manners first saw the light, the newly-imported footlights, if one may say so. There are not in the whole range of English dramatic literature more preposterously droll figures than those which make up the *dramatis personæ* of Mr. Puff's tragedy of "The Spanish Armada," and the rehearsal of that play as written by Sheridan is one of the most genuinely funny scenes the English stage has presented. Generations of comic actors have accumulated around it so much gag and extraneous business, however, that those who have only seen it at benefit performances will hardly recognise it at the Great Queen Street Theatre, where it is given shorn of all encumbrances and as nearly as possible in the style in which Sheridan himself produced the piece. Don Ferolo no longer plays such antics as make "the unskilful laugh, and cannot but make the judicious grieve." Lord Burleigh's solemn (and solitary) shake of the head no longer plentifully besprinkles his surroundings with thick white powder. Clowning is not allowed in the Mermaid Repertory Theatre, and the laughter which the play arouses is the wholesome tribute of those who have appreciated wit, and do not guffaw at foolery. Mr. Carr has gathered together a good company, and one young actor at least has reason to be grateful for the production of "The Critic." Mr. Michael Sherbrooke's Puff is as fine a character study as can be seen in any London theatre to-day. Mr. Frank Lascelles' Sir Fretful Plagiary is also good.

Barnett.

MISS EVELYN FRANCES BUTLER

Eldest daughter of Lord James and Lady Butler. Miss Butler is a niece of the present Marquess of Ormonde.

THE EASTER VACATION.—For the average man the Easter vacation ended with midnight on Bank Holiday; but that favoured being the British schoolboy is only just wending his weary and unwilling way back to the abode of learning which he honours with his presence during the few months in the year which are not devoted to holidays. In the wonderful days of old, when learning was rather rarer than it is now, the Easter holiday-time was the occasion of a Naval tourney on the Thames in which boys took part. A target was fixed in the middle of the stream, and at this small boats were vigorously propelled. Standing in the prow of each were boys armed with small lances, and the one who succeeded in breaking his lance and maintaining his balance was the winner. The other was dragged out of the water amid the jeers of the onlookers, or, as the oft-quoted FitzStephen has it, "multum ridere parati." Strange how much more polite these remarks sound in a tongue which is not that in everyday use!



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THE DIRECTOR OF REMOUNTS.—Major-General F. W. Benson, Director of Transport and Remounts at the War Office, is at present in Canada in connection with the establishment of a Remount Depôt. In his honour a big luncheon-party was given lately, at which eighty of the leading men of the Dominion, including Sir Wilfrid Laurier, were present. Much was made of the fact that General Benson is a Canadian by birth, descent, and education. He saw very little active service until the South African War, most of his time having been spent in administrative work. He was for a time in command of the Egyptian cavalry, had a varied career in India, and, since his return home, has filled many responsible posts in these islands. He speaks Hindustani, Persian, and Arabic. He is singularly handsome, and hates publicity. His rise in the Army is due solely to his earnestness and ability. In this he resembles another Canadian soldier, Sir Percy Girouard. At present General Benson is the guest of that sturdy Imperialist, Colonel Hughes, who in his youth was one of the Pope's zouaves.

A COLONIAL GRIEVANCE. — Lord Northcote has thoroughly aired a Colonial grievance in a recent despatch to Mr. Lyttelton. As things now are, marriage with a deceased wife's sister is legal in the Colonies but illegal in the Mother Country; hence, when they come home, husband and wife are in an awkward position—their children more so. What Colonials want is not an alteration of the English law, but an amendment of it, so that a legal marriage in the Colonies shall be legal throughout the Empire. This should be done for the sake of justice. But it is more likely that the Bill to legalise the marriage of a deceased wife's sister will become law in England. It is curious to recall that its originator was a Colonial, Lord Lyndhurst, and last Session the member who took charge of it on its periodical passage through the House was also a Colonial—Sir Gilbert Parker.

A SOUTH AFRICAN IN SCOTLAND.—Mr. John Stroyan has bought Lanrick Castle, near Doune, from the trustees of the late Sir Robert Jardine. It is a fine old place, and the sport on the estate is excellent. At present Mr. Stroyan is the tenant of Ochtertyre, the historical home of the Murrays. He began life as a clerk in the Liverpool office of a Bombay firm, but it was not until he went to South Africa that he made money. In eight years he had amassed a fortune, with which he returned home, and took a big house in Scotland. He was already a Scottish landowner in a small way, for he inherited a small estate from his father, the late Mr. John Stroyan of Kirkchrist. Mrs. Stroyan is a South African, fair and sweet and gentle. She and her husband entertain largely both in London and Scotland.

*Barnett.*

THE HON. MRS. RUPERT GWYNNE

Who was married this week to Mr. Rupert Gwynne, at St. Margaret's, Westminster, is a niece of the Countess of Aberdeen.

RETIREMENT OF A COLONIAL MINISTER.—Sir Lewis Michell has announced his intention of retiring from the Jameson Cabinet at the end of the present Session. He intends to return home, and, it is said, will represent the Chartered Company in London. He is a Cornishman, whose mother was the daughter of a long line of West Indian planters. He himself has made his career in South Africa, where his financial ability and integrity have received ample recognition. Not only is he the chairman of De Beers, a director of the South African Company, and trustee of the Rhodes Trust, but he is general manager of the Standard Bank of South Africa. Though he is a Progressive, Sir Lewis is singularly moderate in his views. As chairman of the Martial Law Board during the Transvaal War he was the right man in the right place, and he was equally successful as treasurer of the Refugee Fund. He will be very much missed by Dr. Jameson, who has not too many followers of Sir Lewis Michell's weight and judgment.

"RACE SUICIDE IN CANADA."—What President Roosevelt calls "race suicide" in the United States is not unknown elsewhere. In Australia, for instance, the birth-rate is steadily falling, and now comes a similar tale from Ontario, the strength of British Canada. In no European country, except France, is the birth-rate so low. With physical deterioration a question of the hour at the heart, and a falling birth-rate on the frontier, the British Empire is by no means as healthy as it ought to be. That all other Western Countries are suffering in the same way, gives one no comfort, neither does the fact that Russia alone of European peoples is free from the general complaint.

A DISTINGUISHED ANGLO-AMERICAN.—Captain A. M'Evoy, who has just died in the United States, "in spite of every temptation remained an Englishman" during the forty years he lived under the Stars and Stripes. He fought through the Civil War on the Confederate side, and it was as an officer of the Bureau of Ordnance at Richmond that he first attracted notice in connection with torpedo construction. From that time onward he was regarded as an authority on Naval ordnance, and an inventor of some distinction. It is curious to note that, in addition to Captain M'Evoy, the United States Ordnance Department is indebted to England for another of its ornaments, Admiral O'Neil. Another British subject who contributed to its glory was Gatling, the inventor of the gun which bears his name. He was a Nova Scotian.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE annual match between Oxford and Cambridge Universities, played last week at Sunningdale, resulted in a very decisive victory for Cambridge. It was the twenty-seventh golf match played between two representative sides of each University, and up to the present Oxford have won fourteen times against twelve times by Cambridge, one match having been drawn. The match is one of 36 holes, which, with good match players, ought to leave a fairly good chance for any player slightly out of form in the morning round to recover himself before the day's work is gathered in. Oxford, however, seem to have been outplayed from the beginning to the end of the match, for only one member of the team scored a win. He was the last player on the list, and therefore presumably the weakest of the band. The day's play resulted in Cambridge scoring a total of 52 holes to 3 by Oxford.

* * *

At the close of the morning round Cambridge had a lead of 23 holes to 1. Mr. G. B. Rathbone (Oriel) led Mr. O. Martin-Smith (Trinity) by 4 holes at the close of the morning round, but in the afternoon this substantial lead was wholly dropped. Mr. Martin-Smith, a powerful driver, played an admirably accurate game all through the afternoon round, and at the turn he had wiped three holes off Mr. Rathbone's lead. Getting the lead at the 13th hole, he eventually won the match by 3 holes. The highest scorer on the Cambridge side was Mr. W. N. Potter (Pembroke), who beat Lord Maidstone by 15 holes. In the morning round Mr. Potter led by 7 holes. He played a very steady game, while Lord Maidstone apparently

CAMBRIDGE *v.* OXFORD AT SUNNINGDALE.
Mr. G. Hoffmann, the Cambridge captain, driving from the 9th tee.

found himself in one of those days when it is impossible, for some reason not easy to explain, to refrain from topping the tee shots. This was the part of the game in which Lord Maidstone was deficient, and it accounts mainly for his crushing defeat.

* * *

The next highest scorer was Mr. H. C. McDonell (Corpus), who beat the Hon. C. H. Bruce (New) by 13 holes. Mr. McDonell early in the match asserted his superiority, and never lost command of it. At the end of the morning round he was only 5 up, but as in some of the other Oxford matches the afternoon play was disastrous to the side as a whole, Mr. Bruce shared in the misfortunes of his companions by losing a string of holes rather easily. The two captains played together, and Mr. Hoffmann (Caius) only led by a hole in the morning round from Mr. A. J. Graham. Mr. Hoffmann's afternoon round of 76 was a brilliant performance, a score which was equalled by Mr. Martin-Smith. The end of the captains' match was that Mr. Graham lost by 10 holes to the Cambridge captain. The Hon. A. J. Gordon (Balliol), though three holes down at the end of the morning round against Mr. M. T. Allen (Trinity), played a fine game in the afternoon, his opponent not keeping up the form shown by him earlier in the day. The end of this match was that Mr. Gordon credited his side with the only win of the day, and thus saved his side from a complete and universal rout.

* * *

The other matches were more evenly contested. One of the incidents of the day was a tee shot by Mr. Brownlee at the fourteenth hole in the morning round. The ball after it left the club hit a bird in flight, with the result that not only was the bird killed, but Mr. Brownlee lost the hole to Mr. Gillies. The Sunningdale course was in fine playing order, and the weather was, on the whole, well suited for an enjoyable game.

CAMBRIDGE *v.* OXFORD AT SUNNINGDALE: A PICTURESQUE CORNER OF THE LINKS.
Mr. C. E. Stuart putting at the 8th green. He beat Mr. G. E. Grundy by 2 holes to 0. The match resulted in a victory for Cambridge by 52 holes to 3.



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# *On the Links.*

Despite the cold weather which prevailed during the Easter holidays, there was very little diminution in the volume of the exodus to the seaside. Nearly all the South Coast links had a large gathering of golfers, and the keen north-easterly wind which swept over the majority of them with unabated edge was powerless to damp enthusiasm. Fortunately, the weather was dry, and the nipping air had the effect of bracing players up and making their bodies less susceptible to the fatigue of a hard day's play on a long seaside course. At Sandwich and Deal, for example, there was a large turn-out of players, and the usual Easter competitions by match play were carried through, with the customary keenness of spirit always noteworthy at these important gatherings. Mr. Cecil Hutchison won the scratch trophy on Saturday with a score of 77, Mr. J. Robertson-Walker being the winner of the handicap prize with the same net score, while the Earl of Dudley was second with 78.

* * *

One of the interesting features of the Easter week competitions was the visit of members of

GOLF AT SUNNINGDALE.
Mr. A. J. Graham, the Oxford captain, driving the first ball of the match.

pictures of the match played at Rochford on April 15 by White, Vardon, Braid, and A. Toogood. They are extremely interesting, especially to that part of the audience familiar with the players and the game. This is a new feature in musichall entertainment, and a welcome one. Everyone knows a good deal about golf nowadays, even if all classes constituting the public do not play it.

* * *

As a good deal of interest is being shown in the pneumatic ball, it may be of interest to record that one of the recent low scores returned is that of Professor R. G. McAndrew, of the Wallaston Club, Boston, U.S.A., who went round the eighteen holes in 74 with a pneumatic ball.

* * *

The members of the Lahinch Golf Club are subscribing to raise a memorial to the late Mr. Richard Plummer, who was hon. secretary to the club from its formation in 1892 until his death in November of last year. It is not yet decided what form the memorial shall take, but the members' wishes will be consulted by the committee at the annual general meeting. No doubt the most acceptable memorial to the majority would be a memento cup, to be played for annually at Lahinch, as it was mainly owing to Mr. Plummer's great popularity, courtesy, and exertions on its behalf that the club now occupies its present high position in the golfing world.

## THE CINQUE PORTS GOLF CLUB—DEAL.

THE Parliamentary Tournament is fixed to be played over the fine links at Deal on Saturday, May 13. This will be the second visit of the Parliamentary golfers to the Deal course, and no better test could be forthcoming than a well-fought match over it.

The Cinque Ports Golf Club was founded in 1892, the first captain of the club being Major-General S. M. Graham. It is an unwritten rule that the Lord Warden of the Cinque Ports be asked to accept the presidency of the club, and this office was held last year by Lord Curzon of Kedleston, Viceroy of India. Among the list of persons who have had the honour to be elected captain are the Prime Minister, Mr. A. J. Balfour, M.P., in 1898, Mr. R. A. McCall, K.C., in 1899, whilst Mr. J. Leslie Wanklyn, M.P., was the last captain. The club, which is in a flourishing condition, has 600 members, exclusive of life, provisional, honorary, and temporary members, and members resident abroad, the entrance fee being £15 15s., and the annual subscription £3 3s. Facilities to become honorary members are offered to the officers of his Majesty's Army or Navy, and curates, *pro tem.*, of the parishes of Deal and Walmer, on paying the yearly (or half-yearly) subscription without entrance fee, whilst sons (between fifteen and eighteen years of age) of members are admitted on nominal terms.

GOLF AT SUNNINGDALE.
Mr. L. D. Brownlow driving from the 10th tee.

GOLF AT SUNNINGDALE.
Mr. H. D. Gillies driving from the 10th tee.

the Bar Golfing Society to Dublin in order to play a match with the members of the Irish Bar. This is the second annual match which teams of the English and Irish Bars have played. In the single matches the English Bar won by 5¼ matches to 3¾, but in the afternoon the English team lost all the foursomes, with the exception of a bye secured by Mr. Beveridge and Mr. Rand. Among those who won their matches in the singles were Mr. Rand, Mr. Inman, Mr. C. J. Parton, and Mr. Marshall Hall, K.C. Mr. H. W. Beveridge, the leading player on the English side, halved his match with Mr. W. H. Boyd, the same result being secured by Mr. Crabb Watt against the Hon. E. Gibson.

* * *

The championship of the Nice Club has been won for the second year in succession by Mr. J. R. Hay-Gordon, who beat Mr. Hetley in the final by one hole.

* * *

There was produced at the Alhambra on Easter Monday evening a series of Bioscope

GOLF AT SUNNINGDALE.
The Hon. C. H. Bruce driving from the 9th tee.



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# *On the Links.*

THE DEAL LINKS.

Mr. G. Struthers in the bent at the 3rd hole. This grass forms an important hazard all through the links.

Ladies have their own links, but have a room reserved for their use at the club-house. They are permitted to play on the gentlemen's links if accompanied by a member, except on certain days in the summer months.

Golf is played on Sundays, but the caddies must be eighteen years of age. The course has lately been extended from 6,012-yds. to 6,300-yds., and in consequence old records can no longer hold good. Last summer, however, in the Professional Tournament, Willie Fernie went round in 76; and in September last, playing a friendly match from the shorter tees, Mr. H. B. Hayman, the Middlesex cricketer, succeeded in accomplishing the fine score of 71.

The greens reflect the highest credit on H. Hunter, the local professional and green-keeper. When I visited the links at the end of October the condition of the greens was perfect, in spite of the heavy play all summer.

The links afford a most excellent test of the golfer's skill. A really good shot finds its deserts in a good lie, but the badly-played ball finds, almost invariably, a snug resting-place in either bunker or "bent." Though there is no bunker of the height of the "Maiden" at Sandwich (which is plainly seen from these links), or of the extent of some of the bunkers at Prestwick, there is no lack of them. There are two and three at every hole, cunningly placed to catch the unwary.

The first hole is played back towards Deal, and the second at right angles to the first, towards the sea. The next eight holes then run parallel to the sea, towards Sandwich, which is only some ten minutes' walk from the far hole.

The fourth hole is the shortest hole on the course—154-yds.—but it is carefully guarded by the famous "Sandy Parlour" bunker, which is shown at the back of our illustration of the third putting green. From the tee here Ramsgate is seen very plainly standing out to sea on its high chalk cliffs. The homeward course lies slightly more inland, but is almost as sporting to play. The "Bogey" score outwards reads—4, 5, 5, 3, 6, 4, 5, 6, 4=42; homewards—4, 5, 3, 5, 3, 5, 5, 5, 5=40. Total, 82 for the round.

A. V. D. RINTOUL.

THE DEAL LINKS.

Mr. H. Fisher Smith, the best left-handed player in the club, driving from the 4th tee over the "Sandy Parlour" bunker. To the right across the sea lies Ramsgate.

GOLF AT DEAL.

The tee at the 3rd hole; Mr. G. Struthers driving and Mr. W. Bradshaw waiting his turn.

## *FIXTURES.*

May 4-6.—Sussex County Union, Annual Meeting at Rye.
May 5-6.—Hanger Hill, Spring Meeting.
May 6.—Sundridge Park Single Tournament and Foursomes.
May 6.—Glasgow Spring Meeting.
May 8.—Royal Blackheath Ladies' Spring Meeting.
May 8.—Hanger Hill, Mixed Foursome Competition.
May 8-12.—Irish Ladies Championship, at Portsalon.
May 10-11.—Lytham and St. Anne's Professional Tournament.
May 12-14.—Le Touquet, Solicitors' Golfing Society *v.* Le Touquet.
May 13.—Parliamentary Tournament at Deal.
May 13.—Hanger Hill, Medal and Magistrate's Bowl.
May 16-17.—Midland Ladies' Championship, at Nottingham.
May 20.—England *v.* Scotland (Amateurs), at Prestwick.
May 20.—Sundridge Park Monthly Medal (Stroke).
May 20.—Hanger Hill, Monthly "Bogey" Winners.
May 22.—The Amateur Championship, at Prestwick.
May 27.—Sundridge Park Monthly Medal Prize.
May 27.—Hanger Hill, "Bogey."
May 27-28.—Bar Golfing Society *v.* Le Touquet; Compiègne *v.* Le Touquet.
May 29.—Ladies Championship, at Cromer.
June 3.—England *v.* Scotland (Professionals), at St. Andrews.
June 7-8.—Open Championship, at St. Andrews.
June 10.—New Luffness, Trayner Cup.
June 15-17.—Bar Golfing Society, Annual Tournament, at Sandwich.
June 19.—St. George's Challenge Cup, at Sandwich.
June 19.—Scottish Ladies' Championship, at North Berwick.
June 19-24.—Yorkshire Union Championship Meeting, at Redcar.
July 31.—Irish Open Amateur Championship, at Dollymount.
October 7.—New Luffness Autumn Meeting.



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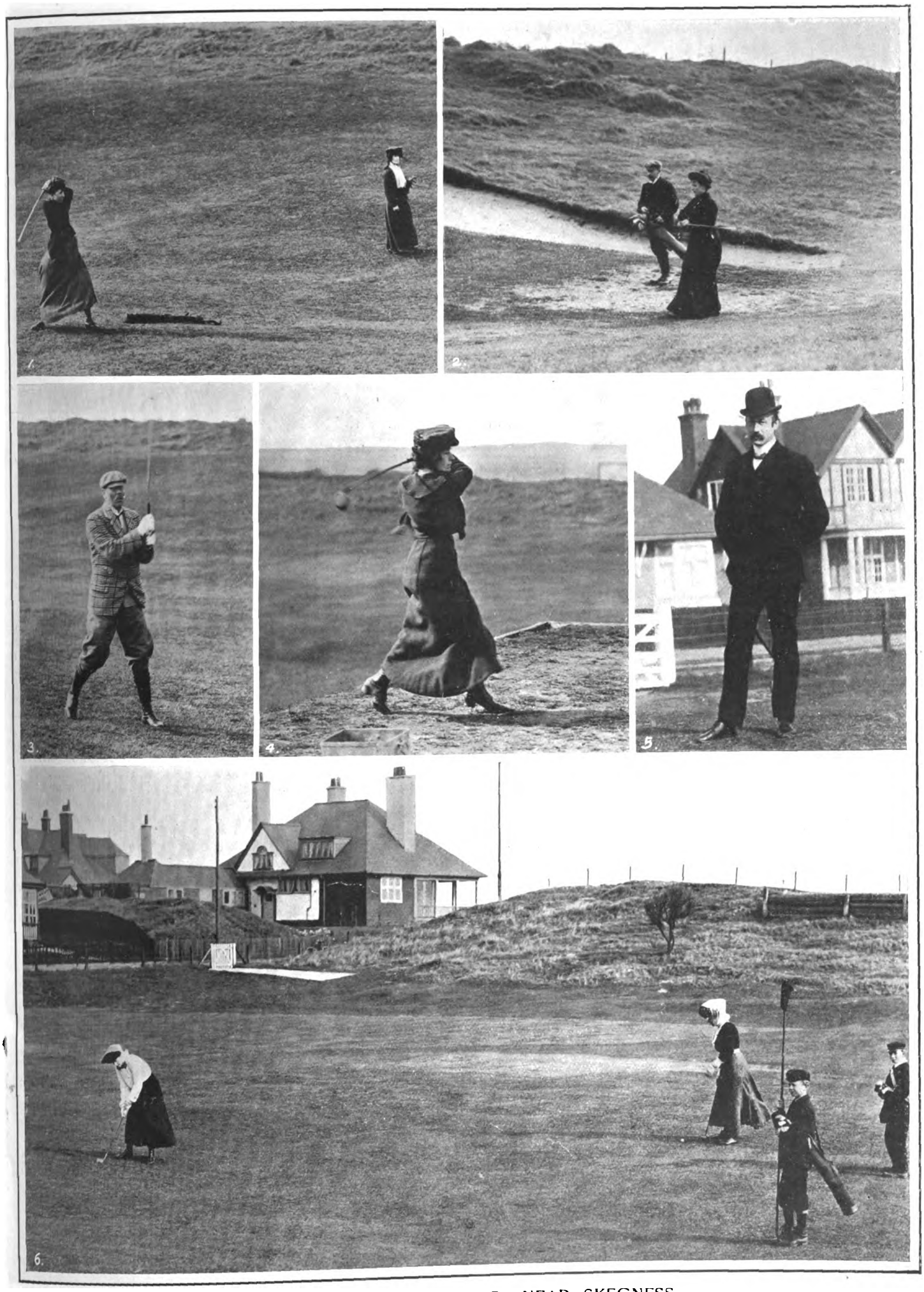
# *On the Links.*



THE SEACROFT GOLF CLUB, NEAR SKEGNESS.

(1) Mrs. Apstone takes a brassie towards the 16th green. (2) Approaching the 18th green. (3) Mr. Frederick Acton, promoter of the club, and chairman of the company. (4) Mrs. Lowe driving from the 18th tee. (5) Dr. B. Sweeten, the hon. secretary. (6) Miss Hawson and Miss Hancock at the home green. The club-house is in the background.



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# *The Styles of Eminent Players.*

## VIII.—Mr. MANSFIELD HUNTER.

THE FINISH OF THE SWING.

FINISH OF THE BRASSIE SHOT.

FINISH OF THE IRON SHOT.

IT is curious to note how totally at variance is the style of the two Hunter brothers. They were both brought up together at golf, played day in and day out together, were taught by the same player, and yet they have not one stroke in common. Style at golf is, indeed, an exemplification of the old saying, "Every man must work out his own salvation."

Mr. Mansfield Hunter has a very pretty style. In fact, "neat" is the word that expresses it. There is no lashing out at the ball, no abandon in the follow through; there is reserve in all the shots. He also plays "with his heid," as the caddies say up North. How few golfers do this; and yet it is half the battle in tight matches, and of these Mr. Hunter has had many. One is not a mainstay of the Oxford and Cambridge Golfing Society, nor captain of the London Match Club, without having to play hard games.

In watching golf, good, bad, and indifferent, how often one sees matches thrown away for the want of a little common-sense. There is the player who risks doubtful carries, so as to win the hole, if the opponent does not get over, and playing too neat approaches when the opponent has played a stroke more. Championships have been won and lost through the same policy time and again.

Mr. Hunter is known and appreciated wherever golfers gather together. He has played on more courses than most golfers, but the course he knows best, and I think likes best, is North Berwick. I should think there is not a blade of grass on that course which he does not know. St. Andrews knows him well, and when South he plays mostly at Woking. A goodly toll of medals is his, North and South, and though he has not yet gone far to obtain the highest honours, he is a player to be reckoned with.

In photograph No. 1 it will be noticed that the finish of the swing is quite orthodox. Mr. Hunter has a good full swing, and brings the club well through; the hands also come well through and are high. Mr. Hunter has two curious habits in all his full shots. He leans his head right away to the right, at the moment of striking the ball, just as if he was afraid of his hands hitting it when they come up; and the other habit is to throw himself back on his right leg after hitting the ball. This last, of course, is a fault from the "ideal" golfer's point of view, but it does not seem to matter much to him, and I think he does it more to get his wrists in than for any other reason, for he is essentially a wrist player. He drives a nice low, long ball with a slight pull. The grip is usual.

No. 2 is a brassie shot. It will be noticed here that the head and the arms are far out from the body.

No. 3. Mr. Hunter is very good with his iron clubs, and he also knows how to choose them; he has the best collection I know. The photograph shows the finish of an iron shot. Notice in this how far out the hands finish, also the short swing, and how the wrists have been brought into play. He plays the ball high with a great amount of cut.

No. 4 is the finish of a run-up shot. He plays those shots very low, with not much drag. Notice how close the feet are together, and how the thumbs are held down the shaft of the club.

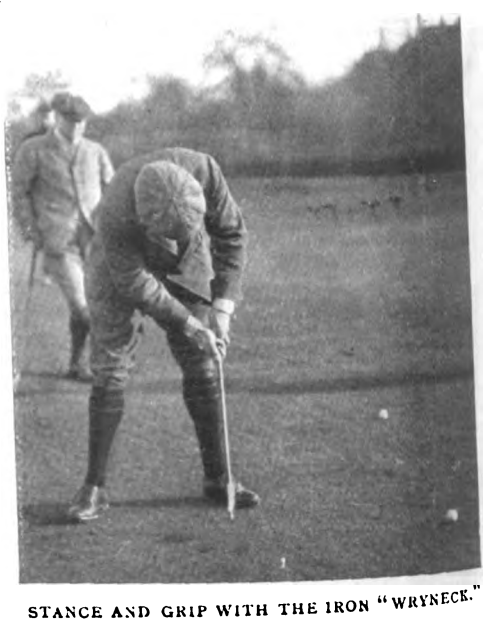
Nos. 5 and 6, putting. Mr. Hunter uses two putters—one the old "Musselburgh iron," and the other the wrynecked. Mr. Hunter has but lately taken to the wooden putter, but he is very good indeed with it. He plays shots with it a long way from the hole, right off the green in the rough, and he generally puts the ball somewhere near the hole—sometimes they disappear altogether, which is horrible. He is the possessor of a wooden putter which may well be described as "a beauty." How difficult it is to find a really good wooden putter! They are as rare as the golfer who never grumbles. Notice the entire difference in stance in Nos. 5 and 6, feet close together with wood, and wide apart with the iron. Mr. Hunter is also very good with his iron putter. He hits the ball with a hard tap, hardly ever trickles it, always gives it a chance, follows through fairly well, though high, and stops it with a jerk by using the wrists.

Mr. Hunter is a member of golf clubs innumerable. He it was who practically ran the team out in America when the Oxford and Cambridge Golfing Society paid its visit there last year, and of which he is the secretary. He was one of the foundations of its successful tour.

H. Ferrier-Kerr.

FINISH OF THE RUN-UP SHOT.

STANCE AND GRIP WITH THE WOODEN PUTTER.



STANCE AND GRIP WITH THE IRON "WRYNECK."



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. XLI.—Mr. Robert Whyte, Prospective Liberal Candidate for the Kingston Division of Surrey.**

FEW English Parliamentary districts can vie with the Kingston Division of Surrey in the matter of historic interest, for it includes within its limits not only the ancient crowning-place of our early kings, but Richmond, the much-loved residence of both Tudor and Stuart sovereigns, and Kew, the favourite summer palace of George III. and Queen Charlotte, to say nothing of the old-world associations closely connected with Mortlake, Ham, and Petersham. If Whig traditions linger fitfully at Twickenham, erstwhile the abode of Pope, Horace Walpole, and Mr. Henry Labouchere, the Kingston Division has been generally regarded as an almost impregnable citadel of Conservatism ever since the far-off days of 1886, when it sent ex-Lord Mayor Sir Whittaker Ellis to Westminster without even a show of opposition — a condition of things which repeated itself at the last General Election in the case of its present sitting member, Mr. Skewes-Cox. During the past two years, however, the Surrey Liberals in general, and those of the Kingston Division in particular, have awakened from their slumbers, and, whenever the opportunity may arise, are prepared for battle, with every hope of success. In the person of Mr. Robert Whyte, the Liberals of the Kingston Division have fortunately secured a candidate whose past record, both as regards public and private life, peculiarly fits him for an encounter at long odds, while his depth of feeling, strength of character, purity of purpose, and intensity of conviction have won him many friends and sympathisers, even in the ranks of his political opponents. The almost magnetic influence exercised for good by Robert Whyte in London during the past thirty years has made itself felt in every part of the world through the young men who have been members of his class in Regent Square, and it is difficult to talk to him for half-an-hour on any of the great and urgent social problems of the day without realising the important work he may yet accomplish in the House of Commons, where his presence is eagerly looked for by those with whom his name has long been a household word.

Although by accident of birth a "Warwickshire lad," Robert Whyte is every inch a Scotchman by right of descent. His mother was a Duncan, and Robert Whytes may be found in the muster-rolls of the citizens of Falkirk and Edinburgh for many generations. Mr. Whyte's grandfather and namesake was a notable Town Councillor of the Scotch capital and Governor of Heriot's Hospital, and by a strange accident his own birthday almost exactly coincides with that of the Free Church of Scotland. Robert Whyte learned the rudiments from the lips of an excellent mother, whose memory he always reverences, and at the age of fourteen left the private school where he had proved himself an apt and eager pupil, to gain his first business experience in an Edinburgh office. His evenings were, however, given up to close study, and this practice he continued five years later, when he migrated to London, and laid the foundation of the flourishing wholesale business still carried on by the firm of Whyte, Ridsdale, and Co. Robert Whyte, however, was not a man to devote the whole of his constitutional energy to commercial enterprise and personal aggrandisement. His dealings with the Colonies soon kindled in him an active interest in all that concerns the prosperity of Greater Britain, while, almost from the moment he set foot in the metropolis, he was content to devote the greater part of his leisure moments to promoting the welfare of the young and the poor. He now ranks amongst the conscript fathers of the City Liberal Club; but, although the part he has played in the religious, social, educational, and political work of the last quarter of a century has been both prominent and useful, it was not till the autumn of 1903 that he at last consented to allow himself to be nominated as a prospective candidate for a seat in Parliament. Possibly the Kingston Division offered peculiar attractions to him, because he knew full well that the compact phalanx of Surrey Conservatism was hard to break, and that at the last contested election his good friend and loyal supporter, Mr. Charles Burt, found himself face to face with a Tory majority of over 2,000. "I warn you," he said, while making his first speech in the constituency, "this seat is not to be won hands down. I do not mean to spare myself, and I ask you to do the same." These words have, as it were, given the keynote to all that has happened ever since. Throughout the whole Kingston Division energy and activity have been the order of the day. Everybody has worked with a will, from Lord Crewe, the president, Sir Richard Tangye, Messrs. Burt, Currie, and Radford, the vice-presidents, Mr. Allard, the chairman, and Mr. T. L. Banks, the vice-chairman of the Kingston Division Liberal Association, down to its humblest members, while wonderful results have been achieved by the untiring exertions of the Richmond Liberal Women's Association, of which Mrs. J. H. Yoxall is president, with Mrs. Purchese and Miss Davis as secretaries, and the Kingston Liberal Women's Association, under the able guidance of Mrs. Stuart Black. The energy of Mr. Whyte is equalled, if not surpassed, by that of his popular wife, who for many years has been president of the Ladies' Committee of the London Missionary Society. The daughter of the late Sir J. Risdon Bennett, President of the Royal College of Physicians, she is an organiser of more than ordinary capacity. It was from her father that David Livingstone learned what he knew of medical science, and their friendship only ended with the death of the pupil in "Darkest Africa." Mrs. Whyte shares to the fullest extent her husband's broad and enlightened views on social, religious, and political subjects. Mr. Whyte's eldest son, who bears the same name as his father, hurried home from abroad to volunteer for service in South Africa with the London Scottish; his second son, George, after University honours, went out to China two years ago as a Medical Missionary, while his only daughter is a member of the staff of London University. Five years ago the life of Mr. Whyte was clouded by a great sorrow. His two younger sons were accidentally drowned while bathing on the Scotch Coast near Aberdeen.

Mr. Robert Whyte has for many years past done splendid work as an elder of the well-known English Presbyterian Church in Regent Square, of which Carlyle's early friend, Edward Irving, was once pastor. He is a strong Free Trader by conviction and experience, and takes the keenest interest in all questions relating to education and the improvement of the condition of the poor. For the weak and oppressed Mr. Whyte's active sympathy is always enlisted. He was the first to call the attention of the King of the Belgians to the massacres and other iniquities perpetrated by the Congo officials in the name of civilisation. Although himself a strong advocate of total abstinence, he may fairly be described as a tolerant teetotaler, and notwithstanding his rooted dislike to the Education Act, he fully admits the value of the good work now being accomplished under the ægis of the Surrey County Council, and would rather see the whole question fought out at the poll than in the police-courts. While ready to sacrifice anything for the furtherance of what he believes to be right, Mr. Whyte would always concede to others that liberty of thought which he claims for himself. It is precisely this spirit of moderation which is likely to stand Mr. Whyte in good stead when his voice is heard at Westminster, as well as in the councils of the Free Churches and the Synod of English Presbyterianism.

*Window and Grove.*

MRS. ROBERT WHYTE

President of the Ladies' Committee of the London Missionary Society, and wife of the Prospective Liberal Candidate for the Kingston Division of Surrey.



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# The Motor: On Highway and Seaway.

THE report of the Departmental Committee appointed to enquire into the use of industrial, or duty-free, alcohol in this country, dismisses the question of its employment as a fuel for motor-cars, in a somewhat summary fashion. In fact, one's curiosity is aroused to try to discover the reason for such an almost contemptuous treatment of a problem which many have been led to regard as the chief object of the committee's investigations. For the last year or two the merits of alcohol have been so constantly urged in the motor papers that one had almost come to regard it as an ideal fuel which must inevitably replace petrol when a few difficulties, including the question of price, had been overcome. The campaign of the alcohol enthusiasts has been widespread and persistent, and, curiously enough, no one came forward to present the other side of the question. The unanimous report of the committee, which includes the names of many eminent scientists, appears to dispose of many of the fallacies in regard to industrial alcohol, which have received a wide currency of late.

It will come somewhat as a shock to motorists to learn that in Germany, where the alcohol-driven engine and the alcohol-driven car are supposed to flourish, it has been found that all the running parts of the mechanism are very quickly corroded, owing to the formation of acetic acid in the cylinder, and that in very cold weather any alcohol motor "which they have at present had occasion to use is almost unworkable," on account of the difficulty of starting, and of running for some time after the starting has been accomplished. These are weighty indictments of the alcohol engine, but the evidence taken in Germany, upon which they are founded, seems to have been unhesitatingly accepted by the committee.

I am afraid that the report will not tend to encourage those painstaking experiments by which alone the present difficulties in the way of the adoption of alcohol for motor-cars might possibly be overcome. Alcohol has several important advantages over petrol, and the substantial decrease in the price of the former, which will result if the committee's proposals are adopted by the Government, and the increase in the price of the latter, which will certainly take place when the present keen competition between the various petroleum interests ceases, might easily bring the prices of the two fuels sufficiently close together for the alcohol car to come within the range of practical politics. The fact that there was an alternative fuel, which could, if necessary, take the place of petrol, would exercise a restraining influence upon the great oil companies, who may at any moment arrive at a working agreement, which would result in a large, and possibly serious, increase in the retail price of petroleum spirit. On this account it is to be hoped that the report of the committee will not be taken as conclusively disposing of the claims of alcohol.

In connection with the Brighton and Blackpool Meetings a new system of classification is being considered, which, if adopted, should infuse a little life and excitement into what is, generally speaking, a very dull spectacle. Hitherto at events of this description it has been usual to classify the competing cars according to price, with the result that close finishes have been the exception, and the majority of the races have been mere processions. Even the attraction of high speed has been wanting, except in the racing classes, as it is a curious fact that a touring car running at forty miles an hour on a cleared track conveys no impression of fast movement to the spectator. In order to provide better sport it has been suggested that the cars should be divided according to make and the different types of that make. There would, therefore, be classes and sub-classes for the cars of those manufacturers who are most popular in this country, with, possibly, miscellaneous classes for the less well-known firms. In order to create a still greater interest, it is further suggested that after the races for the sub-classes have been run, all the winners of a given make should compete together in a final handicap for a cup. I believe this method of classification would result in some excellent sport, and would very probably attract genuine amateur entries, which, as a rule, are conspicuous by their absence from the big race-meetings. The manufacturers have been sounded as to their views in the matter, and as the majority have signified their approval, a trial of the new system of classification will doubtless be made at the Brighton races in July.

To enumerate all the races, trials, and competitions that have been arranged for the present season, would take up far more space than I have at my command. It may be of interest, however, to give the dates of a few of the more important and interesting events. To-morrow (Saturday) or on Monday—at the time of writing the exact date is uncertain—Londoners will have an opportunity of seeing the May Day Parade of motor-waggons on the Embankment at 2.30 p.m. This has now become an annual fixture, which should help to encourage the men to take a pride in the appearance and running of their charges. It is hardly an exaggeration to say that the future of the commercial motor depends almost entirely on the supply of careful and intelligent drivers. On May 6th, Haslemere will be the centre of several motor fixtures in the Southern Counties. The Auto-Cycle Club has a hill-climbing competition at Fernhurst, which is in the neighbourhood; the run of the West Surrey Automobile Club passes through the town in the afternoon; and the Southern Automobile Club make the White Horse their rendezvous for the week-end. The Scottish Trials, which start and end at Glasgow, and in the course of a four-days' tour embrace some

*Lafayette*

LADY JULIET DUFF AND MR. DUFF
On their Napier touring car.



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of the finest and also some of the ugliest scenery in Scotland, commence on May 10. Saturday, May 20, is fixed for the Motor Union meeting at Nottingham, which will include a visit to Welbeck, by invitation of the Duke of Portland. The following Saturday, May 27, will witness a number of hill-climbing competitions in various parts of the country, including the Derby Automobile Club's meeting at Leicester, and the ascent of the famous Sunrising Hill under the organisation of the Midland Club.

On Monday, May 29, the Isle of Man contests commence with the weighing-in of the competing cars and motor-cycles. The Eliminating Trials for the Gordon Bennett Race will take place on the following day, Wednesday being reserved for the *Motor* Cup Race and the Selection Trials for the International Race for motor-cycles. The first of the coast-town race-meetings is at Bexhill on June 3. A week later, on Saturday, June 10, is the South Harting Hill Climb, confined to members of the Automobile Club. The only other important event in June is the French Selection Trials, which are fixed for the 16th. July will be a very busy month in the automobile world. The motor-boats Reliability Trials commence on Monday, July 3, the actual running days being the Tuesday and Wednesday following. The latter is also the date of the great race of the year, the Gordon Bennett Cup. The Calais to Dover Race will take place on July 15, and on the following Wednesday, July 19, the Brighton Meeting commences, and lasts till the end of the week. This event promises to be a great success, as the whole length of the Madeira Road is being specially laid with tarmac, and should give an excellent track. The Blackpool Meeting is fixed for July 27—29, and should also witness good sport, as the famous parade is nearly two miles in length, and has an excellent surface. Other important events, later in the year, are the Circuit of the Ardennes on August 6 and 7, the International Cup for motor-boats, August 12, the Van Trials, August 19, the Tourist Trophy in the Isle of Man, September 14, and the Reliability Trials of the Automobile Club, September 18 to October 4. The entries for the Tourist Trophy now number fifty-two, and the success of the event is therefore assured. The foreign entries are sufficiently numerous and representative in character to make the victory of a British car of immense value to the home industry

RADIATOR.

*Bassano.*

MISS VICTORIA GODWIN

The famous lady motor expert, with her 30—40-h.p. Daimler motor-car.



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# The Parisians of Paris.

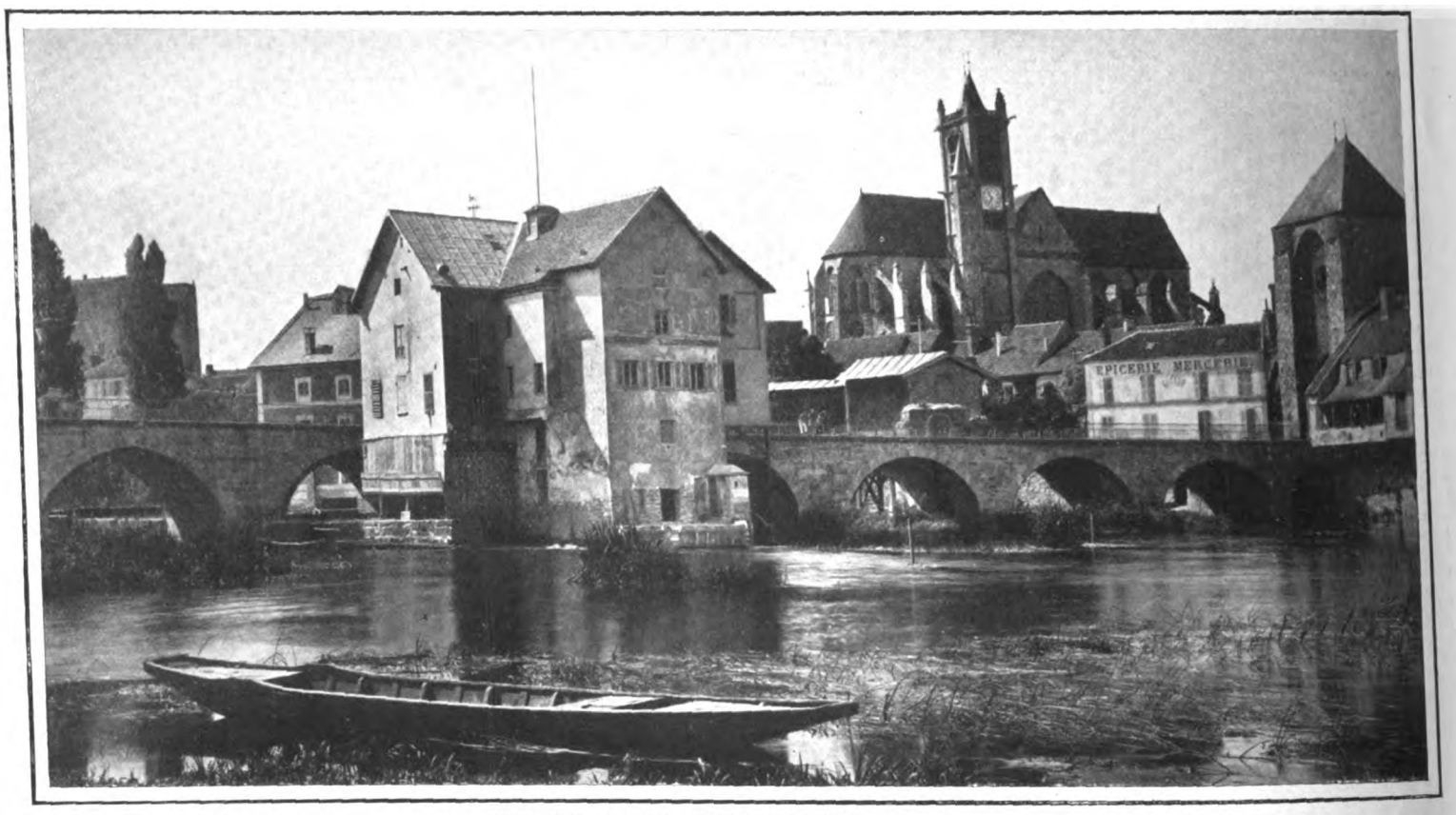
THE millionaire on his latest motor who takes his wife where fashion calls, who spends his days in the dust and his evenings in the most luxurious of up-to-date hotels, is the same all over the world, the same in all countries. And the hotels are identical. The foreign waiters, Swiss or German, the winter garden, the billiard-room, the musicians in the hall, everything has the same character, on the mountain, by the sea, in the valley. But the Parisian of the middle classes, the man who takes his few days at Easter or Whitsuntide, is a special study. He is interesting to watch as the time approaches for his holiday. He starts by studying the illustrated catalogues that pour into every respectable home at the change of the seasons; he compares prices and shapes of the ready-made clothes and caps that each important magasin de nouveautés sends forth. In the spring a young man's fancy lightly turns to a cycling suit.

To this class of Parisian a Norfolk jacket and leggings are as much an indication of spring as the cowslips in the woods, and within an hour's run from the city they are almost as plentiful. Hundreds arrive at the country hotels on the borders of the Fontainebleau forest. They come, as a rule, in couples, a male and a female; sometimes they bring a child. But for one, two, or three, the luggage is invariably unimportant. A collar, a piece of soap, the ordinary night apparel, a brush and comb, and the family tooth-brushes, are thrown into a handbag fastened to one of the bicycles, and Monsieur, Madame, and Bébé are prepared to spend a merry time, lasting sometimes two, sometimes three, days. In this part of the country there are no palatial buildings known as first-class hotels. They have no room for them, as the Americans say. The best accommodation is to be found at a roadside inn, a house of undoubted respectability, as the proprietress tells you as she politely refuses hospitality to a painted lady.

Do you know Moret-on-the-Loing? A little village surrounded by forest, river, and plain; a village with historical associations, old gates, a dungeon, cobbled ways, and white houses, a beautiful church of the twelfth century, and the most picturesque of old women washing linen by the ramparts. A spot that Sisley painted, and that artists of all nationalities delight in. Here I chanced to meet the Parisian on his Easter holiday. The Hotel du Cheval Noir, as the little inn is called, is scrupulously clean, without and within; the blue-painted tables on the path, behind a row of laurel bushes, invite you to rest and "consume"; the *chef*, in white cap and apron, towering above a basket of freshly-culled asparagus and a small mountain of eggshells, hints at an appetising luncheon, and small wonder if the attractions prove great to the weary cyclist. At twelve o'clock the bell rings, and the guests make for the dining-room. A spin through the forest in the morning, along the river in the afternoon, with the blossoming cherry trees raising their snowy heads above the white-walled gardens, and a well-prepared meal after each, are the features of the holiday. They feed you well at the sign of the Black Horse. An egg in a dainty pan, a dish of veal in a rich brown sauce, mauve-tipped asparagus, roasted chicken and a lettuce salad, cream cheese and little cakes, are brought in, one after the other, by a rosy-cheeked maid, handed round, and disappear.

And now let us look at the people as they watch the dish in its course. They have all bowed as they came in, but bowing does not constitute a desire for conversation. Beyond the request to pass the bread or cruet nobody addresses his neighbour. Here are the chief clerks of the branch establishment of a big city bank—they live at Moret and are regular boarders—they make the conversation for the table, give the tit-bits from the morning papers, and talk of "running up to see Duse." A bald-headed professor and his son, and various couples. Married or single? Nobody knows, but nobody believes they are married. I was almost going to say nobody cares, but I was forgetting a respectable middle-class English family, who, father, mother, son, and daughter, looked as if they would have liked a police regulation forcing the display of marriage certificates. All the women were quietly dressed, they behaved in the accepted ladylike fashion: but there were two about whom there was no deception, a schoolboy could not have been mistaken. One giggled at every word she said, and rolled her handkerchief in a ball over her mouth and laughed, while her companion looked as sober as the proverbial judge; the other might have passed unobserved if her friend had not told her his family history loud enough to be heard by everybody. In one respect, however, men and women at these tables d'hôte behave alike. They all wipe their glass, plate, and fork with their table napkin, and then tuck one corner of the said napkin into their collar. Then the business of the day begins. They eat fairly well, and only occasionally do you see someone serve himself to asparagus with his fingers, or put his knife in his mouth; the majority know better. But they all clean their plates with a piece of bread; they never leave a drop of gravy—it is too good to be wasted. And as in this class of hotel the knives and forks are not changed during the courses, it is well to notice how the *habitué* manages to get the taste of the last dish off the blade and prongs. We may smile at this custom of one man one knife and fork, but when we consider it calmly, why should we require fresh cutlery for the different dishes? From the point of view of cleanliness we are better off to keep our knives and forks than have them washed and returned in the so-called civilised fashion. I begin to think I would rather wipe my fork on a piece of bread than have it dipped in a bucket of greasy water and dried on the common cloth, as must occur oftener than we know.

FRANCES KEYZER.




THE OLD CHURCH AND MILL AT MORET-SUR-LOING.

The quaint little village, with its historical associations, old gates, and cobbled ways, is a favourite Easter resort of the Parisian middle-class holiday-maker.



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# PARISIAN PLAYERS.

MLLE. MITZY DALTI

Who is now appearing at the Théâtre Français. She is a pupil of M. Worms and Mme. Favart, and made her *début* at the Ambigu Theatre in "Les Deux Gosses." Subsequently she appeared at the Théâtre de l'Œuvre and at the Odéon, where she created a number of parts, notably Flora in "Les Truands," and La Baronne in "Point de Lendemain."

*(From a photograph by Reutlinger.)*



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# Under the Burgee.

MUCH has been heard during the last few years about the expense attendant upon yachting, and the decline of certain branches of the sport has been attributed thereto. Within the past month or so the matter has come forward again prominently, but in a form which, it may be hoped, will tend to dispel certain exaggerated notions of the expenditure one must be prepared to face in taking up the sport.

The prominence which the question has recently assumed would be sufficient explanation, if any were needed, for referring to it in these columns, apart from the fact that I have often had a direct question put to me upon the subject.

I have always failed to understand why yachting should have been selected as the one sport at which to hurl indiscriminately the charge of excessive expense. Like every other pastime, it is a luxury, and as such one must expect it to be to a certain degree costly; but the stress that has been laid upon the matter of expense has undoubtedly acted in a great measure as a deterrent with many who might otherwise have been inclined to take it up. This is, to say the least, unfortunate, as there are possibly many who, without the opportunity of verifying statements which they may have heard or read, determine off-hand that the expense is prohibitory, and so perhaps, instead of developing into enthusiastic sailors, have turned to other pastimes.

Those having a long acquaintance with the sport know full well how difficult it is to give any estimate of what the outlay for a season should be. The yearly bills of two owners of vessels similar in dimensions will differ widely, so much depending upon the individual tastes or requirements. This refers more particularly to cruising. In any racing class it is possible to make a fairly accurate estimate of expenditure, liable, of course, to be exceeded in the event of any serious accident happening during the season's racing. Then, so far as sailing craft are concerned, racers are admittedly and necessarily the most costly. There is, however, no reason why a man who has a liking for sailing should be prevented from doing so because he cannot afford a racer. Many a good horseman indulges in his favourite pastime without ever contemplating the ownership of a race-horse. In like manner it is possible to obtain the fullest enjoyment out of a season's sailing at a much less cost than is necessary to keep going a racing craft in any of the classes.

The cry of expense followed the great boom which the sport enjoyed when Y.R.A. classes were adopted for local racing. Let us take, for example, the Solent. Until about twenty years ago the racing in that district was taken part in by vessels differing in type and dimensions. In many instances the boats were sailed for several seasons by the same owners, who were content to try the effect of some trifling alterations during the winter, with the object of improving the speed of the craft for the following summer's racing. Oftentimes owners took an active part in fitting out their little craft, which were sailed without the assistance of paid hands. With the advent of the classes, however, a change soon came over the scene. The actual racing undoubtedly improved, as boats in the various classes were sailing upon even terms, and everyone admits that what is understood as pure class racing is the highest form of the sport. Wealthy owners were attracted by the sport thus offered in these small classes; paid crews became the rule, new boats were built every year, but the enthusiast of moderate means was driven out of the racing. The types of boats built for several seasons were useless for any other purpose after their racing career had finished; hence, a man of small means, unable to indulge in racing, found considerable difficulty in picking up old vessels which could be turned to account as cruisers.

Matters have now considerably improved. Under the existing rating rule, vessels of a more healthy type are produced—boats which make useful cruisers after their first youth is past.

The impression in regard to excessive expense still appears to exist, however, in many quarters. This may be due, perhaps, in a great measure to the fact that nearly all that finds its way into newspapers relative to yachting, touches upon the racing side only, and the uninitiated who may not have friends actively engaging in the pastime, have but little opportunity of learning much about its other branches. In such cases it is not to be wondered at if a young aspirant to the sport hesitates about adopting a pastime which has come to be regarded as a sport for millionaires.

It should not, however, be very difficult to dispel these notions. A man of moderate means, and with sufficient time at his disposal, should be able to indulge his taste, if he has any, for sailing. It is essential, however, that he should have some idea of the type and size of craft he requires before purchasing, as yachts are no exception to that rule wherein there is a considerable difference between the buying and selling prices.

Having determined upon a type of craft, an absolute novice cannot go far wrong in making enquiries at any one of the many yards of repute. The assistance of a friend is, of course, always helpful. It is preferable to engage a skipper through the yard at which the purchase is effected. If a craft has been carefully selected, and the owner sets himself to acquire a thorough knowledge of his boat, he will probably find that his outlay will fall considerably short of some of the estimates he may have heard hazarded by those with an imperfect knowledge of yachting.

A novice, desirous of taking upon himself the cares of ownership, is often undecided upon the size of craft to begin with. Let it be borne in mind that if one is anxious to become a practical yachtsman the best experience is obtained in the smaller craft. In the earlier days of ownership the small vessels have many obvious advantages, not the least of which is that, if they have been well kept up, they are more easily disposed of when the owner aspires to a larger yacht.

CORINTHIAN.

*Debenham, Ryde.*

SEAWEED

An 18-ft. linear rater, built for Captain E. T. Dixon. She sailed regularly in her class in the Solent last season, when this and the 24-ft. class were the only two Y.R.A. classes of the season.



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# The Royal Academy, 1905.

"ADOPTED."

By WALTER HUNT.

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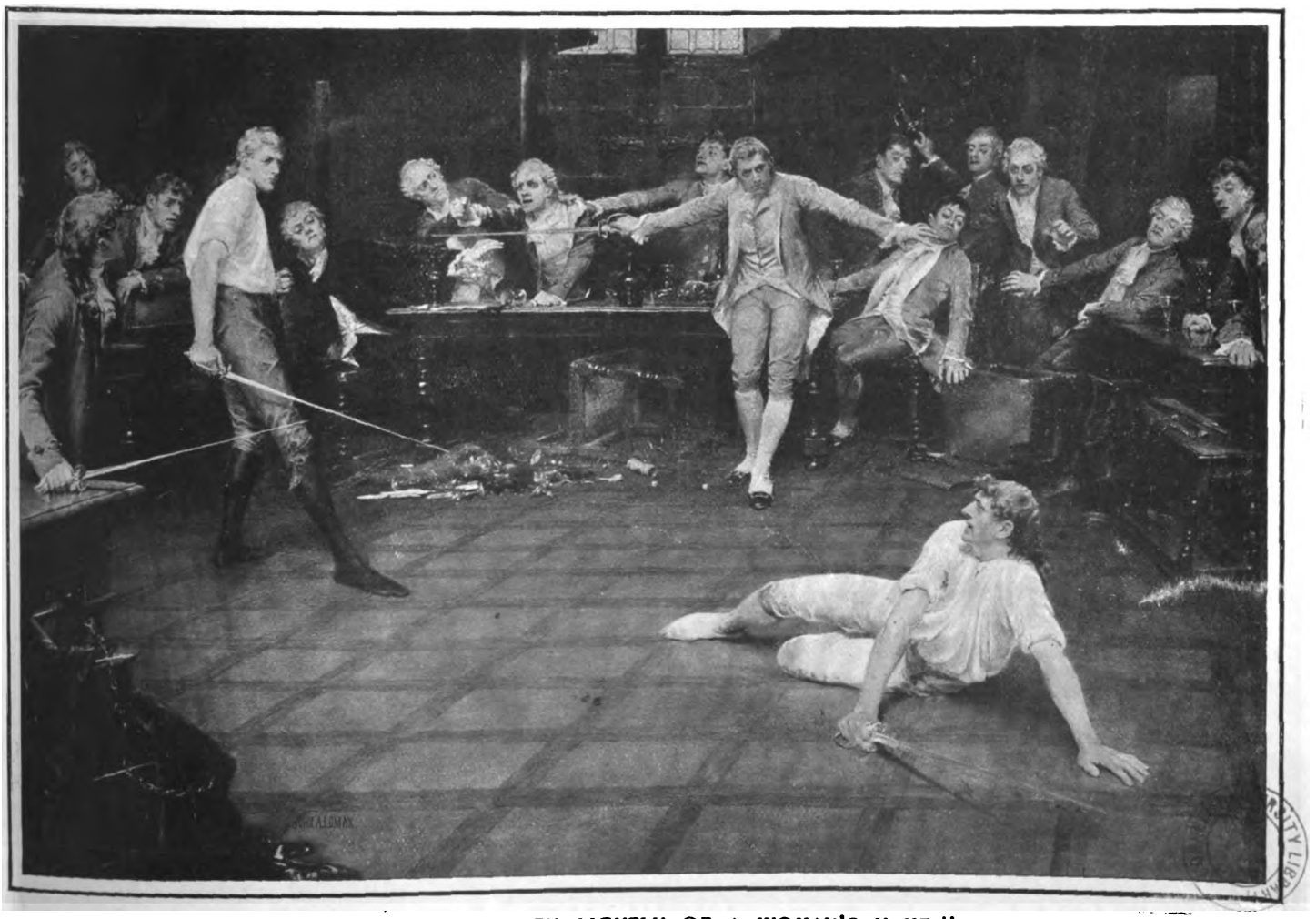

"FOR HE HAD SPOKEN LIGHTLY OF A WOMAN'S NAME."

By J. A. LOMAX.



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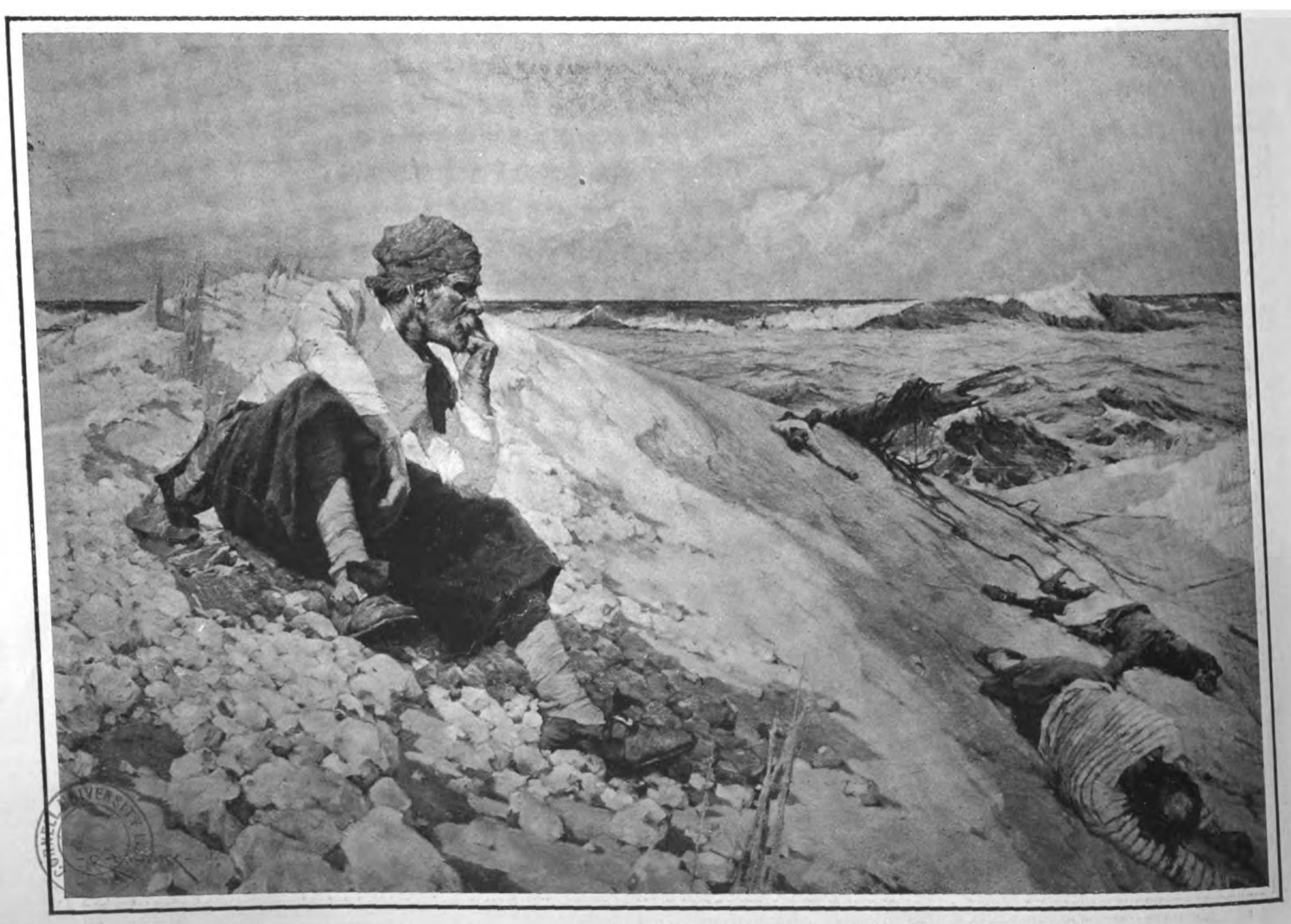
# The Royal Academy, 1905.

"THE FARM GATE."
By H. W. B. DAVIS, R.A.



"ALONE."
By C. M. PADDAY.



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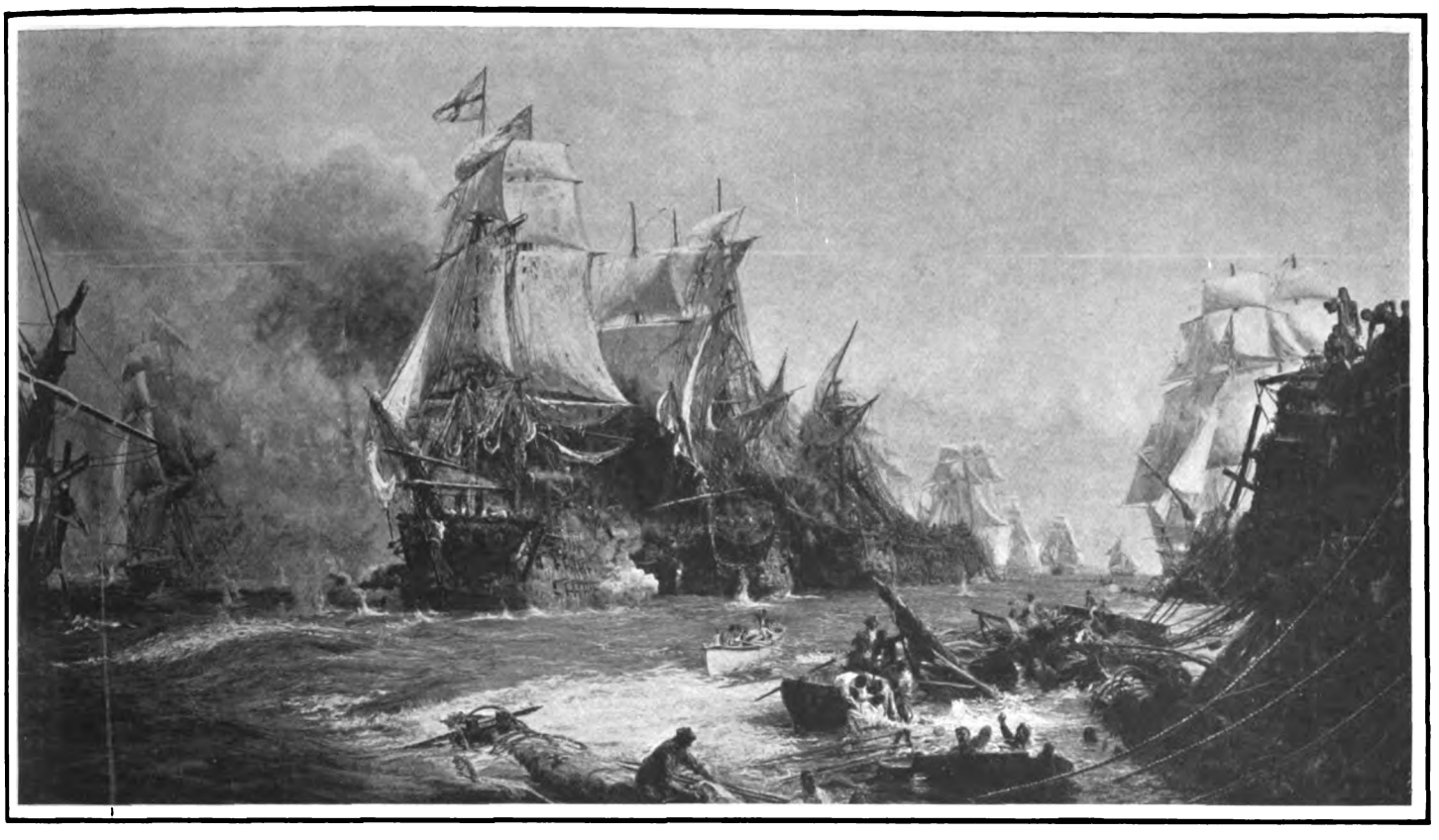
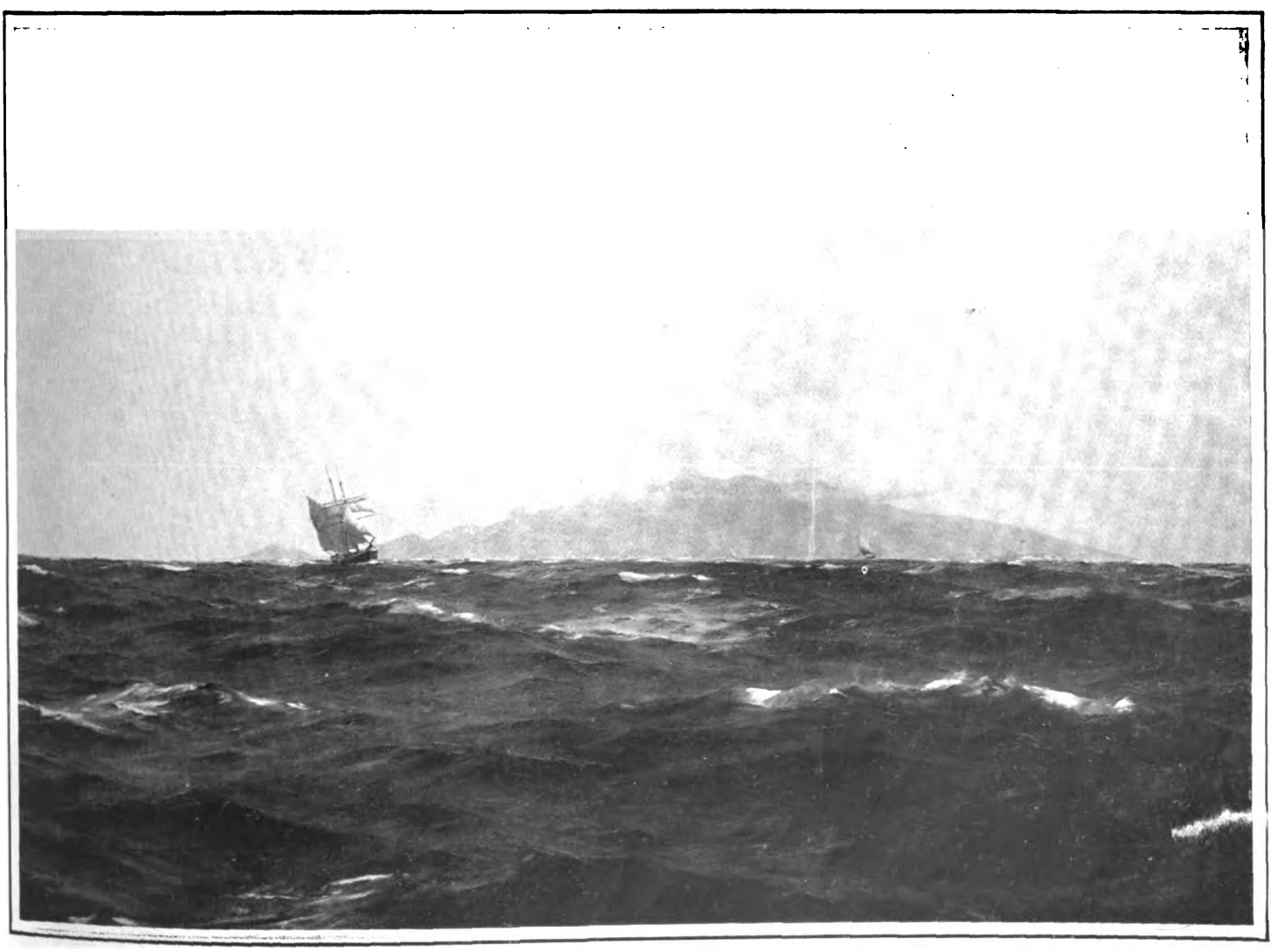
# Some Pictures of the Year.



"TRAFALGAR."
By W. L. WYLLIE, A.R.A.
*(By permission of the Art Union of London.)*



"TENERIFFE."
By T. SOMERSCALES.



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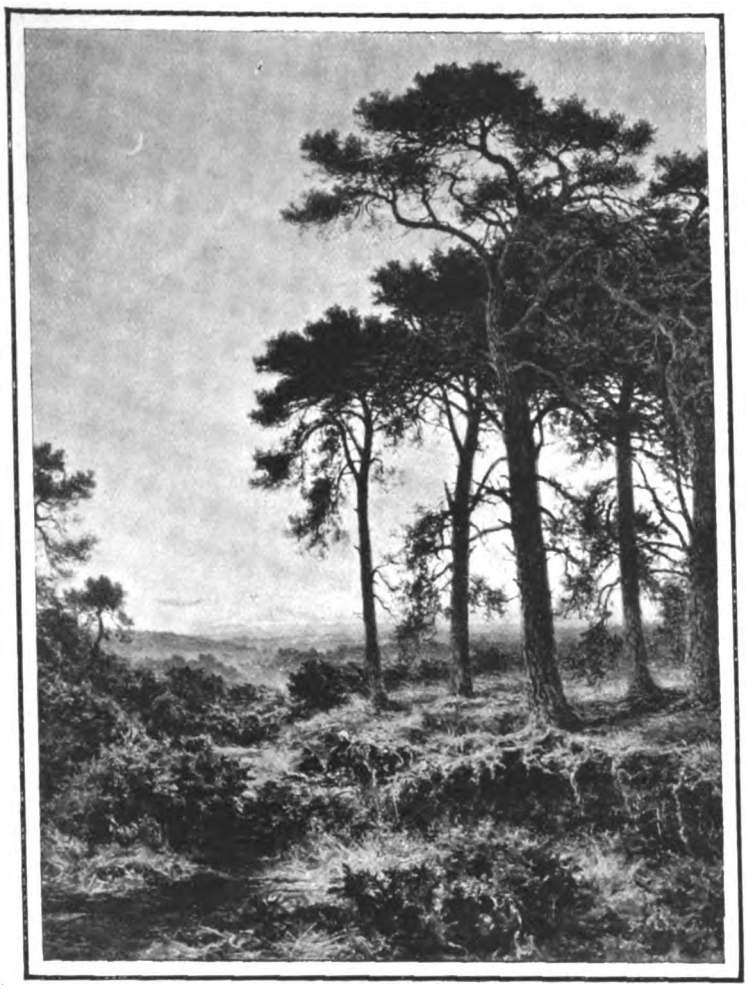
# Royal Academy Pictures.



"THE EVENING HOUR."
By B. W. LEADER, R.A.

"A FOUNDLING."
By E. BLAIR LEIGHTON.

"UNE MÉSALLIANCE."
By A. C. COOKE.



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# More Green-room Gossips.

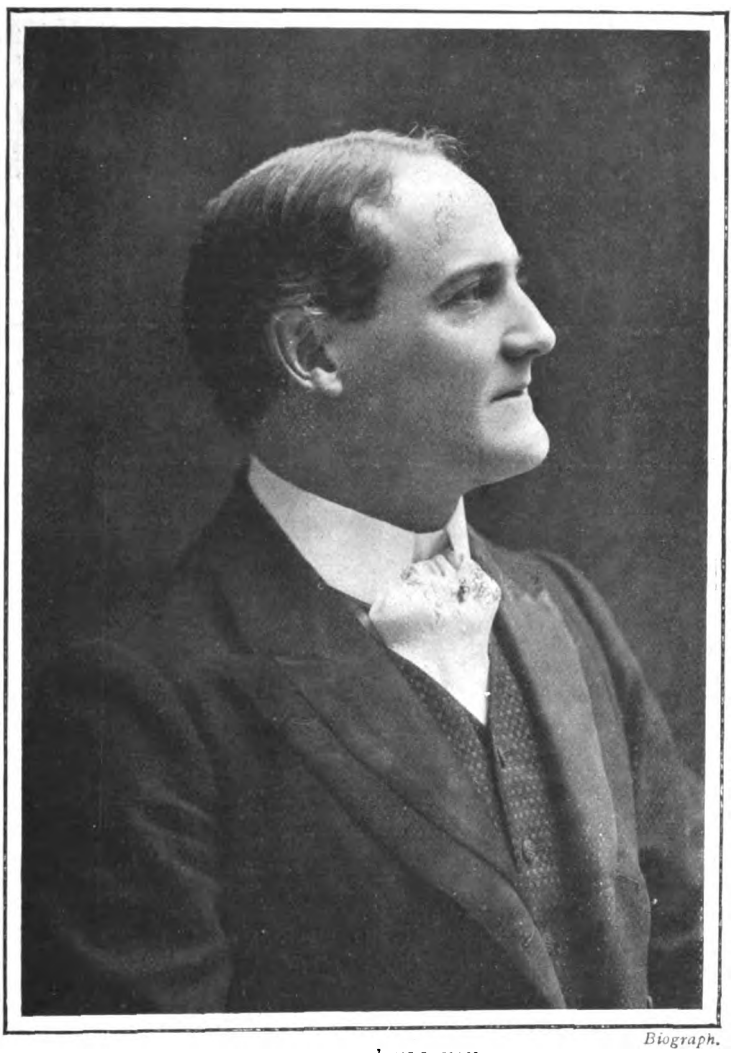
## XXIII.—WITH MR. DENIS O'SULLIVAN.

### "Of the Stage Irishman."

WE are hearing a great deal about Ireland and the Irish to-day, and even Smith minor has been joining in the discussion, remarking in a recent essay that "the conquest of Ireland was begun in 1170, and is still going on." "The Gaelic language in Ireland" is a frequent headline in the newspapers, and all aspects of the subject have been submitted to the consideration of experts. Even the question of the Irishman on the stage has not escaped notice, and the connection of Mr. Denis O'Sullivan with some notable productions of Irish pieces, and as an exponent of some famous Irish parts, suggested to me the possibility of an interview with him on the question.

When I first broached the subject he shook his head rather doubtfully.

"It is a subject on which I have very decided views," he said, "and if once I get talking about it, you will find it difficult to stop me. Like the revivalists, I have the courage of my—aberrations let us call them, and I feel very strongly about it. I am not a real Irishman. My father and mother both came from near Cork, but I was born in San Francisco, and spent the greater part of my youth in America, so that perhaps I ought to view the problem dispassionately. But, to be quite frank with you, I do not. The general type of stage Irishman disgusts me. He is no more a type or a symbol than is the fat man with red cheeks, a large pipe, and a Hebraic accent a type of the German nation. But I do not think anyone is called upon openly to resent this kind of thing. It is beneath contempt, and to start an active campaign would be to turn one's deeper feelings into ridicule. It is too absurd—no one takes it seriously; it can be no real discredit, and, therefore, it is best ignored. This sort of stage Irishman is rapidly falling into contempt, and only needs to be let severely alone to pass almost entirely into oblivion.



Biograph.

MR. DENIS O'SULLIVAN

Who is at present touring with Mr. C. E. Hamilton's Company in the pretty Irish comic opera, "Peggy Machree."

"But, on the contrary, I do not range myself with those who consider it derogatory to the Irish nation for a representative of the race to appear on the stage in anything but a frock-coat and a top-hat, and to speak with an Oxford accent, very slightly tinged with brogue. They quite forget that the most picturesque part of Ireland is its peasant life, is the *dégagé* costume, the frank buoyancy of disposition, the outspokenness and delicious inconsistency.

"It was in 'Shamus O'Brien' that I first put my knowledge of, and sympathy with, Irish life to a practical use. I did not believe there was money in it; I did it for the love of the thing, because, in a word, I was possessed by those aberrations, as I called them just now. For nearly a year I played Shamus, from London to San Francisco, and I think I may safely say the play never gave offence to any Irishman, even those of the most fervid and intolerant ideals. It was a long cry back to Boucicault and his Irish plays, Shamus was something new, and it was something pleasing. It appealed to all sorts of people, as one little adventure I had shows. I drove up to the theatre one night in a cab (it was the old Opera Comique), and when I proffered his fare, the driver looked at me and said, 'Don't you play Shamus O'Brien?' 'I do,' I replied. 'Then I won't take a penny. It's pleased I am to drive you.' 'Then you'll take a drink, instead,' said I, and he, like Barkis, being quite willing, we adjourned to the little tavern in Wych Street, and over a glass pledged the health of the Irish drama."

"I suppose you are an admirer of the Irish National Theatre?"

"A fervent admirer. The performances I saw a little while back suggested more robust vitality than any phase of the drama I have seen for some time past. More intense, and more true to life than Ibsen, and more convincing by the very reason of the naïveté of the actors, who were not fresh from a school of acting, and who played as if they felt interested in what they were doing, and not as if they had learnt how to make use of all the little tricks and subterfuges of the trade. There was a great Irish statesman who once said, 'You shall not laugh at us, nor with us, nor laugh at all until we have achieved what we want.' From his point of view no doubt that was all right, but the most serious statesman, the most idealistic reformer, cannot subdue the sportiveness, if I may call it so, of the Irishman. Half consciously he will perpetrate bulls to hear people laugh, whatever place he may be in he will enliven, whatever comes under his eye he will treat gaily, while all the time he is carefully, ever-studiously, noticing the salient points. The Irishman, despite his lightness of heart and his seeming inconsequence, is of a very observing nature, and for that very reason it seems to me the Irishman should make a good dramatist. But these characteristics were brought out by the actors whom I saw at the performances by the Irish National Theatre, and they were true pictures of Irishmen.

"By the way, people have told me that my portraiture of the Irish fiddler in 'Peggy Machree' is exaggerated. As a matter of fact, it is an exact copy of the actions and manners of an old man with whom I was once in friendly rivalry at a musical competition. I was one of the adjudicators, and in the violin-playing contest there was only one competitor who dared to face the judges' bench. I suppose we looked too much like magistrates to please the others, who were mostly country fiddlers, and who had doubtless had experience of local J.P.'s. Anyway, only this one man came up to the scratch, and to make a bit of a fight for him, I was prevailed upon to take a fiddle and play against him. He played first, and I followed, copying his manner, his tune, his jerk of the bow, everything. One old Irish jig after another we played, until at last, worn out with laughing, the other judges stopped the contest, and awarded him the prize, disqualifying me for some little irregularity or other. I think it was that I hadn't paid the entrance fee! But it is that old man that I still copy, as I did seven or eight years ago, and the copy is founded on one of the best types of country fiddlers I know."

In reply to a last question, Mr. O'Sullivan confessed that he was a student of Erse.

"But quite a beginner; I have to sit in a class with little boys of ten and twelve, and unfortunately it is only occasionally that I am able to attend. I am learning for two reasons: first, for my own satisfaction, and to get a bare knowledge of the language for use in my researches after old Irish folk-songs, and, secondly, to give a moral impetus to the movement, be it said humbly!"

I came away from the interview feeling refreshed and invigorated. A chat with a man like Mr. O'Sullivan is one of those pleasures of life which one would wish to prolong indefinitely, for he has something to say, and knows how to say it, which is more than some members of his profession do. F. E. R.



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# THE SERVICES.

IT is impossible to exaggerate the significance of the preparations for according the right kind of welcome to the French Fleet. Apart, too, from the numerous political considerations more directly involved, the sentimental and professional aspects of this magnificent example of International hospitality will repay the closest study. Such questions cannot be dealt with at any length in the brief space here available, but it seems desirable to emphasise in these notes the sound basis of genuine good feeling and solid mutual respect which underlies the occasional intercourse of British with French sailors, and which certainly does much to promote real friendliness between the officers of the two great Navies in question. Perhaps it is not too much to say that much of this is due to the marked exhibition on both sides of those "sea manners" which in themselves have a powerful binding influence, and the absence of which on more than one historical occasion has had unfortunate results. The right sort of gallant enemies, again, often make the best of friends, and, with so many causes of diplomatic friction removed, and so many fresh reasons for smooth co-operation continually arising, it is as probable as it is desirable that these foregatherings of the British and French Fleets will herald quite a new departure in the relations between the neighbours on either side of the "Silver Streak."

INCIDENTALLY it is an interesting historical fact that the war in the Far East should have brought the British and French Navies if anything into more friendly touch, instead of accentuating points of difference. The extraordinary friendliness and tact with which Admiral Fournier presided over the North Sea Enquiry will never be forgotten on this side of the Channel, and most Frenchmen will acknowledge the discretion and fairness with which British Naval officers have discussed, even informally, the very difficult position of France in regard to Russian ideas of a convenient neutrality. To sum up the whole position in a few words, the world has been, and is still being, treated to an exhibition of "sea manners" on the very largest scale, and all the more impressive because the demonstrators belong to Fleets which fought and foregathered and fought again centuries before some of the most pushing of modern Navies were born or thought of.

IN many circles outside the Navy itself the new issue of "Brassey's Naval Annual," which should be generally in evidence by the time these notes appear, will be attentively studied. When Admiral Sir Cyprian Bridge relinquished the China Command, we pointed out how advantageous it was for the country to have such men occasionally at liberty to speak and write freely on Naval matters, and already that observation has been clearly justified by Sir Cyprian Bridge's signed letters to *The Times* and other valuable expressions of opinion. But his article on the war and its lessons is on another plane altogether, and will surely rank as one of the most important contributions made to Naval literature for many a long day.

Debenham.

THE OFFICERS AND MASTERS AT OSBORNE COLLEGE.

From a photograph taken just prior to the breaking up for the Easter holiday at the Royal Naval College, Osborne.

THE Canadian Government is very fortunate in having secured the services of Major-General P. H. N. Lake, C.B., as Chief of the Staff of the Canadian Militia. It may be remarked that General Lake, apart from his having previously served temporarily as Quartermaster-General of the Force to which he is returning in a still more important capacity, has a family connection with the Dominion, his father, the late Colonel P. G. B. Lake, having belonged to the old 100th, or Prince of Wales's Royal Canadians, now the 1st P.W.O. Leinster Regiment. General Lake himself is an old Uppingham boy, and served regimentally in the old 59th. He has the Afghan War and Suakin, 1885, to his credit, and graduated with honours at the Staff College. He has held several high Staff appointments with much credit, and will be emphatically the right man in the right place in Canada, where military progress is now being made at such a rapid rate, that men of great capacity and experience are urgently required to keep it in the right grooves.

RARELY, if ever, has any army been so excellently represented by Military Attachés in an "outside war" as ours has been in the Far East. The two Attachés last appointed both belong to the Scientific Corps, and are both men of experience and distinction. Especially is this the case with Colonel Bannatine-Allason, C.B., R.A., and formerly A.A.G. under the Director of Personal Services in the Adjutant-General's Department. Colonel Bannatine-Allason has served in Afghanistan, the Soudan, and in South Africa, and in all three campaigns he has earned a mention in despatches. The other recently-appointed Attaché with the Japanese forces in Manchuria is Major Fowke, who, himself a Sapper, bears a name which the Fowke Medal invests with special interest for the Royal Engineers. He served in the defence of Ladysmith, and was mentioned in Sir George White's despatches, subsequently receiving a brevet-majority. These appointments scarcely seem to indicate any confidence on the part of the War Office in the early conclusion of peace, and by some will be regarded as the most significant pointer in an opposite direction which we have had up to the present.

LIEUTENANT-GENERAL E. P. LEACH, V.C., C.B., R.E., who has just relinquished the command of the Belfast District, and been given promotion from Major-General by selection, must be a very uncommon instance of a General Officer of Royal Engineers who, while holding that rank, has been contemporary with his father, the latter being a retired colonel of the same corps. Sir George Leach was in the Ordnance Survey in the fifties, and subsequently entered the Civil Service, from which he retired in 1892. General Edward Pemberton Leach entered the Royal Engineers in 1866, and has seen a quantity of service, including the Afghan War, in which he won his Victoria Cross, and the Soudan Expedition of 1885, for which he was given the C.B. His brother officer, the late Sir Gerald Graham, spoke highly of the very important services rendered by Captain and Brevet-Colonel Leach, who, with other R.E. officers, worked under the command of Colonel, afterwards Sir James, Bevan Edwards in the Suakin operations.



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# PLAYS AND PLAYERS.

MISS IDA RENÉ

The popular and versatile music-hall artiste, who has recently been appearing with considerable success in her musical recitations at the Palace, Pavilion, Oxford, and other variety theatres.

*(From a photograph specially taken for this paper by Messrs. Johnston and Hoffmann, 31, Devonshire Street, Portland Place, W.)*



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# The Traveller.

## A HOLIDAY ON THE SOUTH WESTERN RAILWAY.

"THERE is one county in which human springs are braced up better than in any other, and that is Cornwall. There is a charm in the Cornish Coast which belongs to no other coast in the world. The air you breathe has never been vitiated by human beings since it left the Yankees; and the Atlantic is wide enough to have filtered it since then. The whole seaboard is a succession of lofty cliffs and of sandy coves, known as porths, with a cosy little inn in almost every one, where one can feed and sleep at prices ludicrously small. From the green and scarlet of the serpentine at the Lizard, round by the quaint granite promontories of the 'West Country,' and thence to the magnificent group of slate cliffs, stretching from Newquay to Trevose Head, and thence again up to Hartland Point, there is not a bluff that is not a study for form and colour." Thus wrote Dean Alford, whose knowledge of Cornish matters is incontestable.

Like its next-door neighbour, Devonshire, Cornwall is an ideal spot in which to spend a summer holiday. The coast, particularly on the north side facing the Atlantic, simply abounds in quiet out-of-the-way retreats, most of which can now be easily reached within six or seven hours from town by the South Western system. As a glance at the map will show, the shape of the county, taken together with that of Devonshire, very closely resembles the form of a foot, the instep of which, extending from Bude to Padstow, takes in Boscastle, Tintagel, Port Isaac, and innumerable and quaint little villages inland.

Bude itself is a delightful spot to sojourn at, and it is only within quite recent years that the South Western Company have completed the extension of their line from Halwell. The coast scenery is particularly fine, the tall, rugged, variegated cliffs jutting far out to sea. The air of Bude has the reputation of being the most bracing on the Cornish Coast, a claim that is no doubt justified by the fact that a clear stretch of 3,000 miles of ocean separates it from the nearest point of land. The chief attractions are the golf links of eighteen holes, belonging to the Bude and North Cornwall Golf Club, acknowledged to be the best in the West of England. The links, which include a nine-hole ladies' course, occupy a large portion of the cliff down on Summerlease, on the north side of the town. By payment of a small subscription fee visitors can become temporary members. Sea bathing and fresh-water fishing are also largely indulged in. There is a pretty little sandy bay where ladies and children can bathe in perfect safety. Tamar Lake, which has for many years been stocked with Loch Leven trout and carefully preserved, has lately been thrown open to the public, and a limited number of tickets are available for visitors to the district. The hotel accommodation, however, is very limited. The old Falcon offers homelike and comfortable accommodation, while there are scores of houses which let apartments. It is always advisable to book one's rooms well in advance, for the town fills rapidly during the summer months.

Bude will be found as convenient a centre as any for coaching and train excursions to the surrounding country. It is situated just mid way between Clovelly and Boscastle and Tintagel. Excursions may also be made by coach to Hartland, the Coombe Valley, Widemouth Bay, Launceston, Kilkhampton, etc. Those who make the excursion to Boscastle and Tintagel from Bude will probably find it quicker to take the coach. By train the route is rather roundabout, although one is afforded an opportunity of visiting the interesting old town of Launceston, with its fine old ruined castle. Boscastle is almost as celebrated in its way as Clovelly in Devonshire. The quaint little harbour, flanked by gigantic cliffs of slate, is a sight well worth seeing. The heights on either side may be climbed by means of a steep footpath. Inland there is the little Minster church, the Valency Valley, and the picturesque scenery of St. Knighton's Kieve flowing through a glen, aptly called the Rocky Valley. Quite close to the sea is the Wellington Hotel, which can be highly recommended. Tintagel, also reached by coach from Bude or Camelford, affords a striking example of the wild romantic coast scenery for which the Duchy is famous. Tintagel is a spot of national interest, for

*Photochrom.*

TINTAGEL AND KING ARTHUR'S CASTLE.

A typical view of the rugged scenery of the Cornish Coast. The ruin on the right of the picture is that of the castle associated with the legends of King Arthur and the Knights of the Round Table.



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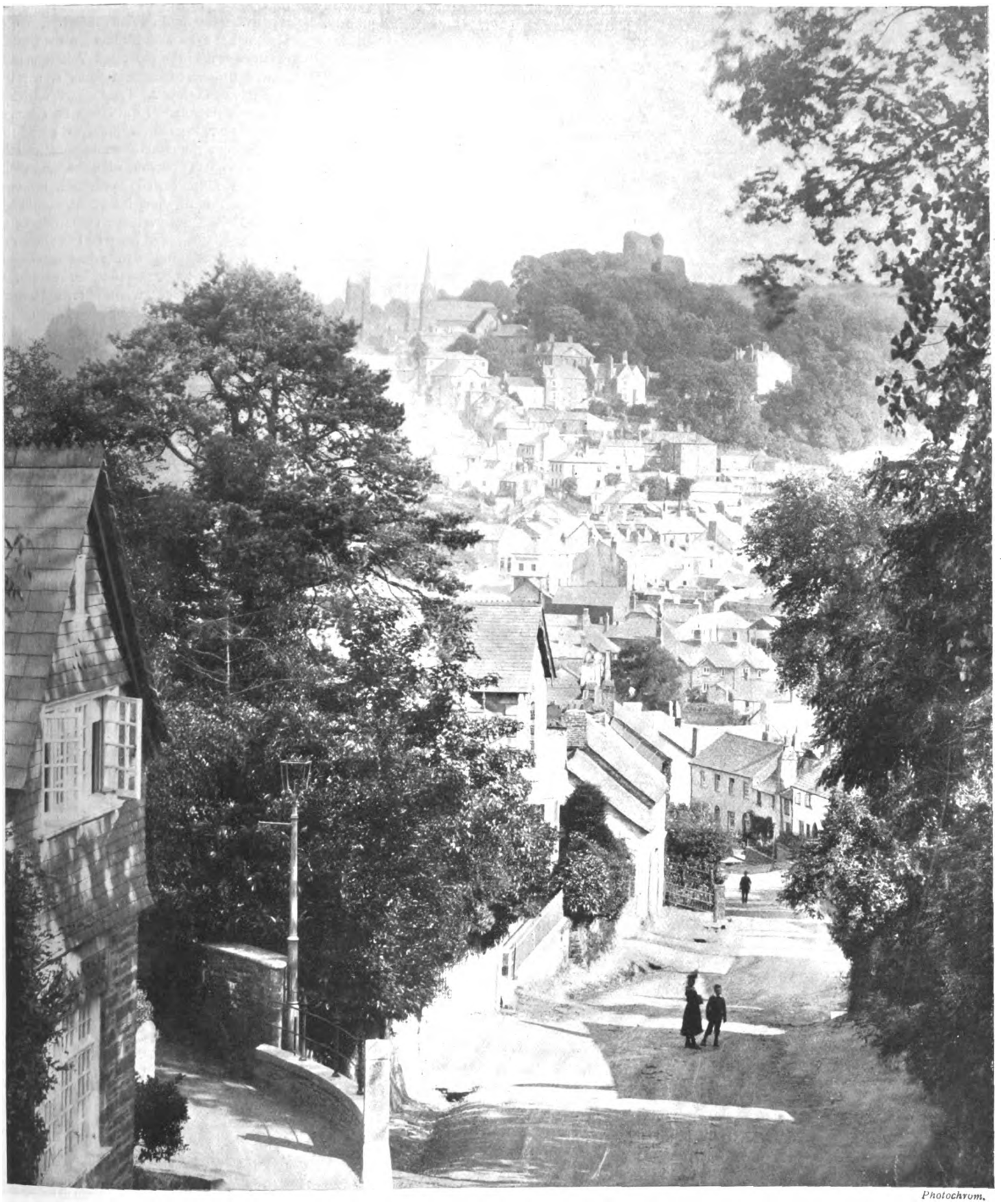
round it centre the legends of King Arthur and the gallant Knights of the Round Table. King Arthur's land, with those grey old ruins perched on a headland 300-ft. above the sea, is enchanted ground. The action of the sea has made the headland almost an island. The ascent to the castle can easily be made, a series of stone steps having been roughly hewn out of the solid rock. From the summit we get a splendid view of the wild rugged coast-line of steep rocks broken every now and again by small bays.

Padstow is another favourite haunt of the holiday-maker on the north coast of Cornwall. A writer who knew the place many years ago points to a remarkable change which has taken place in the front. The approaches to the quays have been raised, the old market-place with its shambles is a thing of the past, and the butchers no longer are "driven from their stalls by the tide while they see their chopping-blocks floating about, the sport of the waves." The little town is of great age, claiming as its founder St. Patrick. Trevose Head, 243-ft. high, situated about six miles along the cliffs, is one of the highest cliffs in the neighbourhood.

Padstow is very centrally situated, and a first-rate excursion centre. Tintagel and Boscastle can be reached by train, while a cross-country drive takes us to Bedruthan Steps. Golf is played a good deal in the neighbourhood. The links are situated at Rock, reached by crossing to the other side of the river.



*Photochrom.*

IN THE LAND OF TRE, POL, AND PEN.

A view of the Cornish capital from St. Stephen's Hill. The town of Launceston, consisting as it does of practically one long steep street, is very picturesquely situated on the side of Dunneheved Hill. The fine old ruin which crowns the hill is Launceston Castle, where George Fox, the founder of the Society of Friends, was imprisoned in 1656 for distributing religious publications in Cornwall.



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# Minstrels and Rondeaux.

*BY JOHN BLOUNDELLE-BURTON.*

IT is conceded that Provence was the home, the nest, so to speak, of the original ballad-mongers, among whom may be classed the singers of madrigals, rondeaux, *chansons de gestes*, and roundelays, as well as the jongleurs and all the tribes of wandering singers, male and female. What is, however, not so clear is the manner in which the efforts of these nomads gradually became imitated by a higher, a better-clad, a better-born, and, in several cases, a royal class, while still retaining amongst its members some of the wastrels and scum of the lower classes, of whom Villon ruffler, brawler, fighter in taverns, thief (he was sentenced to be hanged for robbing a church), and, withal, one of the sweetest of singers, stands forth as a conspicuous example.

To dispose at once, however, of those who, from about the time of the Norman Conquest of England, figured amongst the royal singers, William, Duke of Guienne, gave forth much poetry *àpropos* of the disasters that attended his expedition to the Holy Land. Eleanor of Guienne (Aquitaine), and the divorced wife of Louis VII. of France, was herself a composer of love songs, rondeaux, and ballads (if her lover, the minstrel Bertrand de Ventadour, did not write all, or part, of them), and this in spite of the fact that she had grown old and fat, was the mother of ten children, and so vain that she was fond of arraying herself as a page. To her, in this capacity, succeeded her eldest surviving son by Henry II. of England, Richard Cœur de Lion, who, had he been in truth the romantic hero it pleased Sir Walter Scott to portray him, would have been the very pearl and flower of knightly troubadours. As, however, he was little better, if any, than an immoral, savage aggressor, and, as Dr. Stubbs, Bishop of Oxford, properly described him, "a bad son, a bad husband, and a bad King," the poet's crown was but ill-fitted to his brows.

NINON DE L'ENCLOS.
From the rare engraving by Allais, after the painting by McColin.

Passing to the professional singers and the jongleurs, who lived by their sweet lays, this Bertrand de Ventadour stands forth early in the category, since, although he was no starving minstrel—shivering under hedgerows, sleeping in the garths of monasteries, sometimes well fed when happening on wedding festivities, the homecomings of soldiers from the wars, or the births of heirs to titles and lands, and sometimes stealing a fowl or an egg from a lonely farmyard—he was little better. His very name was borrowed from the Vicomte de Ventadour who had succoured him, and to whose wife he instantly made love by way of return; after which, fleeing from the outraged nobleman, he found refuge in the arms of the Queen of England and Duchess of Aquitaine. By this time Eleanor had become coarse and more than forty, and, perhaps, the poetic afflatus, if she ever possessed it, had now deserted her. It was, consequently, Ventadour's part to sing of her youth and beauty and grace, and to feed high in return.

I turn now to those singers of rondeaux of whose productions we have some specimens, and give as a curiosity a portion of a rondeau by Hugues de Saint-Maard, Vicomte de Blosseville, who was indeed a wandering singer, since he of his own free will accompanied Charles, Duc d'Orlèans, into captivity in England. The words of this rondeau are addressed either to Valentine de Milan, mother of the Duke, or Marguerite, Queen of Scotland. The curiosity is the way he makes his words count by writing "lame" (a blade) to rhyme with *aime* (love) and *âme* (soul), whereby we who come long after him discover the mediæval pronunciation, *l'M* being undoubtedly pronounced to rhyme as is here suggested. Beyond this the sentiment is beautiful, and the lilt of the words exquisite:

" Celle pour qui je porte l'M
Je vous asseure que je l'ame
Tant fort qu'a peu que n'en desvye
Ne jamais d'aultre amer envye
N'auray, ne que de rendre l'ame.

. . . . . .

Je l'ay choysie pour ma dame
Dont je ne crains reprouche d'ame
Car de tous biens est assouvye
Celle pour qui je porte l'M."

If we grant that which is not truly the case, that a rondeau is so-called because of the repetition (le rond), then Blosseville, Marot, Martin Le Franc, and Villon are the greatest masters of it in the past, and Voiture in days nearer to our own. But such is not the meaning of the word. The song was originally an accompaniment to a dance, then termed Ronde and Rondel—a thing to which the wandering minstrels would undoubtedly hasten as being persons whose services would be required and well rewarded: the very names serve to show its origin. Doubtless, however, the music suitable to dances more or less grave and stately struck the earlier singers as strains to which soft, dreamy words, words of love, of sorrow, of hopelessness and death might be fittingly suited. In our own days the music of the waltz is used for the same purpose.

Martin Le Franc was not only one of the sweetest singers of his time, but, in his wandering habits, fitly accorded with all actions that have been supposed to be the habits of the minstrels, as well as known to be. He was born at Aumale, he studied in Paris, he wandered into Savoy, followed Pope Felix V. (Duke Amadeus of Savoy, Anti-Pope) to Lausanne, where he became a prevost of the cathedral, and died at Susa. Here is a rondeau by him, one of the rare ones that he wrote amongst many other pieces. The ideas were new when he uttered them, they have since been browsed on by hundreds. In this, as all the early rondeaux, no accents are used, as is visible in the MSS. at the *Bibliothèque Nationale.*

" Le jour m'est nuit,
Joye me nuit,
Repos ne me sont que labours
Brief j'embrace tout le rebours
De ce qu'aux aultres plaist et duit.
Espoir me fuit,
Deuil me conduit,
Je despite contre Secours
Le jour m'est nuit.

. . . . . .

J'ay nom sans bruit
Fœulle sans fruit
Durez espinez me sont flours
Ainsi me gouvernent Amours
Sans avoir aultre sauf conduit
Le jour m'est nuit."

I think in this we see the base, the foundation of almost all songs of melancholy, of many romantic heroes, of plays and novels. Have we not all heard some such words and lines delivered in sentences as the curtain is falling; have they not closed many a moving story? But, even if this be not so, of one thing I am sure, namely, that, with this rondeau of Maistre Martin Le Franc, the first poem of regret and broken hopes had been written, the first true note of despair sounded.

" J'ay nom sans bruit
Fœulle sans fruit."

I ask you to read these words over and over again, to repeat them to yourselves in some quiet moment of meditation, to muse upon them. To muse also upon those whom you have known; those who, full once of aspirations



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to do something that should give them one little moment of remembrance in the future, have perforce had to utter at last, no matter in what tongue those thoughts were uttered, the words, "J'ay nom sans bruit." I would ask you also, if I may presume so far, to look round on those you have well loved, those from whose future you have hoped and expected much, and to recognise that "Fœulle sans fruit" are words as applicable to them now (or were as applicable when they trod this earth) as they were to any man—to himself—when Martin Le Franc wrote his rondeau.

Soft, tender, regretful as Villon's "Où sont les neiges d'antan?" or "Regrets de la Belle Heaulmière," may be, they do not surpass this; actually there is not in them the soft ring and cadence of these words. Personally, and only while venturing an opinion that may be worth little or nothing, I count this rondeau, "Le jour m'est nuit," above all the hundreds of rondeaux written in the passage of centuries. And as I place this solitary specimen above all others, so I venture to place De Blosseville's vast garland of rondeaux above the collected numbers of any other minstrel. But space is brief in these columns, therefore I may but snatch one more specimen from this master hand. In it you get the flavour, the aroma, half sweet, half bitter, that love brings to its votaries; he who, reading this rondeau, does not feel the bound, the catch of the lines, the spring of joy and regret that bubbles through them, can surely have never loved.

"J'en ay la dueil et
vous la joye,
J'en ay la guerre, et
vous la paiz,
J'en cours et vous allez
en paiz.

J'en ay courroux,
qui vous resjoye,
Vous en riez, et
j'en lermoye,
Vous en parlez et je
m'en tais.
J'en ay, etc.

Vous vous bangnez, et je me noye
Voux vous taictez, je me deffais,
Vous me blasmez, dont ne (je?) puis mais,
Vous ne voulez, que g'y pourvoye.
J'en ay, etc."

The man who wrote these lines lived in the fifteenth century; Martin Le Franc almost came into the fourteenth. Who shall ever dare to say that the chords of the human heart did not then vibrate as strongly as those of the human heart in the twentieth century, after reading their thoughts?

There lies a gulf between these gentle singers of the Middle Ages and Vincent Voiture of the reign of Louis XIII., the man who was called "Le Dieu de l'Hôtel Rambouillet," the man whose memory has been insulted by posterity by his being termed a writer of *Vers de Société*, and who was undoubtedly the last of the rondeaux bards. Voiture's own existence and surroundings, though they could not give him his mind, may have influenced his ideas. He was well made, good-looking, comfortable in his means; women were apt to love him, if Ninon de l'Enclos and others may be trusted.

VINCENT VOITURE
The famous seventeenth century composer of rondeaux.
(*From the engraving by Lubin.*)

Personally, I have sometimes been led to think that Mlle. Julie d'Angennes, daughter of the Marquis and Marquise de Rambouillet—for whom the celebrated poetical garland was composed and whose prudery was such that she refused to marry any man, and did not do so until she was almost old—may have loved him secretly. Be this so or not, his poems might well have won him the heart of any woman.

His rondeaux number thirty and are embedded in a mass of *chansons*, *vers-burlesques*, stanzas, innumerable letters, etc.; while, incredible to relate, he wrote an adventure story about a princess captured by a Barbary pirate that might make many a modern writer of boys' books jealous.

One of his most famous rondeaux deals with the rondeau itself, and is considered the most perfect specimen of what such a thing should be. The opening lines are world-wide known amongst persons of taste:

"Ma foi, c'est fait de moi, car Isabeau
M'a conjuré de lui faire un rondeau."

The line that follows, "Quoi! treize vers, huit en eau, cinq en éme," describes the task of a rondeau writer, and describes this rondeau in particular. If, however, I were asked to state the best of all he wrote, I should select that of which I give a portion below:

"Tout beau corps,
toute belle image,
Sont grossiers auprès
du visage
Que Philis a reçû
des Cieux.
Sa bouche, son ris
et ses yeux
Mettent tous les
cœurs au pillage,
Sa gorge est un divin
ouvrage
Rien n'est si droit que
son corsage
Enfin elle a, pour dire
mieux,
Tout beau."

When Voiture wrote those exquisite lines he had done something he, doubtless, never dreamt of doing. He never imagined that in his graceful, early seventeenth century French, and, above all, in the light, sweet soufflet he had composed, he had pointed out to all of us who have come after him the wide gap that the passing of three centuries had caused to yawn between the poets. For they of the past spoke of their love while their hearts beat strongly, if sadly; of their wasted lives and shattered aspirations, o women lost to them, and of neglected opportunities. But he—himself a king of poets, though a king of a different realm; this singer beloved of women, thought not so much of his adored one's heart as of the neck and bosom which covered that heart. The sweetness of her mouth and face was more to him than any tender love he might win from her.

The distance of the old from the new was now extreme, and Voiture marked it—unknowingly or, perhaps, unheedingly.



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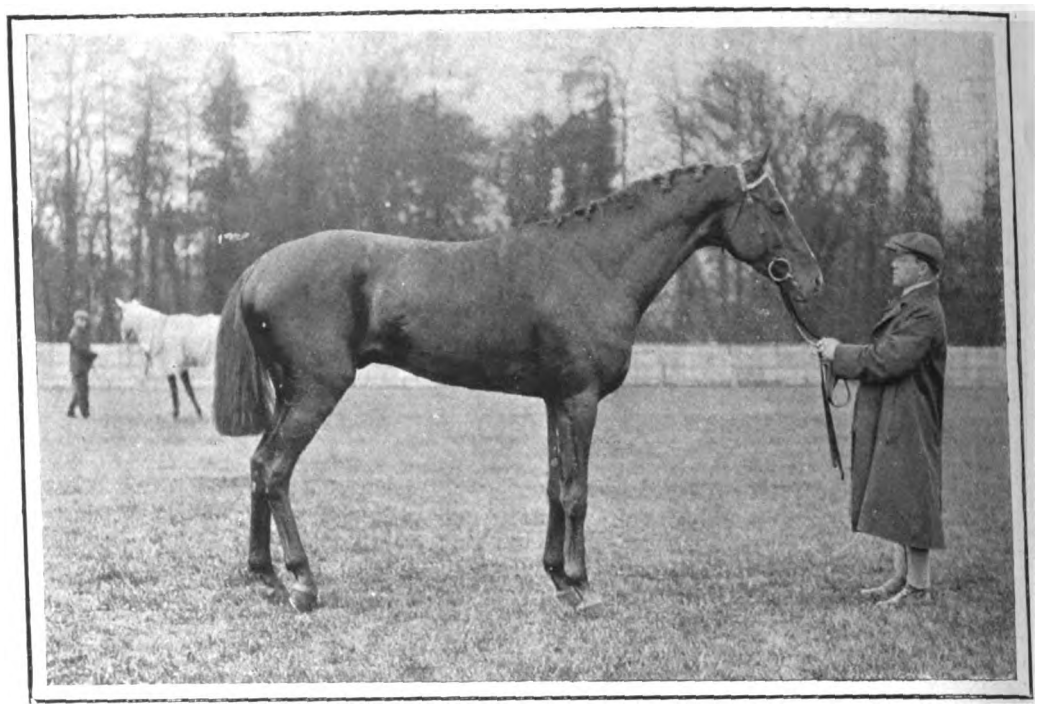
# THE RACING SEASON.

THE very busy and interesting week's racing which commenced on Easter Monday came to a conclusion at Sandown Park on Saturday, the 29th ult. The race for the Queen's Prize proved a source of attraction to the huge crowd assembled at Kempton Park on the Monday, when for the first time in its history the distance over which the race is run was reduced to one mile. Twelve exceptionally good-looking specimens of the thorough-bred went down to the post. Sansovino made a gallant effort to win, but his 14-lb. penalty proved too much for him, and Glenamoy (7-st. 10-lb.), a chestnut son of Gallinule, eventually won cleverly by a length and a-half from Sansovino (8-st. 8-lb.), who was barely half a length in front of Lady Yatesbury (6-st. 5-lb.).

At Manchester, on the same day, that brilliant young steeplechase horse, Seisdon Prince, scored a very popular victory in the Lancashire Handicap Steeplechase, in which he was beautifully ridden by F. Mason, who rode four other winners the same afternoon, and it is a very remarkable fact that all five of them were trained by Coulthwaite at Hednesford, and that in the course of his five winning rides Mason rode seven miles and a-half over a country and four miles over hurdles.

The weather surroundings were anything but pleasant on Tuesday, the opening day of the Epsom Spring Meeting, but there were plenty of people present to see the decision of the race for the Great Metropolitan Stakes, which is run over a distance of two miles and a-quarter. There was very little delay at the post, and the twelve runners were sent off on their journey on very level terms. Long Tom, however, always had the measure of his field, and once fairly in the line for home, took up the running and strode along, to win by four lengths from Karakoul; Caro was third, about three lengths away. The winner is a very well-bred horse by Ladas out of Fuse, and he has had a somewhat chequered career. He was drafted out of the powerful Kingsclere stables, and after passing through several hands at varying prices, was put to hurdle-racing, in the course of which he won the Tyro Selling Hurdle Race at Gatwick in March, 1904, and was then bought by E. Woodland for 113-guineas, and again passed on to his present owner, H. Escott, for a profit of £10.



SIR JAMES MILLER'S PHARISEE: THE SAILOR PRINCE—PERFECTION.
Winner of the City and Suburban.

Terrible grief overtook the backers of that good horse Imperial II. in the Great Surrey Handicap. Weight will tell, and he could only finish third to Pansy Masters and Melayr; but he was attempting to give 34-lb. to the winner, and 8-lb. to the second, in addition to which the Epsom course is hardly the most suitable for that powerful, far-striding French-bred son of Clairon and Immortelle.

Wednesday must certainly be written down as a damp and unpleasant day on which to go racing, but the sport throughout the afternoon was excellent, and the race for the City and Suburban Handicap alone made ample amends for any discomfort, and the paddock inspection of the candidates was full of interest. Dean Swift looked fit and businesslike, but he has quite an unusual amount of hair about his heels, which detracts not a little from his appearance, and he is altogether a plainish-looking animal; the white-footed Vril seemed to have come on since last year as far as looks are concerned, but he never seemed to be going kindly in the race; the French horse Ob is a hardy, active sort, and was full of muscle, and apparently in the best of health and condition; that beautiful mare Palmy Days was, perhaps, still a little backward; and undoubtedly the pick of the lot, as far as condition and general appearance went, was Pharisee. I have never seen this chestnut son of Sailor Prince and Perfection looking anything like as well as he did on this occasion, and his condition reflected the greatest credit on Blackwell, his trainer, who laughingly remarked, when congratulated on the success of his horse, "Yes, but you see he has not had Rock Sand to worry him lately," and no light task it must have been for Pharisee to have to lead such a glutton for work as Rock Sand in his daily exercise. The race itself was a very pretty sight, and although some people would have it that Pharisee won very comfortably, it seemed to me that he owed not a little of his success to the able riding of Maher. Practically speaking, the whole of the running was made by Ambition, and Maher bided his time until close on the distance, when he challenged, and, forging ahead, won by three-quarters of a length, with a length dividing Ambition from Dean Swift, who was third. The victory was a very popular one, and most enthusiastic cheering greeted Sir James Miller's horse as he passed the post.

PARADING FOR THE CITY AND SUBURBAN.
The winner can be seen on the right hand of the picture.

Much has been said and written of late concerning the supposed decadence of the English thorough-bred; but it often escapes the notice of casual observers that in many parts of the world exported descendants of English sires and dams maintain the reputation of their ancestry. In America, for instance, some seventeen or eighteen British-bred two year olds were returned as winners of races last year, and as recently as last month Lady Savoy, by Morion out of Lady Ayr, by Ayrshire, started at 5 to 3 on for the Tennessee Oaks, which she won easily by a couple of lengths, the value of the stakes being 3,980-dol. CAURIRE.



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# BENGER'S FOOD FOR INFANTS, INVALIDS, AND THE AGED.

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Gentlemen, *March 3rd, 1904.*

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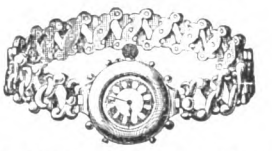

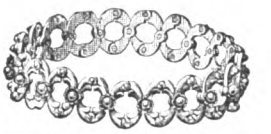

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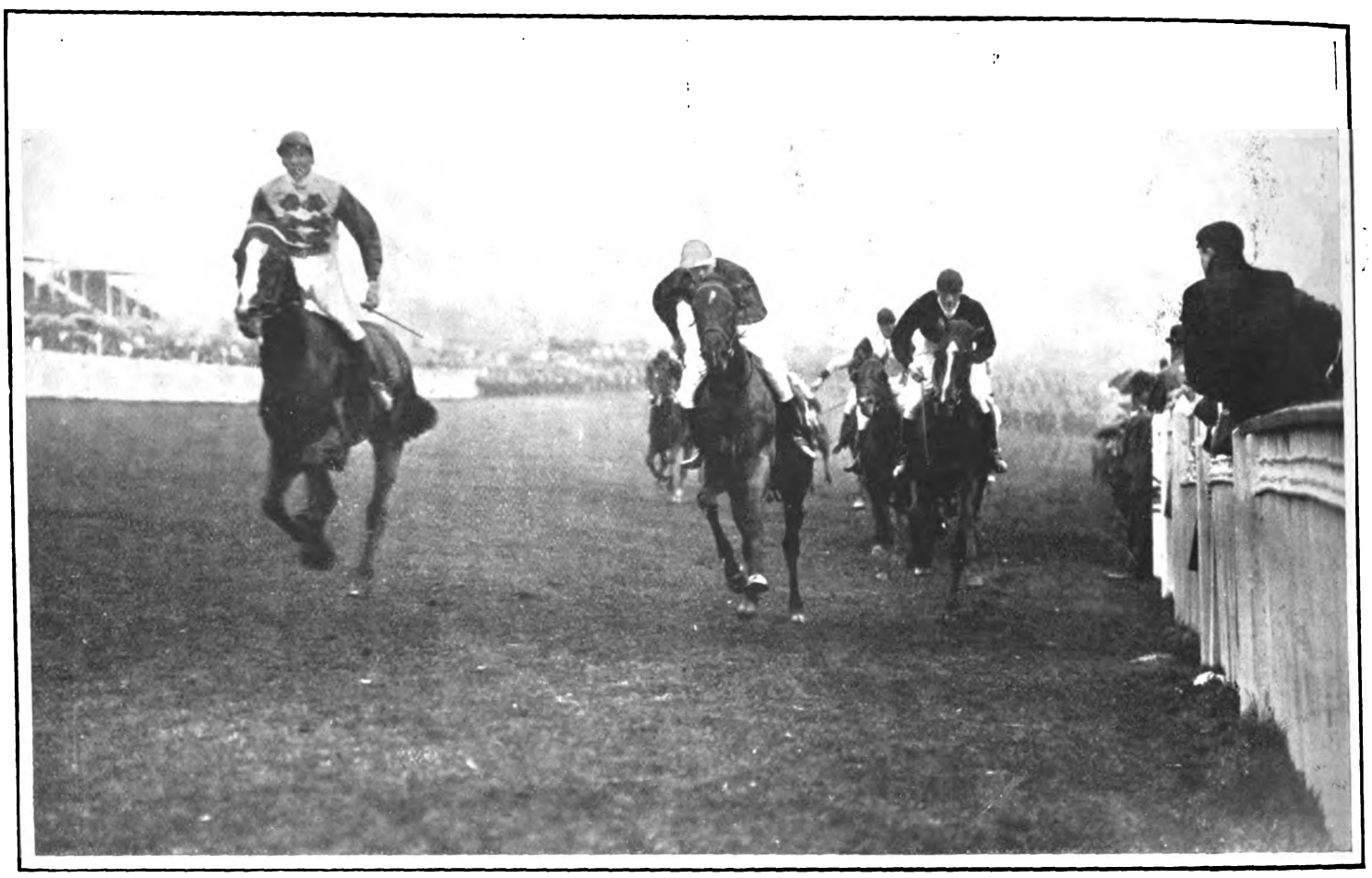

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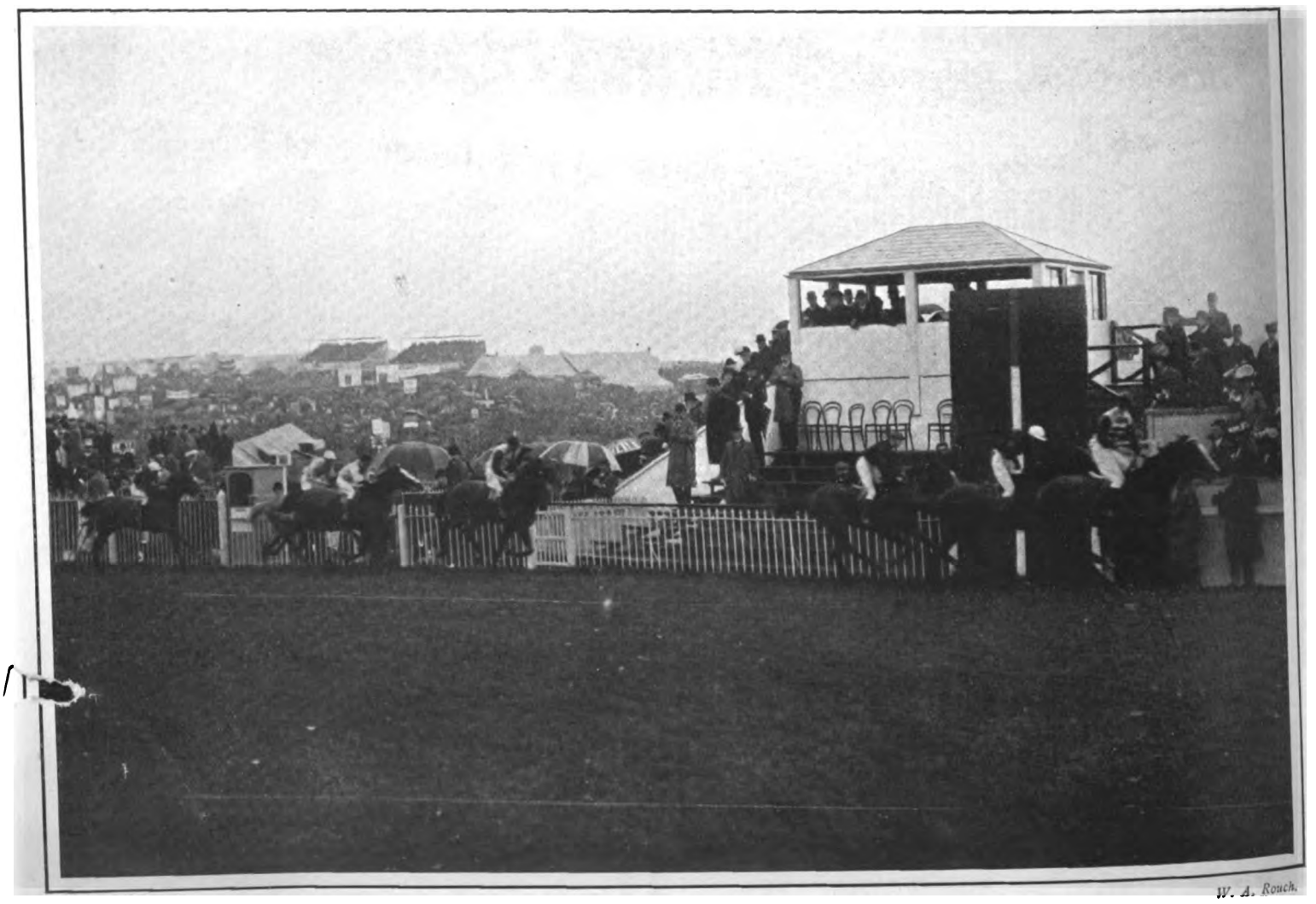
NEARING HOME—THE STRUGGLE BEGINS.



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# LITERARY NOTES.

MESSRS. GEORGE NEWNES have just added to their Library of the Applied Arts a volume on "English Table Glass," by Mr. Percy Bate. To most people it will come as something of a surprise to hear that there is any English table glass worth writing a book about; but one glance at the illustrations to this volume will show that though not so elaborate or delicate as Venetian glass, nor—thank goodness!—so florid and heavily gilded as German glass, English glass, particularly of the eighteenth century, is well worthy of the enthusiasm of Mr. Bate, and the production of so handsome a volume as the present. In his bright and amusing introduction Mr. Bate tells how he became a collector, and, indeed, how he married the basis of his collection; and in the body of his work he traces the history of English glass from the few examples of sixteenth century work downwards. Hitherto there has been no book on the subject except the monumental volume by Mr. Albert Hartshorne, and Mr. Bate's book is doubly welcome, first, for the accuracy and completeness of the information which he contrives to include in 120 pages, and, next, for the very interesting, and often amusing, manner in which he tells the story. The illustrations—of which there are no less than sixty-seven full pages—are marvels of clever photography and skilful reproduction; and the book is one which would unquestionably bring into favour a too much neglected but beautiful and still cheap form of objects of art.

**English Table Glass.**

* * *

MR. E. V. LUCAS and Mr. Graves, who have long stood confessed as the authors of "Wisdom While You Wait," have published with Mr. Alston Rivers something of the same sort in "Change for a Halfpenny." They are tilting this time at a famous newspaper publishing syndicate, which they call the Napolio Syndicate, or the Auto-Carmelite Brotherhood. When we say that "Nap" stands for the Man of Destiny, and "olio" for oil, the whole word meaning "the oil of destiny," we need go no further towards revealing the obvious secret of their mark. The whole book is capital fooling—a little too much inclined, perhaps, to repeat the same joke in different forms, but rising now and then, especially in the parodies, to the delightful wit of the former production of these two clever authors. "Change for a Halfpenny" hits a good deal more than it appears to aim at. It is not only the so-called Napolio Syndicate, but the whole modern system of bounce and advertisement and blatant mediocrity, that they attack with deft and dashing strokes.

**Change for a Halfpenny.**

* * *

UNDER the title of "Letters to a Débutante," Lady Jephson has published with Mr. Eveleigh Nash an unpretentious, but very wise and sound, little volume of advice on all sorts of subjects to girls. Her instructions are not surprisingly new nor deterrently deep, but there is an air of kindly and experienced wisdom in all she has to say that makes the book attractive, not only to those for whom it is specially intended, but to the general reader. It matters not whether Lady Jephson is writing on the "neglected art" of cooking, on the need of controlling the tongue, on elopements, wit, or "L'Art de Tenir Salon," she has always something interesting to say, and says it with charm, and her wide reading and knowledge of the world in more countries than her own make her an excellent guide.

**Letters to a Debutante.**

MR. FRANCIS GRIFFITHS is publishing a new book, called "East Africa and Uganda," by Mr. J. Cathcart Wason, M.P., to which Sir Harry Johnston has written an introduction. Mr. Wason's book is illustrated with photographs taken during his recent travels in the country, which he is anxious to see retained for the use of our own settlers, instead of being handed over to foreign and Jewish speculators. Mr. Wason has had an eventful life, much of which was spent in doing excellent work both in public and private for New Zealand.

**East Africa and Uganda.**

* * *

THERE seems to be no limit to the public demand for Messrs. Black's colour books, nor to the readiness of the publishers in supplying them. The two new ones of the moment are "Ireland," which has appropriately been entrusted to two Irishmen, the letterpress being from the pen of Mr. Frank Mathew, and the illustrations being the work of the well-known painter and etcher, Mr. Francis S. Walker; and "The West Indian Islands," about which Mr. John Henderson writes his impressions, while Mr. C. S. Forrest illustrates the book with drawings made on the spot. Jamaica is said to be the most beautiful spot in the world, and the book should be one of the handsomest in the series.

**Picture Books.**

IN THE PLAYING FIELDS AT NAPOLIO COLLEGE: A RUGBY MATCH.
From "Change for a Halfpenny," by the authors of "Wisdom While You Wait," published by Alston Rivers.

* * *

IN a little pamphlet called "The True Account of Nelson's Famous Signal," Lieutenant-Colonel T. H. Baylis attempts to prick one or two bubbles connected with Nelson. In 1846 Colonel Baylis met John Pasco, who was senior and signal officer of the "Victory" in the battle of Trafalgar. Pasco wrote him a letter, stating that it was he, Pasco, who had suggested to Nelson the substitution of the word "expects" for "confides" in the famous signal, because the latter word, not being in the vocabulary, would have taken more time to spell than could have been spared when the fleet was so close to the enemy. Colonel Baylis goes on, by means of references to *The Times* of that day and to certain manuscripts in the British Museum, to attempt a refutation of the common belief that Nelson was blind in one eye, and at the battle of Copenhagen wilfully put his telescope to the useless member. Nelson, according to Colonel Baylis and his authorities, was not blind in one eye, and could see better with the injured than with the uninjured orb; and instead of making any pretence confined himself to "damning that signal." The pamphlet, which is interesting to all students of Nelson's career, is published by Mr. George Allen.

**Nelson's Famous Signal.**

* * *

WE have received from the office of *Cage Birds* the "'Cage Birds' Annual and Year Book of the Bird World for 1905." The writer of these notes cannot speak with authority on the subject of caged birds, but the annual (which is now in its third year) seems to be full of most useful information, and is well illustrated. It is clearly the fashion this year for canaries to be very long and thin. The frontispiece, which represents a Southern Yorkshire canary that has won a first prize at the Crystal Palace for its owner, Mr. C. W. Mabey, is as different as possible from the stout and comfortable-looking songsters of one's childhood.

**Cage Birds.**

* * *

AT the present moment Mrs. Colquhoun Grant's "A Mother of Czars" (London, John Murray) will certainly commend itself to all those who are interested in the past as well as the future of Russia. The story of the life of the beautiful and clever Princess of Würtemberg, who became one of the most successful and amiable Czarinas of Russian history, is told principally by the aid of her own letters, and one cannot help regretting that the volume is not prefaced by a reproduction of the beautiful portrait of her by Mme. Le Brun. The book gives the world some quite novel information as to the state of French society in the earlier and joyous years of the reign of Louis XVI., when the Grand Duchess and her Consort made the Grand Tour, in happy unconsciousness that a violent death awaited both monarchs. In 1825 *The Times* undeservedly stigmatised "the Mother of Czars" as "able, artful, and ambitious." Napoleon is credited with the epigram: "Scratch a Russian and you will find a Tartar." He also described Alexander I.—one of the two handsome sons of Marie Feodorowna—as "a Greek of the Lower Empire." In view of passing events one may recall another prophetic Napoleonic *bon mot*: "Malheur à l'Empire de Russie si jamais il s'élève un Czar qui porte une barbe!" The book abounds in trite sayings. Even the dull Paul indulged in epigrams. He used to say after his visit to Paris in 1781 that Louis received him as a friend, Philippe Egalité as a commoner, and the Prince de Condé (at Chantilly) as a sovereign.

**A Mother of Czars.**

## *BOOKS TO READ.*

### Biography.

Life and Letters of J. H. Shorthouse, edited by his Wife. (Macmillan.)
Dr. Momerie; His Life and Work, by his Wife. (Blackwood.)
The Wild Marquis, by E. A. Vizetelly. (Chatto and Windus.)
Memories, by Walter Macfarren, F.R.A.M. (Walter Scott Company.)

### Fiction.

Hay Fever, by W. H. and G. C. Pollock. (Longmans.)
Jörn Uhl, by Gustav Frenssen. Translated by F. S. Delmer. (Constable.)
In the Arena; Stories of Political Life, by Booth Tarkington. (Murray.)
Lucie and I, by Henriette Corkran. (Unwin.)
Fond Adventures, by Maurice Hewlett. (Macmillan.)
The House of Barnkirk, by Amy McLaren. (Duckworth.)

### Miscellaneous.

Letters to a Débutante, by Lady Jephson. (Nash.)
Misrepresentative Men, by Henry Graham ("Colonel D. Streamer") Illustrated by F. Strothmann. (Gay and Bird.)



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**BOOKS WANTED.**—£20 each offered Lord Lilford's Birds, 36 parts; Dresser's Birds of Europe, 9 vols.; Robinson Crusoe, 3 vols., 1st Editions, 1719-20; Vicar of Wakefield, 2 vols., Salisbury, 1766; Burns' Poems, Kilmarnock Edition, 1786; Flore et Zephyr, Ballet Mythologique par Theophile-Wagstaffe, with 8 plates, 1836; £15 each for Aldine Poets, Pickering, 53 vols.; Alpine Journal, 20 vols.; Gallery of Fashion, 8 vols., 1794-1801; Institute of Actuaries Proceedings, a set; Shelley's Queen Mab, a Poem, boards, 1813.—BAKER'S GREAT BOOKSHOPS, 14 and 16, John Bright Street, Birmingham

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# Leaves from a Collector's Note-book.

## *BURSLEM BUSTS.*

IT has been reserved for Mr. William Burton to do anything like adequate justice to the Burslem busts, a form of statuary in Staffordshire ware which gives Enoch Wood and his associates something like undying fame in the annals of "potting." Joseph Marryat ignores the subject altogether; Mr. Jewitt, in his anxiety to chronicle the minute details of early specimens and perpetuate the glories of the florid productions of the middle part of the nineteenth century, limits his remarks to a few brief sentences and a couple of wholly insufficient illustrations, which reappear in the pages of Mr. Downman, with a wholesome warning concerning modern imitations and impudent forgeries of these interesting memorials of the past, of which no less than 700 varieties are known to exist. At the present moment the market is flooded with sham Wesleys, Whitefields, and Shakespeares; but the careful study of the genuine article either at the School of Mines, in the Willett collection, or at South Kensington will enable even the embryo collector to safely defy the wiles of the fraudulent imitator, who either buries the sham article in the ground to give it a fictitious appearance of antiquity, covers it with some adhesive substance likely to attract the dust, or rubs down the sharp corners with sand-paper or a file to give it an air of respectable old age. The dust-collecting trick is often so much overdone that detection is made a matter of the greatest ease. In the "duffer" or "schlenter" busts the insides are usually concealed from view, while they are generally much heavier than the genuine article, which is fast becoming a *rara avis*. Genuine Wesley busts are still to be found in Cornwall, whence came the two quite different specimens shown in the illustrations. Varieties in black ware also exist, two very fine specimens of which are in the collection of Mr. Alderman Wakerley of Leicester. The large bust of Neptune, now illustrated, is a splendid example of the best kind of Burslem busts, and was for a long time in possession of a very indefatigable collector, Mr. R. Elliott of Camberwell. It bears on the pedestal in large bold letters the mark G. R. and the date 1811. The other illustrations speak for themselves. The skill displayed in the execution of the heads of Newton and Shakespeare is worthy of either Wedgwood or the best workmen at Leeds or Liverpool. All lovers of the beautiful, quaint, and often artistic pottery of Staffordshire, should carefully master the concluding chapter of Mr. Burton's interesting book, which contains several reproductions of Enoch Wood's best work, a typical Wesley bust, and a reproduction in colours of the often-imitated "Vicar and Moses."

A BUST OF NEPTUNE.

A fine specimen of Burslem ware, executed in 1811.

It is not generally known that Wood was an ardent collector as well as a potter, and that he left to posterity a unique series of busts and figures in the ware of his beloved Staffordshire. Aaron and Ralph Wood were well-known modellers who flourished about 1750. They were the sons of one Ralph Wood, a Burslem miller. Aaron Wood's son William was apprenticed to Josiah Wedgwood in 1762. His younger brother Enoch (having served his time with Henry Palmer of Henley Green) set up in business on his own account in 1782 at Burslem, where his uncle Ralph and a cousin with the same name were turning out figures "marked by a vein of true, if somewhat bucolic humour." The elder Ralph died in 1772, the younger in 1797. The earlier pieces are distinguishable by the quiet tones of the glazes—olive green, purple, yellow, and grey-blue. It is the younger Ralph Wood who is responsible for the busts of Milton, Handel, and Washington, familiar to all collectors. Possibly Enoch Wood, who entertained Wesley on his preaching tours about 1781, and lived till three years after the accession of Queen Victoria, was the most talented of his race. It is to be regretted that he never made a catalogue of the specimens he collected, and that one must now go to Dresden to see in the Museum nearly 200 of his finest pieces which he sent to the King of Saxony in 1835. Enoch Wood has left behind him a fine bust of himself in black basalt, so it is possible that Mr. Wakerley's busts of Wesley and Whitefield are, after all, his handiwork. The busts of Alexander I. and Newton are good examples of his skill. His favourite colours are far brighter than those employed by Ralph Wood prior to 1797.

TWO BURSLEM BUSTS OF JOHN WESLEY.

The great preacher was Enoch Wood's favourite subject. The larger bust bears Wood's mark and inscription, but the execution of the smaller is far finer.

He indulged in vivid greens and dark blues, but had also a weakness for black basalt and jasper ware. He was a modeller of quite extraordinary ability, and many of his portrait-busts are admirable likenesses. A superb and undoubtedly genuine Burslem bust of Shakespeare, nearly 1½-ft. high, showing all Enoch Wood's good points, was lately in possession of Mr. George Mackey of Birmingham.

Except when purchasing of well-known and reliable dealers, like Mr. Mallett of Bath, and others, the acquisition of Staffordshire ware of all sorts, and Burslem busts in particular, requires a discreet application of the motto, *Caveat emptor*.

B.

THREE FINE BURSLEM BUSTS.

Alexander I. of Russia is in the centre, with Sir Isaac Newton on the right and Shakespeare on the left.



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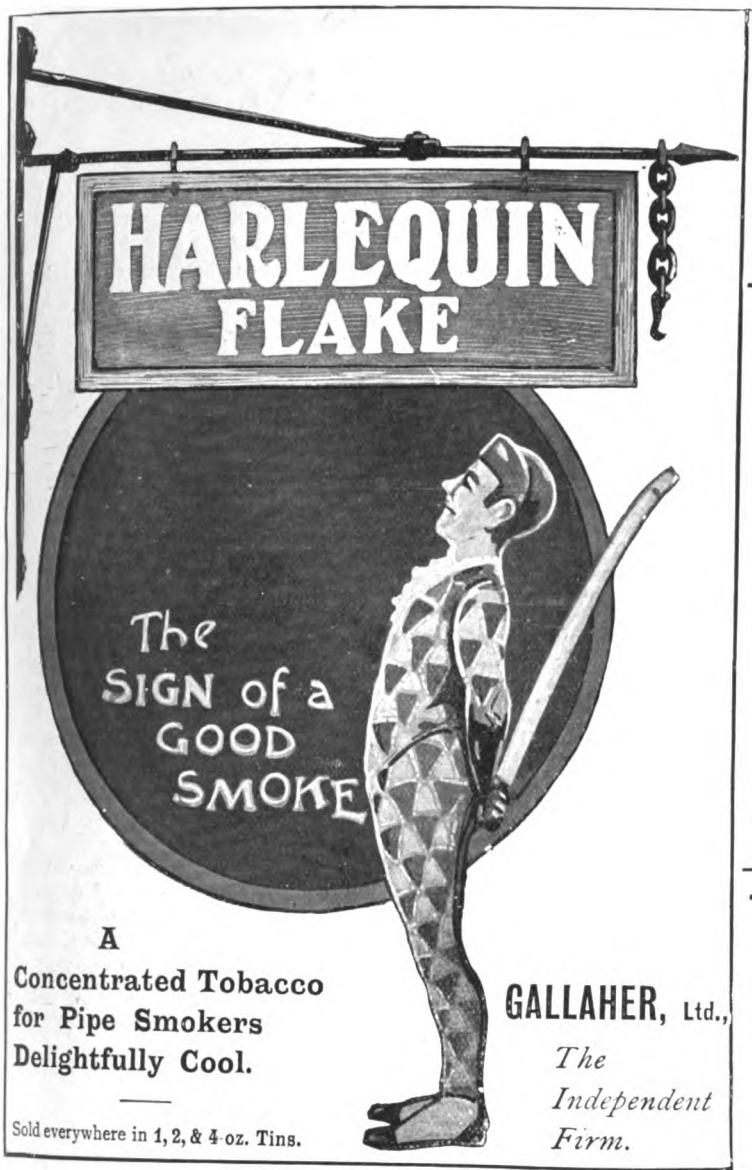


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# Motoring Notes.

WE have already announced in this column that the production of the popular Argyll cars would be largely increased in the near future as a result of the successful flotation of Argyll Motors Limited, the new company which has succeeded the old Hozier Engineering firm. We are now informed that a large tract of ground, over sixty acres in extent, has recently been purchased, and that the new works are in course of erection. The site chosen is just outside the burgh of Alexandria, near Glasgow, and lies between the river Leven and the railway, and close to the main road to the Western Highlands. Within three-quarters of a mile is Loch Lomond, which will afford excellent opportunities for motor-launch trials. It would, therefore, appear that the position is not merely excellent from an industrial point of view, but also one of great natural beauty. It is hoped that the necessary machinery will be installed in the first of the workshops within three months, and that by next season factories will be completed and in full operation.

* * *

A British-built car which has won an excellent name for itself among motorists is the Ariel, and we have pleasure in reproducing a photograph of a handsome specimen of the 18—22-h.p. type. The faith of the makers in the quality of their materials and workmanship is shown by the fact that they guarantee the bevel drive on the rear live axle for two years and the driving gear for 50,000-miles. The engine of the 18—22-h.p. model has its four cylinders cast in one, the heads alone being separated. The inlet valves are mechanically operated by rocking levers according to the latest practice in motor construction, and the ignition is of the high-tension type, the current being derived either from a magneto or accumulators.

* * *

The transmission mechanism consists of a large leather-faced clutch; a gear-box giving four speeds and a "reverse," the drive being direct on the highest gear; a propeller shaft with universal joints; and a live rear axle. The latter is designed on the best lines, the wheels revolving on extensions of the axle casing, so that the driving shafts are relieved from the weight of the car. The new Ariels are excellent specimens of up-to-date automobile construction, and should still further enhance the reputation of their makers.

* * *

We are informed that a 24—40-h.p. Fiat has been purchased by the Duke de Genes, brother of the Queen of Italy, Commander-in-Chief of the Italian Navy, and President of the Automobile Club of Italy.

* * *

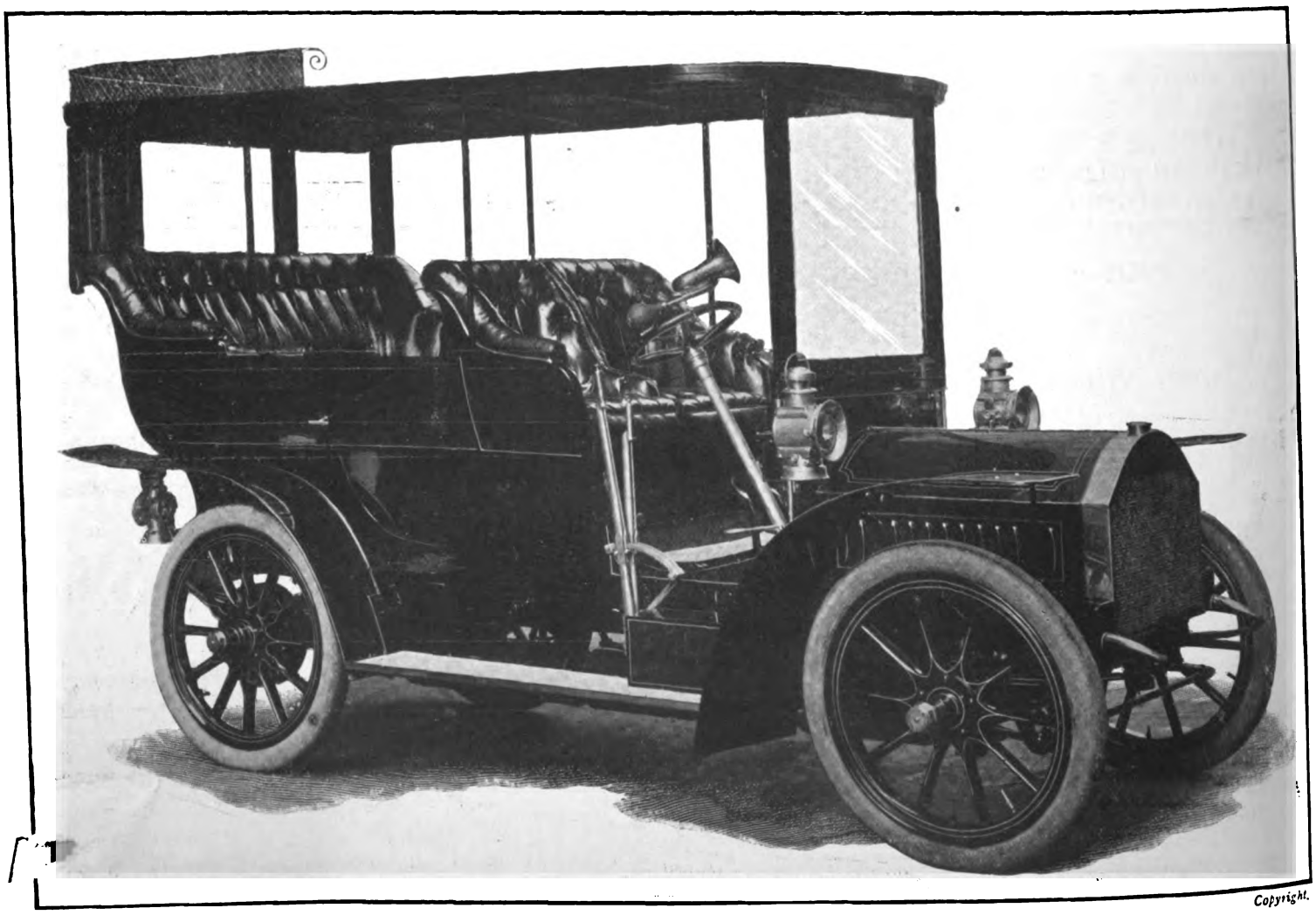
The Automobile Club has promptly punished two of the drivers nominated for the forthcoming Eliminating Trials in the Isle of Man, who had been convicted for driving racing cars at an excessive speed on the public roads. The case of Mr. Lisle, the driver of a Star car, has been widely reported in the papers. He caused a serious accident near Wolverhampton, which resulted in injuries to several persons. After considering the case and hearing Mr. Lisle's explanation, the club excluded him from the competitors' register, pending the hearing of an appeal which he has lodged against his conviction. The case of Bianchi, one of the drivers of the Wolseley racers, was evidently regarded in a less serious light. No previous complaint had been recorded against him, and although convicted of driving at a high speed, there was no suggestion that anyone had been endangered by his conduct. He was called before the committee and severely reprimanded, and suspended for a month.

* * *

The result of these two sentences is that Mr. Lisle will be debarred from competing in the Isle of Man, while Bianchi's suspension will expire before the date fixed for the trials. Another and a more important outcome of the club's action, from the public point of view, is that in future no manufacturer will dare to allow his racing cars to be "tuned up" on the highway. It is rumoured that an excellent stretch of sand has been discovered on the east coast of Yorkshire, which will be used as a site for the necessary preliminary trials of the cars.

* * *

In this connection it is interesting to note that motorists are discovering that America has by no means a monopoly of seabeach racing tracks. On Whit-Monday next the Yorkshire Automobile Club will hold a meeting on the sands at Filey. The course is over a mile in length, and an ample distance is available for getting up speed and stopping again. The surface of the sands is said to be hard and smooth at low water, and an elaborate programme has been arranged.



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This finely-fitted car was recently sent by the Ariel Company to South Africa.



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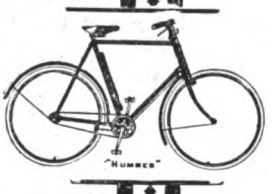




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# *Fashions of To-day & To-morrow.*

ARE we returning to the old hideous fashion of hoops and crinolines? That is the disturbing question that is troubling us at the moment. Paris, by whose verdict we generally abide, seems decidedly in favour of it, although at the present in a somewhat modified form, but alas! once the thin end of the wedge inserted, and we shall soon find we are destined to follow suit, and develop by degrees into the grotesque figures so ably illustrated by Leech and Cruikshank. Already in our corsets we are adopting the effect of Queen Elizabeth's corset board, although it is more scientifically arranged, and a bit more comfortable, I imagine, so I suppose the hoops will inevitably follow unless we make a stand against them, and show our independence of Dame Fashion. The stiffening and wiring and other resources that modistes are resorting to lately to make the skirt clear the feet, rather point to the fact that we are like a flock of sheep or playing the game of "Follow my leader." Let us trust our good sense will step in and draw the line shortly.

*A CHARMING DINNER-GOWN IN WHITE MOUSSELINE DE SOIE.*
(Messrs. Fenwick, New Bond Street, W.)

Naturally the all-round skirt so universally worn now, unless perfectly cut, is not very graceful, and yet how infinitely more healthy and convenient. Still, I have seen plenty of these skirts without an atom of stiffening, which flare out perfectly. The great secret is in the correct cut of this garment, and in the silk underskirt, which, with its abundant fulness and frills, has the desired effect. Boots and shoes are getting more and more fantastic. One lady I noticed at a large social gathering the other day, who wore a pretty dahlia-coloured cloth gown, a very short skirt, and her boots and stockings were of the same shade. I should not think it a becoming mode for those who have not perfectly proportioned extremities, as it attracts attention, and certainly makes the foot look larger.

Some of the new hats and toques that Easter inaugurated are very charming, the floral decorations are perfect, and really some of the matinée hats are so sensibly small, and pretty at the same time, that they do not interfere with the view of the stage at all. If only they were more universally adopted. The innovations for the neck, taking the place of the feather stoles, are very dainty and much more becoming. The Pierrot style particularly so, and, whilst we are still subject to cold winds, are most acceptable for comfort also. The new elbow sleeve is one of the successful novelties, and in the warmer weather will be most gratefully appreciated. At the moment it is a little too cool for this out of doors, but for home wear and visiting it is a very pretty fashion. The glove manufacturers will appreciate this, and the long Mousquetaire suède gloves are being made in every variety of shade imaginable.

I was at Fenwick's of New Bond Street the other day, and was once more impressed with the style and cut of their model gowns—both for the streets and for evening wear. Two of their latest Paris models are here illustrated. The one a visiting gown of pale grey de Nînon. The skirt, with its voluminous folds, has corded pipings at intervals, which help to stiffen and hold it out. The handsome trimmings of plaited silk and lace motives, that run lengthways from the waist to the end of the skirt in the front, give length to the figure and the requisite line. The bodice is particularly becoming and well cut. The waist line is well defined by a shaped belt, and the upper portion falls slightly full over the top of this. The graceful elbow sleeve gives an elegant finish to the whole. The dainty hat is in prune fine straw, with the palest of blush pink roses in a large cluster at one side. Another charming gown is the dinner or evening dress in white mousseline de soie. The skirt is very fully pleated in flat pleats from the waist, three parts down. It has then a very handsome and effective insertion, shaped at the top in wide curves. Narrow bands of white satin ribbon form a novel and pretty connecting link. Graduated flat folds of the mousseline de soie again intervene and finish the skirt at the hem. The square-cut bodice is correspondingly trimmed, and has a very becoming full elbow sleeve. This gown is one of the latest French models, and has been much admired by those who have seen it. There were so many delightful new creations in day and evening coats, also in Fenwick's noted tailor-mades, that it is well worth a visit before your spring outfit is completed.

R. D.

*A DAINTY VISITING GOWN IN PALE GREY DE NINON.*
(Messrs. Fenwick, New Bond Street, W.)

*(From photographs specially taken for this paper by Miss Mabel Lonnitz, 26, Victoria Street, S.W.)*



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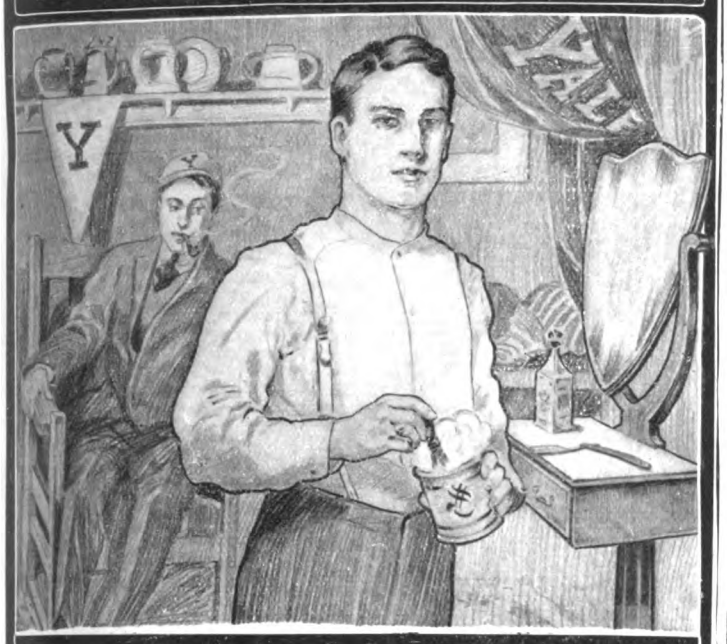

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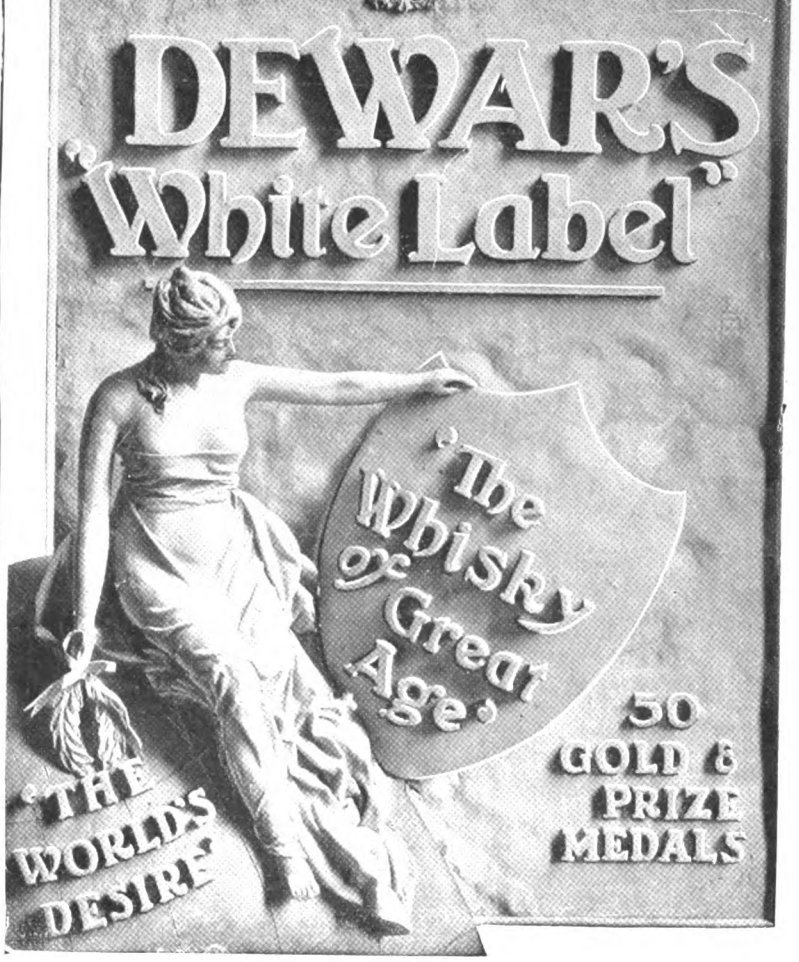


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S.H.B.


# THE KING'S MENU.

## CLEAR OX-TAIL SOUP.

For this one of the frozen American ox-tails answers just as well as the dearer English ones. If large it will make about three quarts of soup, while next day the bones and clarifying meat, if this latter is well rinsed, will produce an excellent thick ox-tail. Again, the pieces of meat over from the tail on the first day will make a very nice dish for next day's lunch if served with brown sauce, and the vegetables from the soup cut into dice for a macedoine; or the meat can be curried and served with rice or macaroni, spagetti, etc. For the clear soup, cut the tail—mind it is properly thawed first if a frozen one is used—into neat pieces, and place them in cold water with just a pinch of salt in a stewpan; put this on the stove, bring to the boil, then strain, and rinse the tail in cold water and dry well. Melt an ounce or so of butter or clarified dripping in a stewpan, and fry in it four ounces of sliced onion, a leek, three ounces each of carrot and turnip, and one of celery, a bunch of herbs, a blade or two of mace, six or seven peppercorns and the same of cloves tied up with a bay leaf and the herbs. When the vegetables begin to colour add the well-dried pieces of tail, and fry till the meat is lightly browned. Now add from two and a-half to four quarts of good hot stock, the amount of this depending on the size of the tail. Bring gently to the boil, skimming very carefully, and when quite clear of scum draw to the side of the stove and simmer steadily for three and a-half to four hours. The stock is then strained off and freed from fat—it is best to make this soup the day before it is to be clarified, letting the stock get cold and then removing all fat. It is then clarified in the usual way with raw meat, white and shell of egg, and served after reheating, the garnish in it. The garnish is of small cubes of some of the meat from the tail and some of the vegetables from the stock-pot cut into little shapes with a plain pea-cutter. Many people prefer this soup very slightly thickened by adding at the last after the soup is clarified a dessertspoonful of best Bermuda arrowroot mixed with a wineglassful of sherry or cold clarified stock, for every quart of soup. Stir these together till they boil, then put in the garnish of meat and vegetables, and when these have heated through the soup is ready.

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SALADE CUITE.

BAVAROIS AUX BANANES.

CROQUETTES A LA MILANAISE.

## MERLANS FARCIS SUR LE PLAT.

For two good-sized whiting make a farce with two pennyworth of picked shrimps, two fillets of anchovies minced finely, two ounces of bread-crumbs, one well-beaten egg for binding, and a seasoning of mace, pepper, and salt, and a spoonful of finely-minced parsley added is an improvement to many tastes. Have the whiting unskinned and uncurled, clean and dry them thoroughly, then fill with the farce. Have ready a well-buttered oval fireproof china gratin dish, sprinkle with finely-minced parsley, lay the whiting in this, brush over with melted butter (*i.e.*, oiled butter, not sauce), and moisten round the fish with either a gill of milk first flavoured by boiling up in it a teaspoonful of chopped shallot, and a pinch each of mace, pepper, and salt, or else a little fish stock and white wine can be used. Put the dish in the oven and bake for twelve or fifteen minutes, keeping the fish well basted with either the flavoured milk or stock. It is then served in the dish it was cooked in, with no sauce but the basting liquor and the juice which comes from the fish. Hand cut lemon and brown bread and butter. If a simpler dish is desired omit the stuffing, but have the fish sent home as directed, then after cleaning and drying, score each across one side at intervals of an inch and a-half, and lay the fish in the gratin dish with this side uppermost. Then after brushing well with oiled butter, sprinkle with a layer of finely-grated Parmesan before pouring the flavoured milk round. Proceed otherwise as above, only substitute a Dutch oven before the fire for the ordinary one. Fresh herrings stuffed and baked in this way, then served with horseradish sauce, are extremely good and savoury.

## COTELETTES EN CASSEROLE.

For this, which is simply our old friend mutton hot-pot cooked and served in a casserole, cut a nice neck of mutton, weighing about three pounds, into cutlets, then cut away the bones (which can be used to make the stock for the casserole), leaving the meat cutlet-shaped. Line a casserole with a layer of parboiled sliced potatoes and blanched sliced onions, put a layer of the meat cutlets on this



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(seasoning the meat first, mind, with pepper and salt, and a little curry powder with this seasoning is an improvement), cover with a layer of potato and onion, and so on till the meat is all used and the casserole nearly full, finishing with a layer of small whole potatoes. Pour in half a pint of good well-flavoured stock, or, failing this, dissolve a spoonful of Lemco in the requisite quantity of water. Put the lid on the casserole, and bake in a moderate oven till the top layer of potatoes is quite cooked. A little more stock, about a gill and a-half altogether, must be added from time to time, as that in the casserole evaporates in cooking.

## PIGEONS SUR CROUTES.

For these choose Bordeaux pigeons, and have them drawn and trussed at home, and use their livers, together with that of a chicken (which the poulterer should send with the pigeons), as follows: Fry a teaspoonful of minced onion in a dessertspoonful of butter in a small sauté-pan, then put in the pigeons' and chicken's livers and fry gently, adding a seasoning of powdered dried herbs, pepper, salt, and half an ounce of glaze. As soon as the livers are soft empty the contents of the pan into a mortar, pound all to a paste, and use it to spread on the croûtes on which the roasted pigeons are served. The birds should be lightly roasted, well basted, and served very hot. Good gravy, bread sauce, and a salad of cooked vegetables should accompany them to table.

## CROQUETTES A LA MILANAISE.

These can be made with macaroni, spagetti, or vermicelli, only be careful that whichever of these Italian pastes is used it is really fresh. Take two ounces of whichever is used, put it into plenty of fast boiling water, slightly salted (and on no account wash the paste first, as is the barbarous custom of many English cooks), and boil till the paste is just tender, but still breaks crisp when tried with a fork. Directly it is done enough stop the boiling with a dash of cold water, drain, chop the macaroni or spagetti, etc., small. Return it to the hot dry pan, with two tablespoonfuls of good white sauce, one tablespoonful of tomato purée (this and the white sauce should both be hot, mind), and two tablespoonfuls of finely-grated Parmesan cheese. Work these together over the fire till quite stiff, and well mixed, then turn the mixture out on to a cold dish, patting it into a disc about an inch thick. When quite cold and firm and the croquettes are wanted, divide the mixture into equal portions, and with a couple of spoons shape these into little oval or cork shapes. Brush them over with beaten egg, roll in fine bread-crumbs seasoned with grated Parmesan cheese and coralline pepper, and fry the croquettes in deep smoking fat. When a rich gold colour drain them well and serve very hot, dusted over with grated Parmesan.

GATEAU AUX FRUITS A LA CHANTILLY.
*(Specially prepared and photographed for this paper.)*

## BAVAROIS AUX BANANES.

For this for a pint mould, sufficient for four or five people, rub sufficient ripe bananas, skinned first, of course, through a fine hair sieve, to produce half a pint of pulp, add the juice of half a lemon, or, better still, a spoonful of white rum, sweeten to taste with castor sugar, then mix in half a pint of custard with which has been well mixed half to three-quarters of an ounce of finest leaf gelatine first dissolved in a spoonful or two of hot water before adding to the custard. This can be a simple one of corn-flour, or a rich one of cream and egg yolks only. Anyway, it is nicest flavoured with vanilla, as this brings out the flavour of fruit so well. The custard must be mixed with the fruit pulp while just warm. Have ready a mould lined with clear lemon jelly, pour in the bavarois mixture, and stand on ice till firm. Do not unmould the bavarois till it is wanted to send to table. Any fruit pulp can be used instead of the banana if these proportions are adhered to.

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# Here, There, and Everywhere.

THE "BOUDOIR" LADIES' GOLF COMPETITION.—The proposed rules and conditions are as follows: A limited number of ladies' golf clubs, affiliated to the Ladies' Golf Union, to be invited by the *Boudoir* to enter for this competition. At each club the lady competitor who returns the lowest aggregate for the best six rounds on the ordinary Medal days during the nine months—April to December inclusive—shall be the winner in that particular club. Handicap limited to 15. The final, which will consist of a Thirty-six-hole Medal Round, will take place under conditions to be arranged by Miss Issette Pearson, who has kindly agreed to act as referee throughout the competition. Her decision on all points will be final. Competition to last nine months, commencing April, 1905. The secretary of each club shall forward to Miss Mabel Stringer, the 20th Century Club, 29, Stanley Gardens, W., a list of gross and nett scores within three days of the completion of each Monthly Medal Club Competition. The returns of each club will be published every month in the magazine under the heading of "The *Boudoir* Ladies' Golf Competition." The prizes given by the proprietors of the *Boudoir* have been selected from the Goldsmiths' and Silversmiths' Company, 112, Regent Street, W.

---

OUR readers who are on the look-out for a flat for the coming season in London will find their task considerably easier this year by means of a novel and admirably-planned feature in our contemporary the *Evening Standard and St. James's Gazette*. For years past the unfortunate flat-hunter has been obliged to wade through columns of advertisements of indiscriminately assorted flats, and many a wild-goose chase has resulted from following up mysterious references to flats in unspecified parts of London. Our contemporary has adopted an excellent system by which all the "Flats" advertisements are classified according to district, and inserted under separate headings, as "Mayfair and St. James's," "Kensington and South Kensington," etc. The flat-hunter can thus see at a glance what there is available from day to day in his or her favourite locality, and can, if necessary, visit all the most likely flats in that district in the course of a morning. The list published daily in the *Evening Standard and St. James's Gazette* is a very complete one, and includes all the principal blocks of flats in London, nearly a whole page being given up to this feature.

---

THE widely-increasing prosperity of the coming Naval Exhibition, which will be opened at Earl's Court by the Lord Mayor on May 6, has resulted in 766 members being elected to the Old Welcome Club at the full meeting of the committee. Earl Roberts will again occupy the presidency during the 1905 season.

---

H.R.H. THE PRINCESS LOUISE, Duchess of Argyll, has most graciously given her immediate patronage to the series of concerts which have been arranged in aid of The Heritage, the Craft and Toy-making School of the Guild of the Brave Poor Things, on May 2, 6, 9, 12, and 15, and of which full particulars and tickets can be obtained of Mrs. C. W. Kimmins, Dame Armstrong House, Harrow-on-the-Hill.

---

ON May 15 and 29 two matinées, which promise to be particularly interesting, will be given at the Court Theatre by Miss Rosina Filippi. The bill will consist of "Belinda," an adaptation of Rhoda Broughton's popular novel, and (second) "Tableaux from Dante," with dialogue by Rosina Filippi, and scenes from "Alice in Wonderland," dramatised by express permission of Messrs. Macmillan, the publishers, by herself and Nigel Playfair. We have already spent many pleasant half-hours with the products of Miss Filippi's pen, and two very agreeable afternoons may be reasonably anticipated.

---

ON and after the 1st prox. the service by the Harwich route between London and Liège will be greatly accelerated. Passengers leaving Liverpool Street Station at 8.40 p.m. will be due at Liège at noon the following day. Dining and breakfast cars will be attached to the boat trains between Liverpool Street Station and Parkeston Quay, Harwich. By this service passengers are enabled to enjoy a night's rest and breakfast in the steamer before landing at Antwerp. Through carriages will run from alongside the steamer to Liège and *vice versâ*. The Great Eastern Railway Company have also arranged for cheap return tickets, available for seven days, in connection with the exhibition, which will enable passengers to break their journey at Brussels.

THE "BOUDOIR" LADIES' GOLF COMPETITION.
Some of the prizes offered in the competition which has just opened, and which is to last nine months.

---

T.R.H. THE DUKE AND DUCHESS OF CONNAUGHT and suite witnessed the two plays by J. M. Barrie, "Pantaloon" and "Alice Sit-by-the-Fire," at the Duke of York's Theatre on Thursday evening last.

---

IN the Empress Hall at the Earl's Court Exhibition this year a full-sized third-class cruiser will make a tour of the Mediterranean. As is appropriate to a Naval Exhibition, organised by the leading experts in the land, the cruiser will be accurate in every detail and be armed with four 4·7-in. guns—similar to those that saved Ladysmith—four 6-pounder Hotchkiss, and four ·303 Maxims, all quick-firers. Her binnacle, steam winch, and pumping gear are those that were used in the Antarctic ship "Discovery." About 800 people at one time will be enabled to make the passage in the Mediterranean, and in this cruiser witness the daily life on board a war-ship.

---

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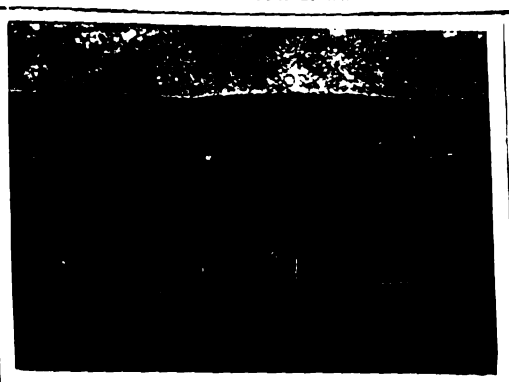

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First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.

Misses E. A. and C. C. SMITH, Proprietors.

**BEXHILL.**

## THE SACKVILLE.

WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.

*Telegrams: "Sackville, Bexhill."* *Telephone: 10, Bexhill*

THE GOLF LINKS, CHERTSEY.

**LEIGH-ON-SEA (Essex).**

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

**FARNHAM, SURREY,**
Within easy access of London

## THE BUSH HOTEL.

Moderate Tariff. Special Week-End Terms for Golfers, inclusive of table d'hôte dinner. Saturday until Monday morning, £1 1s. The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable, being on sand.

SOUTHWOLD (best position on the Common; close to Golf Links).—To be LET, well Furnished, for June, July, and August, the pretty and artistic HOUSE known as "Link's Cottage," containing square hall, two sitting and large recreation rooms, servants' sitting room, seven bedrooms (fourteen beds), bathroom; electric light and telephone.—Apply to Mrs. ROBINSON, on Property.

**GENTS' GOLF GARTERS.** NON-ELASTIC; Nickel Lever Buckle, no teeth; Fine Tan Webb, ⅞ in. wide; instantly adjusted to any TENSION; ensures comfort and smartness in appearance, 1/- per pair post free.—**DAN MOODY & Co., Egyptian Works, TROWBRIDGE.**

Rates for advertising in the above can be had on application to he ADVT. MANAGER, GEO. NEWNES, LTD., 5-12, Southampton St., Strand, W.C.



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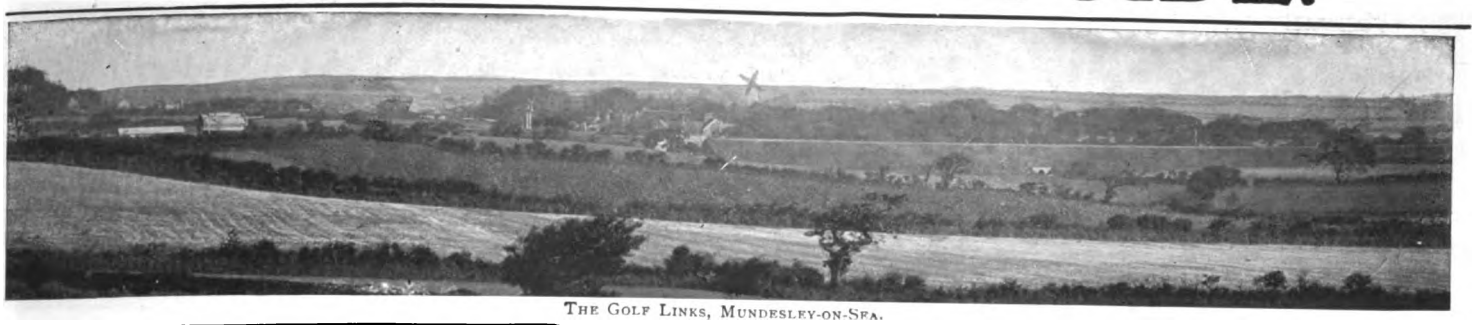
# THE GOLFERS' GUIDE.



THE GOLF LINKS, MUNDESLEY-ON-SEA.


## PNEUMATIC GOLF BALL

TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

**VULCAN WORKS, ST. THOMAS ST., S.E.**

SUNNINGDALE GOLF LINKS.


**ASCOT.**

## THE BERYSTEDE.

SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer).*

"'Is it a Private House or an Hotel?' is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

## RE-COVERING.

Haskell and other Cored Balls re-covered equal to new, and guaranteed at

Returned in 7 days. **PER 8/- DOZ.** Post Free.

**RE-COVERED** HASKELLS, ARLINGTONS, or WIZARDS

Post Free. **PER 14/- DOZ.** Post Free

We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

SPECIALLY PREPARED GUTTA for Re-covering Supplied Terms: CASH WITH ORDER. SPECIAL TRADE TERMS ON APPLICATION.

**A. MACKINTOSH & CO.,**

Golf Ball Manufacturers,

1, BURNT ASH HILL, LEE, LONDON, S.E.

Club Houses can be efficiently and economically lighted by

## ACETYLENE.

*Write* H. BAKER, 49, Victoria Street, S.W.

THE LINKS, WHITLEY COMMON.


**CHERTSEY.**

## CROWN HOTEL.

Under Patronage Chertsey Golf Club, and Headquarters Chertsey Trout Re-stocking Association. "Old Times" Coach stops. Ordinary daily. Telephone No. 0196 Chertsey.

H. R. Cox, New Proprietor.

**BOSCOMBE.**

## THE HOTEL BURLINGTON.

WINTER GARDEN, 300ft. long.

MAGNIFICENT GOLF LINKS.

Most Moderate Tariff, specially revised, on application to Manager, or to the BURLINGTON and BUCKINGHAM PALACE HOTELS, LONDON.

*Telephone 750.*

**BOURNEMOUTH CENTRAL.—Brinklea,** Residential Hotel.—Beautiful Grounds. Nearest to Golf Links. Most Central, top of Richmond Hill, on now favourite East Cliff. Swimming Bath, Covered Fives Court, Tennis, Croquet, Library, Billiards. Moderate Terms *en pension*. Separate Tables. Tariff on application.—Mrs. C. M. CARRELL. Telephone, 01052.

**DEAL, adjoining Sandwich.**

## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

| | First Class. |
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| Friday to Monday ... ... | £2 12 6 |
| Friday to Sunday ... ... | £2 0 0 |
| Saturday to Monday ... ... | £2 0 0 |

These tickets are available by any train on days mentioned from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.


**CONWAY.**

## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.
Tennis, Croquet, and Putting Lawns, Boating, Fishing.

*Illustrated Booklet and Tariff on application to—*
Mrs. C. A. BAILEY.

Telephone, 25. Telegrams: "Oakwood Conway."

ZÜRICH.—DOLDER GRAND HOTEL, First-class English frequented house in extensive well-wooded grounds, 2,000ft. above sea level. Golf links in front of the hotel; tennis; motoring centre. Electric Tram and funicular service with Zürich Central Station (25 min.). Electro-magnetic therapeutical treatment (E. K. Muller's method).—Manager, E. DIELMANN.

**SHERINGHAM, NORFOLK.**

## THE SHERINGHAM HOTEL,

ADJOINING GOLF LINKS (18 HOLES).

LARGEST HOTEL IN SHERINGHAM. Open all the year round. Handsome Dining Hall, 67ft. long. Numerous spacious Suites of Rooms commanding beautiful Sea and Land Views. Billiard and Smoking Rooms. Excellent and Improved Sanitary arrangements. Extensive Private Grounds. Lawn tennis, croquet. First-class Stables. Accommodation for Motors and Cycles. Through Trains from King's Cross, Peterborough, Birmingham, Leicester, etc.

*Telegrams:* "Sheringham Hotel, Sheringham."
*National Telephone:* No. 3. F. EDENS, Manager.

**ALDEBURGH-ON-SEA.**

## WHITE LION.

THE OLDEST FAMILY HOTEL.

Facing the Sea, with a frontage of 200ft.

Two new wings added, furnished by MAPLE & Co.

Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.

MODERATE TARIFF.

*Special Terms for Golfers and Families during the Winter months*

Perfect Sanitary arrangements.

Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

**CLACTON-ON-SEA.—"The Towers" Private Hotel.** Accommodation for over 100 guests. Large lawns for tennis, bowls, and croquet. Close to golf links. "The Towers" occupies the best position on the cliffs, facing sea, due south. All public rooms and most bedrooms overlook the sea and the private lawns.—Under the direct supervision of the proprietors, EMMERSON & HARRIS.

THE LINKS, WESTON-SUPER-MARE.


**WESTON-SUPER-MARE**

Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit.

Apply MANAGER.

Telegraphic Address—"ATLANTIC, WESTON-SUPER-MARE."
National Telephone, No. 11.

**BARTON-ON-SEA, HANTS.**

## BARTON COURT HOTEL.

Nine-and-a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms.*

Telegrams—"BARTON HOTEL, NEW MILTON."

**FRINTON-ON-SEA.**

## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

MAGNIFICENT GOLF LINKS ADJOINING THE HOTEL.

Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

ROBERT G. SETTERFIELD.

Rates for advertising in the above can be had on application to the ADVT. MANAGER, GEO. NEWNES, LTD., 5-12, Southampton St., Strand, W.C.




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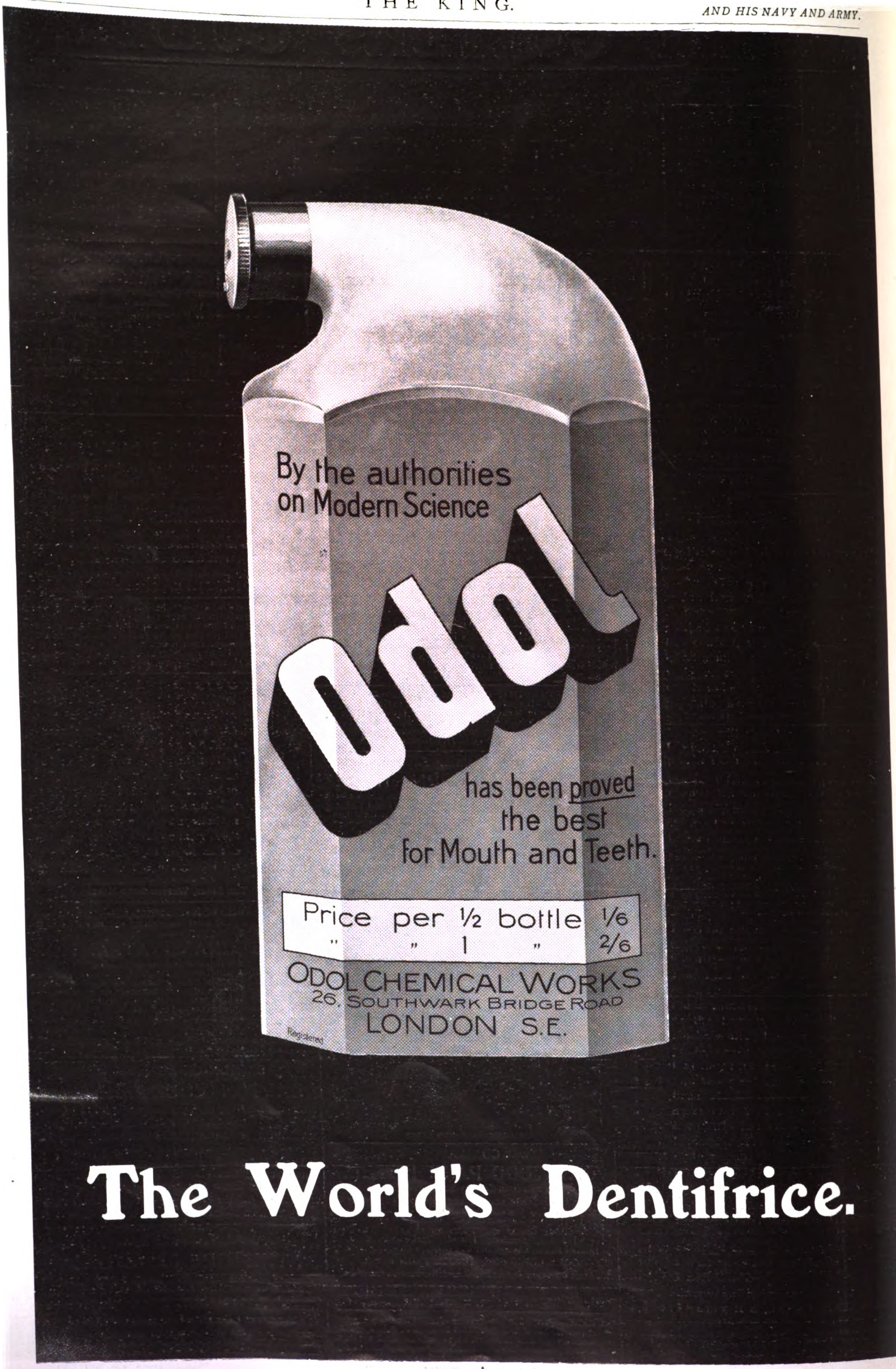




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# THE AUSTRALIAN TEAM.

By P. F. WARNER.


# THE KING

AND HIS NAVY & ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 432. SATURDAY, MAY 13th, 1905. PRICE 6d.

Weston.

MR. PATRICK ROSE-INNES

Prospective Unionist Candidate for Elgin Burghs.

(See page 199.)

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# THE KING

*AND HIS NAVY AND ARMY.*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY. THE SALON AND THE SERVICES.

**Vol. XX. No. 432. Saturday, May 13, 1905.**

*Editorial Offices*—3, SOUTHAMPTON STREET, STRAND, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone*—*No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.


**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND SANDRINGHAM.—It is noteworthy that the King takes the earliest opportunity after his tour to visit Sandringham, and that his first week-end in England should be spent in his own county. For their Norfolk home all King Edward's family have a great affection, and the house, which, as the inscription over the portico says, "was built by Albert Edward, Prince of Wales, and Alexandra, his wife, in the year of our Lord 1870," has been so frequently the scene of happy family events and reunions. It was at Sandringham that the present Prince and Princess of Wales spent their honeymoon, and it is at Sandringham that the Christmas festivities are held, and it is to Sandringham that the King invariably wends his way when he wants a quiet week-end. Few country seats are so simple yet so elegant as the Norfolk home of the King, and his own study there, plainly furnished, with not even a rug on the oak floor, is a model of what such a room should be.

THE KING'S HORSES.—Last week many people learned to their surprise that no horse which had been in the King's service was disposed of by sale when his period of usefulness in the Royal stables was at an end. The King has a great aversion to allowing any animal which has been in his possession to be sent away to a life which may possibly be full of pain, and in which in any case it cannot be treated with the kindness and consideration which fell to its lot while of the Royal household. Therefore, when the animals are past work, the merciful course of despatching them by a dose of chloroform is followed. The King has a great fondness for animals, and of his attachment to the Irish terrier Jack, who got into trouble in Paris the other day for trespassing in the Tuileries Garden, much has been written. But Jack, it is reported, has a rival in the French bulldog, presented to King Edward by one of his friends in Paris. This animal is a splendid specimen of his breed, and at their best French bulldogs are both valuable and amiable.

THE PRINCE OF WALES'S CONCERT.—The concert which is to be held this week at the Albert Hall in aid of the funds of the Union Jack Club, has been organised at considerable pains by the Prince of Wales, who has thrown himself heart and soul into every measure which has been taken to secure the future of this "home" in London for seamen, soldiers, and marines. A large and distinguished audience will be present at this concert, and at the Prince's request a number of singers of world-wide renown are making special efforts to be present. The King has intimated his intention to be present, and practically all the leaders of London will be in the audience. Of the labour entailed in the organisation of such an entertainment few can have any idea, and the fact that, despite his recent indisposition and his multifarious other duties, the Prince has attended to every detail himself, shows clearly the intense enthusiasm with which he is working for the welfare of the club.

MR. J. W. MATHEWS

First Master of Freemasons' Lodge, Chelsea, No. 3098, which is to be consecrated at Frascati's this week. The members of the Lodge are all connected with the theatrical and music-hall professions, and this is the first time that an attempt has been made to get the two to work hand in hand.

PRINCE EITEL FRITZ IN ENGLAND.—The children of the German Emperor are not so well known in this country as their illustrious father, but there is one of them, Prince Eitel Fritz, to whom Englishmen will extend a cordial welcome, if only for the fact that he is the intimate friend of the Duke of Saxe-Coburg, our Duchess of Albany's son. The two young men are brothers-in-arms, in that they serve in the same regiment, and though Prince Eitel Fritz has been absent from his regiment for some time past on sick leave, the friendship has not languished. If his impartial nature permitted it, it is quite possible the Kaiser would look upon Prince Eitel Fritz as his favourite son, and there can be no doubt that he is the most gifted of the six boys. He is very musical, and has a strong bent for art, and in addition is a good all-round sportsman and a crack shot. Unlike his eldest brother, he is not a squire of dames, but English people would not be sorry if it shou'd prove to be a young English Princess whom he had come to see, as well as the mother of his companion-in-arms.



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M. DELCASSE

The Minister for Foreign Affairs in the French Government, returning from his interview with King Edward at the Hotel Bristol.

*Copyright.*

THE KING IN PARIS.

The crowds which gathered to greet the King whenever he went abroad in Paris were a strong testimony to his popularity.

*Illustration Bureau.*

AT DOVER.

In returning from France the King made use of the new turbine steamer "Onward," which was specially fitted up for the occasion.

*Copyright.*

THE DUKE OF CONNAUGHT AT WOOLWICH.

In his official capacity as Inspector-General of the Forces, the Duke of Connaught has just paid a visit of inspection to the Woolwich Military Station. His Royal Highness is here seen leaving the garrison church in company with Colonel Coke, the District Commander.

*Copyright.*

*Copyright.*

*Schaarwächter.*

ROYAL VISITORS TO ENGLAND.

(1) The Duke of Saxe-Coburg Gotha, who has just returned to Claremont on a visit to his mother, the Duchess of Albany. (2) King Alfonso XIII. of Spain, preparations for whose visit to this country are proceeding apace. (3) Prince Eitel Fritz, son of the German Emperor, who has accompanied the Duke of Saxe-Coburg to Claremont.



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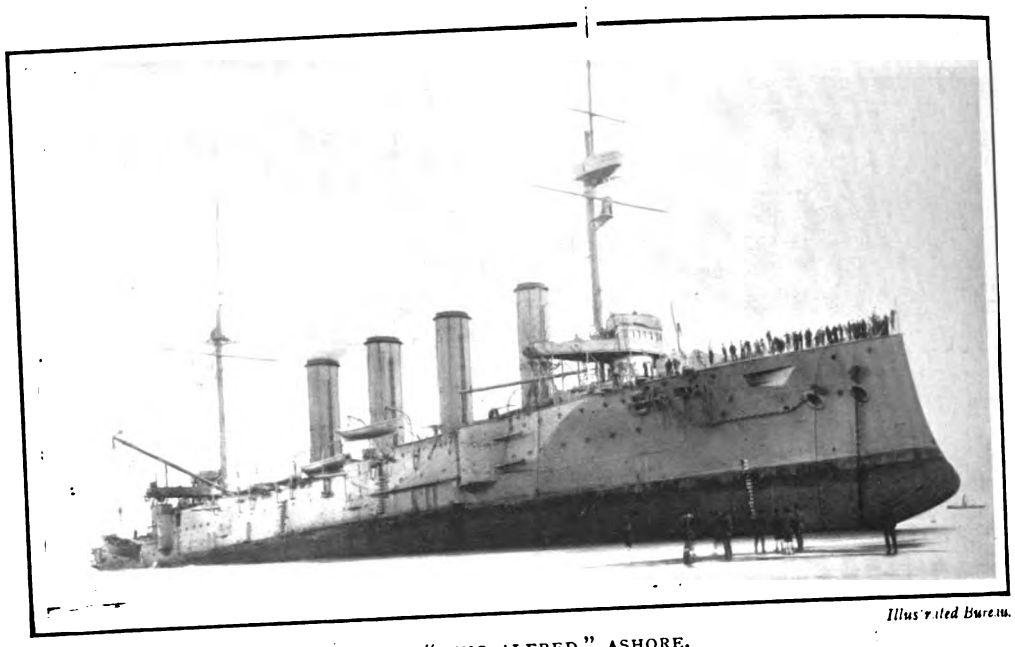
EARL'S COURT, 1905.—In opening the Naval, Shipping, and Fisheries Exhibition at Earl's Court on Saturday last, the Lord Mayor said that he thought it was one which could not fail to awaken the enthusiastic appreciation of countless visitors. And if the enormous crowds that thronged the grounds of the exhibition on the opening day be any earnest of what is to come, the Lord Mayor will have shown himself an admirable prophet. There is much to interest and amuse in every part of the exhibition, from the cruise in a war-ship from port to port in the Mediterranean, invented and arranged by Mr. Herman Hart and his assistants, to West's "Our Navy," which is shown in a fine model of the "Victory." Professor Fleischer's panorama of the battle of Trafalgar again is one of the finest side shows which the directors at Earl's Court have ever given us. However much they may wish to, visitors will find it difficult to avoid taking the cruise in the "Python" in the Empress Hall, which has been fitted up as an accurate representation of the upper deck of a cruiser, while by means of a moving panorama on either side the impression of motion is given. Then, too, you may go to the bottom of the sea in a submarine boat, or inspect in another part of the grounds the fishes to be found there and learn how they are caught. More instructive and quite as interesting will be found the unique collection of relics of Nelson and other great Naval commanders exhibited, with portraits and pictures of battles, in the galleries so excellently arranged by Mr. Claude Garnett. A visit, too, should be paid to the beautiful models of ships shown in the commercial section, under the direction of Mr. Harold Hartley.

CHANGING LONDON.—To anyone who has been absent from the Mother Country for some years London must now present an almost uncanny appearance. For so much that used to be typical of the metropolis has been cleared away, and new and wonderful buildings are springing up to replace the old-fashioned erections which have had to yield to the pick and shovel. As a natural consequence many places of considerable historical interest have passed away, and this is especially the case in the region which is now a desolate waste, but which will in time become the "golden way" from the Strand to Holborn. To the casual passer-by, perhaps, there is nothing to attract attention to the little Harp Tavern in Russell Street, Covent Garden, which has at length had to submit to the fate which some time ago befel the buildings on either hand of it. And yet it is safe to say that in the bar of the old Harp almost every actor of the past two centuries has at some time or other taken his stoup. And even actresses could be included, for Nance Oldfield Anne Bracegirdle, and Mme. Vestris, to name but three of the most notable, are known to have enjoyed the hospitality of the old tavern. But it is with Edmund Kean that the most interesting memories of the place are bound up, and up to within a quarter of a century ago there were old men who still went to the Harp who had been frequenters in the days of the "City of Lushington" Club, of famous memory.



*Illustrated Bureau.*

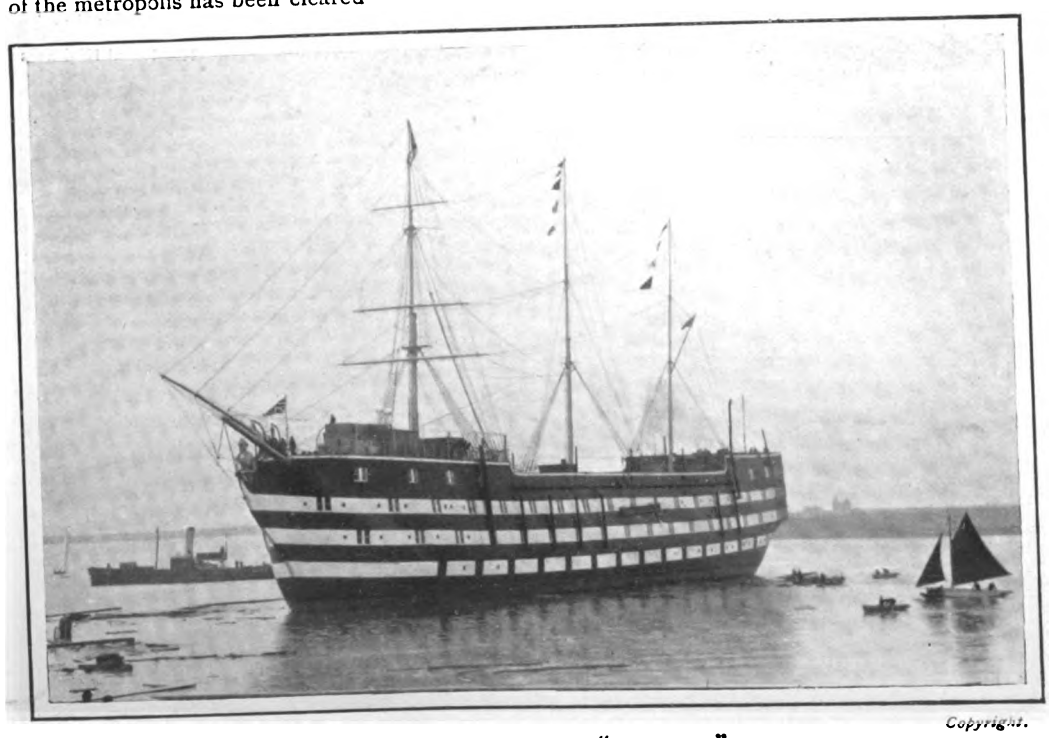
THE "KING ALFRED" ASHORE.

The armoured cruiser "King Alfred" went ashore on the Shoebury Sands on Friday last, but was subsequently got off without damage, and proceeded on her voyage to relieve the armoured cruiser "Aboukir."

*Cooke*

LORD CHARLES BERESFORD AND THE "PRESIDENT."

At the beginning of this month the new Commander-in-Chief of the Mediterranean Fleet, who is now making a trip to America, hoisted his flag in the old training-ship "President" in the West India Docks.



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THE NEW TRAINING-SHIP "EXMOUTH."

A full-sized replica of the old 90-gun ship "Exmouth," which since 1876 has been utilised as a training-ship, was launched by Messrs. Vickers, Sons, and Maxim, last week to replace the old vessel off Grays.

THE RETURN TO TOWN.—The beginning of May has seen the arrival back in town of nearly all the leaders of Society, from the King and the Prince of Wales downwards. The Princess of Wales, it is true, will only be back at Marlborough House next week, but Princess Henry of Battenberg and Princess Ena have arrived from the Riviera, and Princess Christian has returned from her short trip to Wales. From now until the middle of June nearly all the Royal family are expected to remain in town, and the Queen's return, though it must depend to some extent on the rapidity with which Princess Victoria of Wales regains her strength, is expected within the next few days. Whitsuntide and Ascot clash this year, but the race week should be a brilliant event, considering how many people will be freed from business cares.



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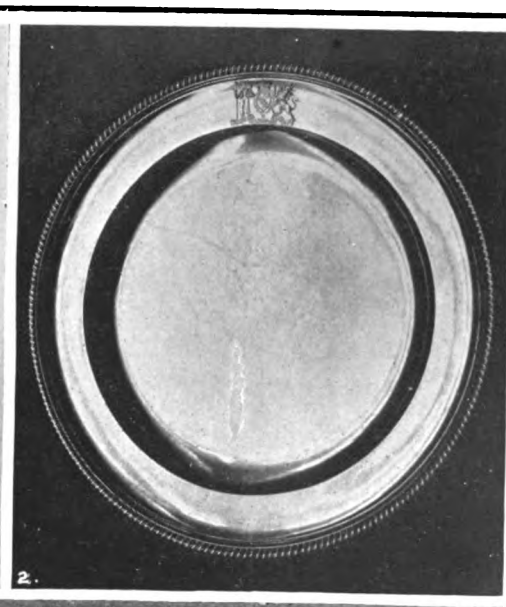
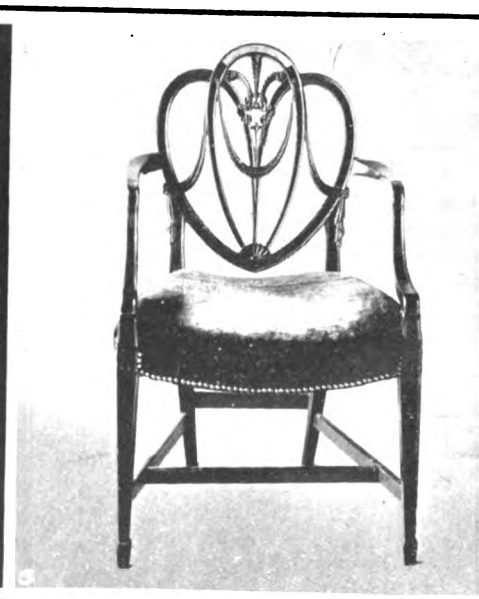
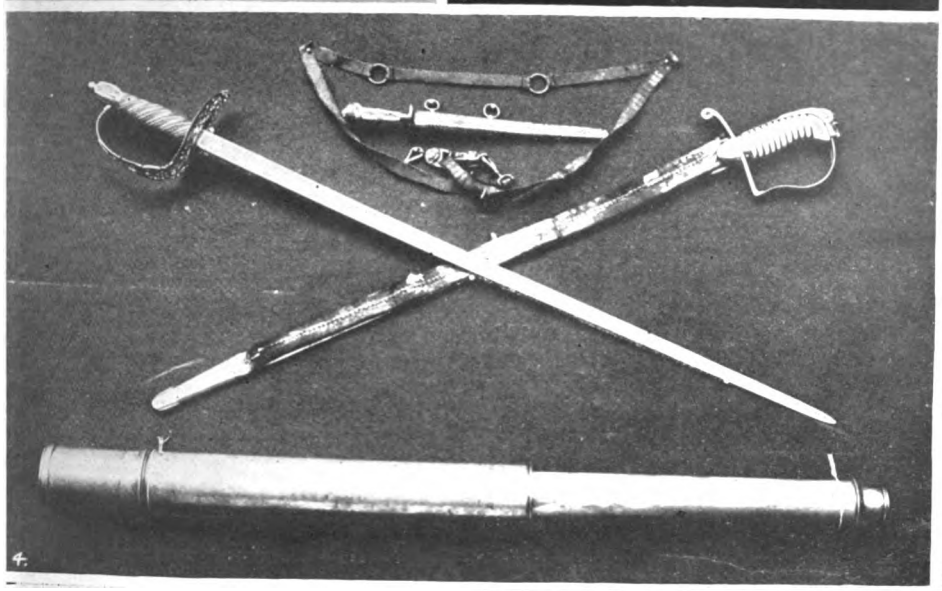
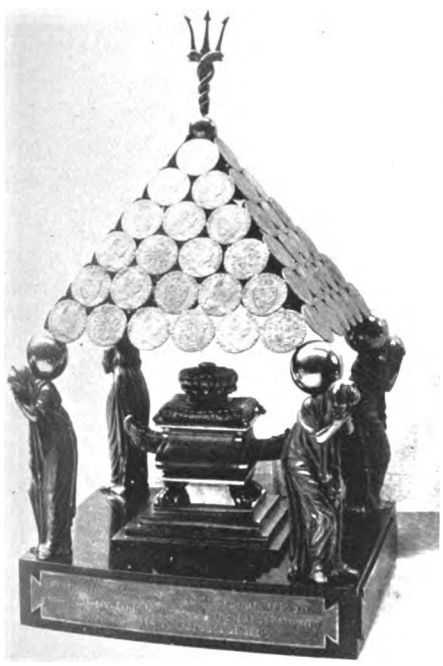
# THE NELSON RELICS AT EARL'S COURT









(1) A Chippendale chair, originally the property of Lord Nelson, and forming part of the furniture at Merton. (2) A silver tea-tray, bearing the Arms of Lord Nelson. (3) A Chippendale arm-chair, formerly the property of Lord Nelson. (4) Dirk used by Lord Nelson as a midshipman. Two swords belonging to Admiral Nelson. Lord Nelson's telescope, given to Captain Sir Thomas Fremantle after the Admiral's death. (5) Original drawing from the College of Arms for the Nelson Peerage (Viscountcy) armorial bearings. (6) The Nelson Cenotaph, made of the 84 guineas which were found in Nelson's purse when he was mortally wounded at Trafalgar. (7) Two spare left-handed gloves. A glove stretcher for a one-armed man (in centre at top). A pair of shoe-buckles. Some spare buttons for uniform coats. Collar of the Order of Bath worn by Lord Nelson (in case). Two beakers, part of a china service presented to Lord Nelson. Small saucepan (on left) used for heating brandy. Locks of Lord Nelson's hair in sealed box (on right), preserved in original papers. The majority of these well-authenticated relics have been lent to the exhibition by the Hon. Alexander Nelson Hood.



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A Bit of History.—The death of the Vicomtesse Aquado in Paris the other day recalls the romantic story of her house. She was a Macdonell of Glengarry, whose great-grandfather emigrated to New York State on the break up of the Highland Clans after the '45. On the outbreak of the Revolution, with striking inconsistency, he, and every man of his name, took up arms for the King. When the Republic was acknowledged they lost everything, and voluntarily exiled themselves to Canada. Here Macdonell of Aberchalder became a man of consequence, and was the first Adjutant-General of the Militia in Upper Canada. He was afterwards made British Consul-General in Algiers. He had two sons—one our late Minister to Lisbon, and the other the Colonel of the Prince Consort's Own Rifle Brigade, who died in 1891. Seven of his daughters married men of position, the eighth being a nun. Vicomtesse Aquado was the fifth, and she and her husband were leading social lights under the Second Empire. Another filled a brilliant place as the wife of Don Augusto Conte, Spanish Ambassador at Vienna.

Count Von Moltke's Engagement.—At the farewell garden party given to Lord Milner in Pretoria, one of the most noticeable figures was Count Von Moltke, who was being overwhelmed with congratulations on his engagement to Miss Rose-Innes. He is a great-nephew of the famous German soldier. His *fiancée* is a daughter of the Chief Justice of the Transvaal, and is, therefore, a member of a family with roots in South African soil. Her father is the third of his name to rise to eminence in the Colony, her grandfather having been the well-known Secretary for Native Affairs and friend of Sir Bartle Frere, and her great-grandfather the head of the Education Department in the Cape Colony. The present Chief Justice of the Transvaal has a fine record, both as lawyer and politician. He was a member of the Rhodes Cabinet, but sacrificed place to his teetotal principles. During the trial of the Reform prisoners he represented the British Government. Later on he was Attorney-General in the Sprigg Ministry, and Leader of the Opposition. Curiously enough, the daughter of Sir Richard Solomon, the Attorney-General of the Transvaal, is also married to a man of distinction of another race, the French-Canadian, Sir Percy Girouard.

MRS. GREGOR MACGREGOR AND HER BABY.

Mrs. MacGregor is the eldest daughter of Mr. T. W. N. Oliver of Meads, Cuckfield, Sussex, and was married in 1902 to Mr. Gregor MacGregor, the well-known football and cricket player.

A Coming General.—Last week Colonel P. H. N. Lake was promoted above several of his seniors to the rank of Major-General. He is an officer whose brilliant intellectual and practical abilities have been proved both at home and abroad. He is, moreover, one of the few English soldiers who have gained popularity in Canada as a man as well as a soldier. For five years, 1893 to 1898, he was Adjutant-General of the Militia, and so impressed was the Government with his military qualities that they asked the War Office to lend him to the Dominion until Sir Frederick Borden's reforms are in working order. At first he could be spared only for a short time, but now arrangements have been made by which he is to spend four years in Canada as Chief of the Staff. Major-General Lake did good work in India, and came prominently to the front in connection with his services in the Intelligence Department during the South African War. He is an Imperial officer in the truest sense of the term.

South Africans in Society.—Lord and Lady Farquhar gave a large dinner party lately at their house in Grosvenor Square. Their guests included the Duke and Duchess of Devonshire, Lord and Lady Dudley, Mr. and Mrs. Rochfort Maguire, and Mr. and Mrs. Julius Wernher. Among South Africans in London these last take a high place. Mrs. Maguire is, as everyone knows, a daughter of Viscount Peel, and, for some time, acted as hostess to her father when he was Speaker. Her husband, popular Irishman that he is, made his money in South Africa, where he was on intimate terms with Mr. Rhodes. Mrs. Wernher is one of the few women in Society whose photograph is never seen in the newspapers. She is tall, graceful, and beautiful. As a hostess she is charming, but she does not entertain on a large scale. She prefers life at Luton Hoo, the famous country place her husband bought from the executors of the late Mme. de Falbe, to the rush of Society in London. In the winter she organised a most successful show of dolls for poor children; most of them were dressed by herself and her friends.

"Bradlaugh" and the "General."—Maoriland is amused, for General Booth, who is visiting the Colony, is the guest of Sir Robert Stout. He is an atheist, and so fierce was the contention he raised a generation ago that he was called the "Bradlaugh of New Zealand." He is one of those men who fight so well that they are seldom at peace. In his political career he managed to make even more enemies than his ability warranted, and always contrived to be in the thick of a public controversy of some kind. Even his retirement to the safe haven of the Supreme Court has failed to tone down the pugnacity of his temperament. First of all he made a fierce onslaught on that temple of dispassionate judgment, the Judicial Committee of the Privy Council. Then he fought the Government on the question of precedence. It is said that Mr. Seddon made Sir Robert Stout Chief Justice in order to get him out of the way. It is not unlikely, for the "Bradlaugh" of the Colony would be a formidable political rival even to "King Dick."



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PRINCE ARTHUR OF CONNAUGHT. — The recent indisposition of Prince Arthur of Connaught fortunately proved to be slight, and he has been able to go North to enjoy a short holiday and a little fishing. Like all the Royal family, Prince Arthur has many friends in Scotland, and also like his relatives, he is intensely proud of his Scotch ancestry. Queen Victoria, as is well known, liked nothing so well as to have it remembered that she had Stuart blood in her veins, and King Edward when North frequently takes the opportunity to don the kilt. In passing it may be noted that even now many journalists (and other people besides) cannot rid their minds of the idea that the correct appellation of the Scotch national costume is "kilts." Yet there is an admirable mnemonic in the answer to the old riddle about the Scotchman and the Irishman, the one being "cold with the kilt, and the other kilt with the cold." The "ordinary dress of a Highland gentleman," as the Prince of Wales once happily termed it, is the kilt.

BARON DE FOREST'S NEW STEAM YACHT.— "Honor," the vessel recently launched from Messrs. Ramage and Ferguson's yard, Leith, will form a notable addition to the existing fleets of steam yachts. She has a total length over all of 260-ft., and her breadth is 31-ft. She will be fitted with triple-expansion engines capable of developing 1,400-h.p. She is not designed to attain a high speed over a measured mile, but with a view of making extended cruises she will be able to maintain an average speed of 13-knots on long voyages. Her accommodation is exceptionally fine, and the most modern improvements have been adopted in every department. A particular interest attaches to this vessel, as being the latest yacht designed by the late G. L. Watson. Baron de Forest will be best remembered in yachting circles as the original owner of the 52-footer "Magdalen," which made such a remarkable record in 1901. "Honor" is expected to be ready for commission in June.

TENNYSON AND LYCIDAS.—We have heard much lately of Lycidas, thanks to the action of the Academy in refusing Mr. Havard Thomas's life-sized statue in black wax; but perhaps few remembered, if they ever knew of, Milton's poem on the subject, that poem of which Mr. James Douglas once said that "one half is magnificent art, the other half is magnificent artifice." Tennyson, who was himself not altogether free from certain Miltonic affectations, was very fond of reading "Lycidas" aloud; but it is said of him that whenever he came to the line, "And oh! ye dolphins, waft the hapless youth," he invariably stopped and remarked: "That is the only bad line Milton ever wrote." And the recent unveiling of the memorial to Elizabeth Barrett Browning reminds us of Tennyson's criticism of her husband. "Browning is devoted to music," he said, "but there is no music in his verse. I know nothing about music, and don't care for it in the least; but my verse is full of music."

LADY SELBORNE AND SOUTH AFRICA.— After all, Lady Selborne has not been able to go out to South Africa with her husband. This will be a great disappointment to the Colonists. As anyone who has seen the reception of a Governor knows, much of its charm is lost when her Excellency is conspicuous by her absence. Moreover, it would seem as though South Africa is to be as unfortunate socially as she is politically. Lord Milner is a bachelor, so for eight years she has been starved in her growth on its lighter side. Indeed, she has never known what it is to have a brilliant Viceregal Court in her midst, for the present High Commissioner is the first English peer who has accepted the post since Lord Caledon went out a hundred years ago. Until 1897 it was filled by civil servants at the end of their career. Hence the eager anticipation of South Africans to welcome Lord and Lady Selborne and their family. These latter will, of course, go out later, when Lady Mabel Palmer and her brother have recovered from their unfortunate attack of scarlet fever. Lord Selborne is accompanied by his eldest son, Viscount Wolmer.

*Alice Hughes.*

VISCOUNTESS FALMOUTH AND DAUGHTER.

**Viscountess Falmouth, with her daughter, the Hon. Kathleen Boscawen. Lady Falmouth is the daughter of the second Baron Penrhyn, and was married in 1886 to the seventh Viscount Falmouth.**

MAGAZINES.—There is, or was until a short time ago, a shop in Paternoster Row with as powerful an attraction for anyone interested in the history of journalism as could be found anywhere in London. It might be best described as "the home of remainders," for there you could purchase back numbers of practically every magazine and periodical that ever existed, but especially of those which had been published during the past fifty years, during the period, that is to say, that the "light fiction magazine" has been in vogue. For it was not until the middle of the last reign that the popular magazine became a factor in providing the public with literature. And what literature it was in those days, when Thackeray edited the *Cornhill*, when Dickens was at the helm of *Household Words*, and the *Quiver* and the *Leisure Hour* were names to conjure with! Those were the days when people read serials; not one serial, but four or five each month, and knew just where they were with each one when the new number came out. To-day no one can be bothered with serials. A few chapters of a new book appear perhaps in a magazine a short time before the work appears in volume form, as a sort of appetiser, but few people read it in instalments throughout the year. In those early magazines, too, there were illustrations by men who have since become leading lights in the world of Art, such men as Pinwell, Briton Rivière, John Collier, Du Maurier, Millais, and Keene.



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# On the Links.

## EDITED BY A. J. ROBERTSON.

THE Spring Meeting of the Royal and Ancient Golf Club of St. Andrews last week was very largely attended. Among the players who took part in the early practice matches of the week, as well as in the competition for the prizes, were Lord Dudley, Mr. Horace Hutchinson, Mr. Edward Blackwell, Mr. Robert Maxwell, the Hon. Osmond Scott, Mr. Leslie Balfour-Melville, Mr. Herbert Fowler, and Mr. Everard. At the half-yearly business meeting Colonel David Kinloch was appointed to be captain, in succession to Mr. Ralph Dalzell of Lingo. An estimate was submitted that the expenditure entailed on the club in keeping up the old and new courses would be £950. The new bunkers which are to be made on the course were shown on a plan, and the meeting approved the suggested alterations. A proposal to appoint a committee to discuss with the Town Council the advisability of fixing a tariff for players on the old course was withdrawn.

* * *

There was an entry of ninety competitors for the St. Andrews Silver Cross and the Bombay Medal, the holders of which were Mr. Robert Maxwell and Mr. Edward Blackwell. Among the absentees were Mr. Laidlay, Mr. Mansfield Hunter, and Mr. Norman Hunter. The course was in very fine order, and although a breeze blew across the links, the weather was admirably suited for good scoring. Old Tom Morris, recovered from his recent severe illness, was present on the first tee to start the competitors; and it is hardly necessary to say that the large number of congratulations which the old professional received were alike numerous and cordial. The Silver Cross of St. Andrew was won by Mr. J. B. Pease of Alnmouth, with the fine score of 76, and the Bombay Medal was won with 79 by Mr. C. C. Wedderburn, who has only been a member of the club for a year or two. The next best scores were 80 by Mr. J. L. Low, 81 by the Hon. Osmond Scott, and a string of

HOME PARK LADIES' MEETING.
Miss C. Meyer driving. A good follow through.

82's by Mr. W. E. Fairlie, Mr. Herbert Fowler, Mr. J. A. Shaw, the Hon. Denys Scott, and Mr. Robert Maxwell. Mr. Hutchinson was 83, although in a match the previous day he had been round in 78, Mr. Mure Fergusson 84, and Mr. Balfour-Melville 85. Lord Dudley did not return his card, though throughout the week he had been playing a strong and steady game in private matches.

* * *

Lord Hugh Cecil, M.P., is one of the latest recruits among the Parliamentary golfers. He has lately been playing at Sandwich and Deal, and on Saturday he was playing at Tooting Bec, with Major Seely, M.P., as his partner. As the cautious Scottish professional would say, "he shapes very weel to be a fair golfer," and he certainly seems to be very keen about the game. His strong point at present would seem to be his good putting, for, armed with a Shenectady putter, which had such a fleeting vogue a year ago by the success of Mr. Travis at Sandwich, Lord Hugh holes out his putts with great confidence. Out of his experience of the game it is probable that he too will enrich the vocabulary of his interesting speeches by a few "golfisms."

* * *

Lord Londesborough has laid out a charming nine-hole course on the estate attached to his shooting-box at Market Weighton. The course was formally opened last week by an exhibition match, in which Vardon, Herd, Ray, and Gaudin took part. Before the professionals began play, however, the formal opening of the links was celebrated by Lady Irene Denison driving the first ball off the tee. With a score of 74 Vardon won the stroke competition, and in a four-ball foursome after luncheon Vardon and Gaudin beat Herd and Ray by 2 and 1. Among those who followed the play of the professionals were Lord and Lady Londesborough, Lord Westmorland, Lady Cooke, Viscount Raincliffe, and others.

THE LADIES AT THE HOME PARK.
Miss Nora Meyer driving from the 8th tee. A grand finish.



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# *On the Links.*

The Woking Club, having given permission to their lady subscribers to hold an Open Meeting, the green, on Tuesday, May 2, was visited by thirty members of different clubs, who, with the home members, made a field of fifty-four competitors. Mrs. Jillard and Miss Pascoe tied at 94 with the best scratch scores. Miss Fyfe and Mrs. Mould sent in the best returns under handicap for the eighteen and last nine holes, while Mrs. Whitehead won the Handicap Challenge Cup for members. Miss Sillem was successful in a driving competition, and Miss Lloyd Roberts in the approach-and-putt-out. In the afternoon the prize for the foursomes *v.* "Bogey" was taken by Mrs. C. S. Hunter and Mrs. Harvey.

* * *

The professionals are getting into form all over the country. The number of tournaments in which they now annually compete appears to be increasing, a fact which shows not only the popularity of the highest form of skilled play as a spectacle among all classes of players, but also the readiest method of making the golfing qualities of a green widely known. The tournament of the Southern section of the Professional Golfers' Association was held last week at Northwood, and produced some very fine golf among the eighty competitors. The Tooting Bec Challenge Cup was won by A. H. Toogood, who, for the second time this year, has shown that he can bring out a game of exceptional brilliancy. His two rounds were 77 and 73, Taylor's 78 and 73, Braid's 74 and 79, and Vardon's 76 and 77. Jack White, the Open Champion, was one of the competitors. Exactly three years ago White made the record score of 70 for the Northwood course, but last week he was so much off his game that, after taking 83 in the morning round, he did not return a complete card. Taylor lost a few strokes on the putting greens in the morning round, but in the afternoon his game was perfect. He was out in 34, and had to gain a 4 at the last hole to tie with Toogood. He was practically on the green in two long shots, but a long putt over a hog's back was short. Missing his putt of two club lengths, his total was one worse than Toogood's, 151 to 150. Vardon seems to have been distinctly unfortunate. A spectator—he could not have been a golfer—moved behind his tee shot at the seventeenth hole, with the final result that Vardon had to notch an 8 on his card. Then he drove out of bounds at the last hole, and took 6 for the hole, eventually tying with Braid at 153.

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TEACHERS' UNION AT LLANDUDNO.

Mr. F. Wadsworth driving from the 16th tee on the Llandudno links, Dr. Macnamara, M.P., watching the shot.

*Copyright.*

THE TEACHERS AT LLANDUDNO.

Dr Macnamara, M.P., bunkered, but gets well out with a good shot.

* * *

A public meeting has been held at Oban with the object of securing ground so as to form a new golf course, but no definite decision was arrived at. The provost of the burgh indicated that the Town Council had enough to think about already without taking in hand the delicate government of a municipal golf course. The residents of the burgh, however, are quite aware of the value of golf as an attraction to the summer and autumn visitor, and they rightly enough think that Oban should not lag behind other resorts of the tourist. The committee that had taken charge of the subject found that the proprietors of the Dunollie estate would have nothing to do with the project. Among the other spots reported upon was Lochnell estate, where 125 acres could be secured to make an eighteen-hole course. It would begin at North Connel and extend along the seashore at Benderloch. The scheme, however, has yet to be developed and matured.

* * *

Mr. Ernest Rennie was the winner of the April Medal in the Vienna Golf Club, with a net score of 77.

* * *

It is stated that Vardon, Taylor, Braid, and Herd have received invitations to go and play in a tournament to be held in Mexico, on the course of the San Pedro Club.

* * *

The Bushey Hall Golf Club have arranged for a seventy-two holes stroke competition among sixty professionals for prizes amounting to £260 (first prize, £100), on Friday and Saturday, the 19th and 20th inst. Among the professionals who have entered are White, the Open Champion, Braid, Taylor, Vardon, Herd, Andrew Kirkaldy, Sayers, Toogood, and Ray. Members of recognised golf clubs and their friends are invited to witness the play. Railway vouchers for reduced fares within fifty miles of the course on the London and North Western Railway will be issued to those visitors who obtain luncheon tickets, and these can be obtained from Mr. N. Lindsay, the secretary.

THE LLANDUDNO LINKS.

A view of the 11th putting green, Mr. F. Wadsworth putting against Dr. Macnamara, M.P.



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# *On the Links.*

THE PORTSALON LINKS.

Mr. T. W. Coning and Mr. Meikle at the 2nd green. To the left in the distance is the Portsalon Hotel.

## THE IRISH LADIES' CHAMPIONSHIP AT PORTSALON.

THE Portsalon Links, where the Irish Ladies' Championship is being played this week, were laid out in August, 1891, by Mr. R. A. Collingwood (now secretary of the Eltham Golf Club), who was assisted by Thompson, the then professional at Portrush. The formation of the ground lent itself admirably to the purpose, and afforded plenty of scope for eighteen holes, the first nine holes being played on the left, and the return journey on the right. The circuit of the course extends to well over 5,000-yds. The links are most sporting and picturesque, abounding in a variety of natural hazards.

The Biarritz Club is carrying out a piece of praiseworthy work in encouraging golf among the Basque caddies who are employed on the links in the season as club carriers. A short time ago seven prizes were given for a caddies' competition, for which twenty-two first-class caddies entered. The winner was a caddie named Jean Grassiat, whose score for the eighteen holes was 72. Arnaud Massey, the French professional seen at North Berwick and other places in the summer months, is a product of Biarritz golf, and a very brilliant player he has become.

* * *

At the Spring Meeting of the Lytham and St. Anne's Club Mr. John Ball was the winner of the Scratch Prize, consisting of the ladies' gold medal and memento, with a score of 76. The players who came next to him were Mr.

GOLF AT PORTSALON.

Mr. Meikle in trouble at the 3rd hole. The steamer on the left runs on Tuesdays and Fridays from Fahan.

THE PORTSALON LINKS.

Driving across the river at the 17th tee. Mr. Meikle playing, Mr. T. W. Coning watching the shot.

C. E. Dick, Mr. Oxley, Mr. G. F. Smith, and Mr. Terry. The winner of the first handicap prize was Mr. J. Hacking, and Mr. E. Drew won the Aggregate Prize for the best net score in the two days' play. This week an important professional tournament is being played among eight of the leading professionals, when prizes to the value of £100 will be given by Mr. J. H. Maden, ex-M.P. for the Rossendale Division.

* * *

The golf courses on the Continent continue to multiply. The opening meeting of the Havre Golf Club was held at Easter, when a fairly large muster of golfers assembled to see a professional match between Entwistle, the club professional, and Callaway of Gosport. The first-named won the match. A club-house will be erected on the Havre course in the course of the summer.

including the river, which has to be crossed at the fourth hole going out, and again at the seventeenth hole coming home. There are innumerable sand bunkers, whins, and bents, the tees and putting greens being excellently placed to obtain the greatest benefit from the various hazards. In addition to the river there is also a small stream to the right of the ninth green.

The professional record, 76, is held by G. Pulford, while the record of the green, 75, made by Mr. J. Ball, jun., on September 13, 1901, was obtained as follows: Out—4, 4, 3, 5, 4, 4, 4, 3, 6=37; home—4, 4, 3, 4, 4, 4, 5, 5, 5=38. The longest hole on the course is the ninth, 504-yds., the shortest hole being the fourteenth or "Binn" hole, 125-yds.

Portsalon course is, in the opinion of many well-known players, the finest holiday course in the world, both on account of the interesting

GOLF AT PORTSALON.

The drive to the 11th hole, or "Killavee." Very bad country for the foozling driver.



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# *On the Links.*

## BARNEHURST LADIES' SPRING MEETING.

(1) Mrs. Laidlay driving at the 11th tee. (2) Mrs. Westmacott approaching the 3rd green. (3) Miss Issette Pearson, hon. secretary of the Ladies' Golf Union, playing in the putting competition. (4) Some of the competitors in the putting competition in front of the club-house. (5) Miss May Hezlet, the winner, playing an iron shot. (6) Miss Oliver and Miss Harley putting on the 10th green.



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# On the Links.

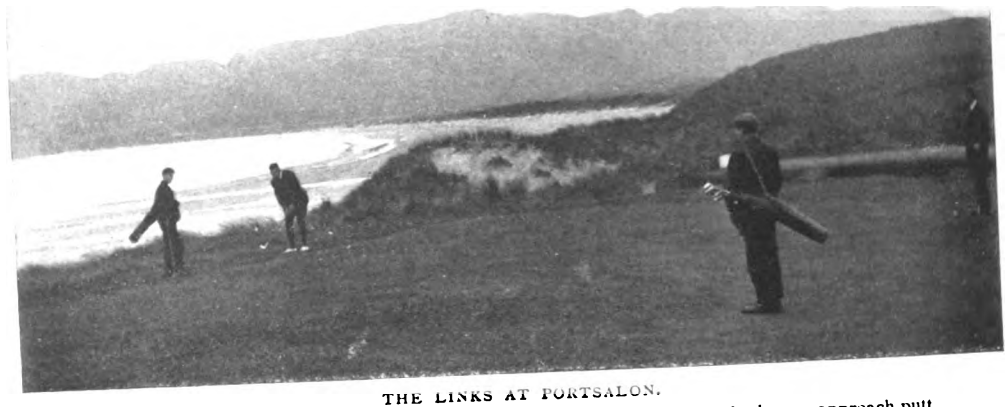
and varied character of the golf, and also the extraordinary beauty of the surroundings. Delightful views of mountain and sea are obtained from every teeing ground, whilst the climate is well-nigh perfect.

Colonel B. J. Barton, who owns the links, is also the proprietor of the Portsalon Hotel, a first-class and thoroughly up-to-date establishment, with ample accommodation and moderate tariff. Visitors can rest assured that this genial sportsman will do all in his power to secure their comfort. There is a post and telegraph office within a few yards of the hotel grounds.

Situated at the head of Lough Swilly, Portsalon can be reached in two ways, either by a steamer which sails on Tuesdays and Fridays at 11 a.m. from Fahan, in connection with the 10.20 train from Londonderry, or else by steamer to Rathmullen, and thence by coach.

The annual subscription is £1 1s., but members of recognised Irish clubs only pay 10s. 6d., whilst visitors staying in the hotel are entitled to play on payment of 1s. a day or 5s. a week.

A. V. D. Rintoul.



THE LINKS AT PORTSALON.

The 1st green, where the sea is shown to be at low tide. Mr. Meikle playing an approach putt.

## Correspondence.

### MAYBOLE AND GOLF: MOST FAMOUS MATCH IN HISTORY.

To the Editor of "The King."

Sir,—All golfers will approve that Maybole should open with becoming state and splendour its superbly situated green at Kilkenzie, on the Kilkerran estate, about a mile from the town; for "the ancient capital of Carrick" has a thrilling story of its own in other matters as well as golf, in spite of the unsavoury sneer:

"Minniebole's a dirty hole,
It sits aboon a myre."

known as "The Castle," was the veritable prison for life of that sweet lady the Countess of Cassilis, who fled with the gipsy Johnny Faa.

Gilbert, the fourth earl, "the King of Carrick"—whose brother had roasted the Abbot of Crossraguel, who was under the protection of the Laird of Bargany, in the persuasive way that suggested to Sir Walter his proposed treatment of the captive Jew in "Ivanhoe"—waylaid this laird with 200 men; and after an unequal combat, the Laird was mortally wounded and borne to Maybole, and thence to Ayr, where in a few hours he died. Mure, the Laird of Auchendrane, son-in-law of Bargany, in his turn waylays and

THE PORTSALON LINKS: RETRIEVING A BALL.

"Oh, my new Haskell is engulfed in this horrid turbid stream. Do get it!"

It was the seat of the vast power of the Kennedys:

"'Twixt Wigton and the toun o' Ayr,
An' largh doun by the Cruves o' Cree,
Ye sall not get a lodging there,
Except ye court a Kennedy."

And the old residence of the Ailsa, or Cassilis, family, near the centre of the town, still

murders Sir Thomas Kennedy of Culzean; and the other murders and consequent wild happenings furnish the plot for Sir Walter's too little-known "Auchendrane, or the Ayrshire Tragedy."

To golfers the very names at once recall the most famous match in history—"for his nose between a monk of Crossraguel and a Lord of Culzean," not without a possible suggestion that the ancient reference has actually been to a far more serious strife than a golf match, in which more than a mere nose may have been at stake.

Again, when the Laird of Bargany, about 1559, quarrelled and exchanged abusive epithets with the Laird of Culzean, the latter put his foe to rout and shame by remarking that his nose was out of joint—"for it was trewthe his neise was laich be ane straik of ane goif ball on the hills of Air in recklessness."

To the town of Maybole itself, R. L. Stevenson unearthed a reference by William Auchterlonie in "Fasti Ecclesiæ Scoticanæ," Part III.: "Opposite to this vennel there is another that leads N.W. from the chief street to the green, which is a pleasant plott of ground, *enclosed round with an earthen wall*, wherein they were wont to play football, but now at the gouffe and byasse bowls." Allan Ramsay warbles of:

"Driving their ba's frae whin or tee
There's no ae goufter to be seen,
Nor doucer folk wysing a—jee
The byas bowls on Tamson's green."

Monsignor Seton wrote in American *Golf* some two years ago that there was an ancient game in Holland played in a large *enclosed area* with clubs and balls, and that this game was traditionally brought from there by George, the third Lord Seton, who had been a great traveller in the Low Countries. The reference, no doubt, is to golf. Wedderburn, Earl of Rosslyn, Lord Chancellor of England, had been in early life an advocate at the Scottish Bar. When in Edinburgh towards the end of his life, he revisited a "close" adjoining the old Mint where he had resided, and found still there five holes, which he had made *in a small court* for a game he was fond of. This, surely, points to putting.—I am, Sir, etc.

W. Dalrymple.

## FIXTURES.

May 12-14.—Le Touquet, Solicitors' Golfing Society *v.* Le Touquet.
May 13.—Parliamentary Tournament at Deal.
May 13.—Hanger Hill, Medal and Magistrate's Bowl.
May 16-17.—Midland Ladies' Championship, at Nottingham.
May 20.—England *v.* Scotland (Amateurs), at Prestwick.
May 20.—Sundridge Park Monthly Medal (Stroke).
May 20.—Hanger Hill, Monthly "Bogey" Winners.
May 22.—The Amateur Championship, at Prestwick.
May 27.—Sundridge Park Monthly Medal Prize.
May 27.—Hanger Hill, "Bogey."
May 27-28.—Bar Golfing Society *v.* Le Touquet; Compiègne *v.* Le Touquet.
May 29.—Ladies Championship, at Cromer.
June 3.—England *v.* Scotland (Professionals), at St. Andrews.
June 7-8.—Open Championship, at St. Andrews.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XLII.—Mr. Patrick Rose-Innes, Prospective Unionist Candidate for Elgin Burghs.**

MR. PATRICK ROSE-INNES, the Unionist candidate for Elgin Burghs, is a member of an old Scottish family. He is the second son of the late Mr. George Rose-Innes of Blachrie, Aberdeenshire, who was himself the youngest son of Mr. James Rose-Innes of Netherdale, Banffshire, a Deputy-Lieutenant and Justice of the Peace for the county. Unlike many of his countrymen who make a career in London, he never omits an annual visit to his native place, and, in this way, has become well known in the constituency which it is his ambition to represent in the House of Commons, a factor which counts for much in the fortunes of an electoral campaign. The sitting member is Mr. Alexander Asher, K.C., who has all the local claims of Mr. Rose-Innes to popularity, together with a distinguished record in the Parliament House at Edinburgh as Dean of Faculty, and one of the leaders of the Scottish Bar. He has, too, the additional weight of nearly a quarter of a century's service at Westminster, for he was returned as representative for the Elgin Burghs shortly after Mr. Gladstone was swept into power on the great wave of national feeling of 1880. As a rule when the two candidates have no advantage in local esteem, it is the old member who secures the most votes. But at an election fought on a vital issue he must agree with the views of his constituents, or give way to his opponent. Such an issue is raised by the Fiscal Policy with which Mr. Chamberlain startled the country some two years ago. This, if carried into effect, Mr. Rose-Innes, after careful and deliberate consideration, thinks would be for the benefit of the community at large. He hopes, therefore, that he, and not Mr. Asher, will carry the Elgin Burghs with him at the next General Election.

The constituency is in some respects a peculiar one, consisting as it does of seven different Burghs, three of them, Peterhead, Inverurie, and Kintore, being in Aberdeenshire, three others, Banff, Macduff, and Cullen, in Banffshire, and last, but not least, Elgin, the county town of Morayshire. In the coast towns, more especially Banff, Macduff, and Cullen, the fishing population are naturally an important factor in the matter of voting power. Hence the result very much depends on the particular period of the year when an election takes place; for should the fishermen be away at sea, many hundreds of votes would be lost to either one side or the other. Moreover, the fishery question is a burning one in the constituency, and, indeed, it has lately been aired in the London newspapers. This is the exclusion of Scotsmen from the fishing ground in the Moray Firth, where foreigners can trawl over its entire area outside the three-mile limit—an extraordinary state of things due to Conventions with neighbouring countries, and the restrictions placed on our own people. To this subject Mr. Rose-Innes has given particular attention. and, if returned to Parliament, intends to press the matter upon the Government until some remedy is found for such a striking anomaly. In passing it is curious to note the growth of electoral power since 1832, for in 1829, as appears by an old Edinburgh almanac in Mr. Rose-Innes' possession, forty-nine Banffshire freeholders, of whom four were relations, returned a member to Parliament for the county. With the extension of the franchise 8,000 voters have been placed on the roll. Curiously enough of the "Fiars" enrolled before 1832 was Mr. Rose-Innes' father, who died in 1895, was the last.

On the Free Kirk question Mr. Rose-Innes is sound. At a public meeting held at Peterhead last September, he was one of the first to frankly avow his intention of supporting legislation in Parliament to equalise things. That is to say, he urges the restoration to the United Free Kirk of a fair proportion of the property lost to it by the decision of the House of Lords last year. In this historical case the counsel for the Free Kirk was Mr. Asher, the sitting member for Elgin Burghs.

*Weston.*

MRS. ROSE-INNES

Wife of the Prospective Unionist Candidate for Elgin Burghs.

Mr. Rose-Innes was educated at the Holborn Grammar School and at the University of Aberdeen. He was called to the Bar at Lincoln's Inn in 1878, joining the South-Eastern Circuit and the Sussex Sessions. In his profession he has had a successful career, having, in addition to Bills in Committees of both Houses of Parliament and cases arising out of the Lands Clauses Acts, been connected with some very sensational civil and matrimonial causes. For instance he was junior with the present Lord Chancellor, then Sir Hardinge Gifford, in the notorious Langworthy trial. He also appeared in one of the actions brought into court to test the validity of Sir Tatton Sykes's signature to certain bills of exchange. These are, perhaps, forgotten *causes célèbres*, but everyone will remember the curious action for an alleged breach of promise of marriage, brought against a well-known baronet, since deceased, in which Mr. Rose-Innes with the late Sir Frank Lockwood successfully championed the defendant; the Cowley divorce suit; and the Scott *v.* Sebright case, are others perhaps not yet forgotten. Finally he played a professional part in the Whittaker Wright drama, when two years ago he appeared before the present Lord Chief Justice in the famous action brought against several members of the London Stock Exchange to recover the modest sum of £1,000,000.

In county and municipal affairs Mr. Rose-Innes takes a keen interest. He is a Justice of the Peace for Aberdeen and Kent, and, in the latter county, is regularly to be seen at Quarter Sessions, his London work preventing him from sitting very often in Petty Sessions. At St. Margaret's Bay, Dover, where he has a delightful little cottage, he was, until three years ago, chairman of the Parish Council. In London he is a liveryman of both the Shipwrights' and Paviors' Companies. In Aberdeen he succeeded Colonel Lumsden of Pitcaple Castle as Provincial Grand Master of the Freemasons for Aberdeenshire West. It should be added that Mr. Rose-Innes was, in 1875, gazetted a Sub-Lieutenant in the West London Rifles, then commanded by Lord Truro. When he retired in 1890 he was Senior Major of the corps.

Mr. Rose-Innes is an all-round sportsman. For some years he owned a 15-ton yawl, the "Tiger." But he has now given up the sea for shooting, cycling, and golf in Scotland. There he finds the exercise in the bracing air more exhilarating after the daily round in town than the tiller of his yacht in Cowes Roads or Oban Bay.

Colonials sometimes take it for granted that Mr. Rose-Innes is one of themselves; but although he is on terms of friendship with the distinguished Africander of the same name, they are, if at all, but distantly related. Their connection is one of the minor romances of British expansion. The founder of the South African Rose-Innes family was the son of a gentleman, born on the Netherdale estate in Banffshire. His surname was Innes, and he was christened after the then proprietor, James Rose. In the Cape Colony he reached one of the highest administrative posts under the Crown. The second James Rose-Innes was associated in the history of the Colony with the honoured name of Bartle Frere, who appointed him Governor of Griqualand West, and afterwards Under-Secretary for Native Affairs. The third James Rose-Innes is the present Chief Justice of the Transvaal, and a knight. He recently paid a visit to London, and sat on the bench as the honoured guest of the Lord Chief Justice of England and Mr. Justice Buckley.



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# The Motor: On Highway and Seaway.

As the time for the French selection trials for the Gordon Bennett Cup approaches, doubts are being freely expressed, even in France, as to the safety of the course for racing purposes. In this country the Auvergne Circuit was pronounced from the outset to be highly dangerous, but it is somewhat significant that the French drivers and even the French motor journals should, at the eleventh hour, be questioning the wisdom of choosing such winding and narrow roads for the great race of the year. It is now proposed that at least one section of the route should be "neutralised," in consequence of its total unfitness for high speeds. Between the railway crossing at Volvic and the outskirts of Clermont-Ferrand, a distance of about 15-kilomètres, it is said that there is hardly a straight stretch more than 100-mètres in length, while to add to the danger the road is narrow and down-hill all the way. Any overtaking would be obviously impossible, as every driver would be obliged to steer practically the same course in order to negotiate the constant succession of curves, and a slow car, or an over-cautious or unsportsmanlike driver, might delay half-a-dozen machines close on his heels, to the advantage of the competitors in front.

Ever since the Paris-Madrid fiasco put an end to straightaway races, and compelled organisers to select circular courses, doubts have always been expressed as to the safety of the routes chosen. Many experienced motorists predicted that the Irish Gordon Bennett race would result in disaster, and the same forebodings were heard when the Homburg circuit was chosen. It would really seem, however, that immunity from serious accident for the last two years has emboldened the French Club beyond the bounds of prudence, and that in selecting the Auvergne Circuit it has taken a serious responsibility upon its shoulders. One professional driver after another has condemned it as almost impracticable for racing, though curiously enough they anticipate with remarkable unanimity an average speed of from

MR. HULBERT ON A 2¾-H.P. TRIUMPH.
Mr. Hulbert was the winner in Class I. at the recent Haslemere trials.

80-kilomètres to 85-kilomètres. The former estimate is equivalent to about 50-miles an hour, which, though 4-miles slower than Théry's record last year at Homburg, is about 1-mile faster than Jenatzy accomplished on the Irish course in 1903. On the other hand, the estimates for this year's race are based on the supposition that there will be no controls in the Auvergne Circuit, whereas in Ireland the cars were repeatedly stopped and restarted, which must have greatly diminished their average pace over the whole distance.

Another question in connection with this year's Gordon Bennett Cup which is provoking discussion, is the liability of the foreign clubs to share in the cost of organisation. By the conditions of the deed of gift, all the competing clubs are supposed to bear their share of the expenses; but in no previous contest has this rule been enforced. When the race was held in Ireland the British Club waived its right to a contribution from the French, German, and American bodies, and last year Germany was equally generous. When the International representatives met in Paris, early this year to protest against the Gordon Bennett being run concurrently with the new Grand Prix, one of the terms of the settlement of the dispute was that the foreign clubs should share the expenses of running the Gordon Bennett if the two races were divided. The delegates were hardly in a position to object, as they were merely agreeing to a condition by which they were already bound by the fact of entering for the race. It was felt, moreover, that the French Club had some slight justification for taking advantage of the rule, in spite of precedents to the contrary, as the running of two big International events, in addition to its Eliminating Trials, would be too great a strain upon that body's resources, ample though they are known to be. Now, however, that the Grand Prix has been abandoned, the position of the French Club is the same as that of England in 1903, and Germany in 1904, and it is difficult to see what moral right it has to claim contributions from the other competing countries. It is said that money will be spent like water in making the poor roads of the Auvergne Circuit fit for racing, and there are likely to be some heated discussions, when the time comes to settle the bill, as to what are necessary expenses within the meaning of the Cup rules.

HILL-CLIMBING AT HASLEMERE.
The Auto-Cycle Club's competition last week.

Although one may be opposed to motor-racing, on the ground that it is an excessively dangerous form of trade advertisement, in which the risks run and the expenses incurred are out of all proportion to its practical utility as a method of improving the automobile or advancing the movement, it must be confessed that, as a spectacle, a great road contest, such as the Gordon Bennett, has its undoubted attractions. It is, perhaps, hardly safe to analyse one's feelings, but the fascination of watching a succession of huge-powered cars negotiating a winding piece of rough country



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road at a speed which would be high for a train running on a straight steel track, must be experienced to be believed. It may be the danger to the drivers or their extraordinary skill, or, perhaps, the wonderful strength of their seemingly fragile machines, that attracts the imagination; but the fact remains that there are many motorists who will travel far and suffer countless discomforts in order to witness one of the great International races.

for more than a mile or two, so stupendous did the strain appear; and yet hour after hour the race went on, and the drivers never seemed to tire in their hard-fought struggle. There are very excellent reasons, as I have explained on a previous occasion, why racing is detrimental to the automobile movement, but I think that those in search of a new sensation might do worse than visit the Isle of Man to witness the Eliminating Trials on May 30. In

It is an extraordinary fact that the numbers of the winning cars in the five contests, which have been previously held, have run consecutively, beginning with the one of Girardot, who secured the Cup in 1900. It will, therefore, be interesting to note who is the sixth starter this year. It is clear that it cannot be a French car, unless two of the competing clubs withdraw, which, however, is not altogether improbable. As France is the holder

*Alfieri and Lacroix.*

KING VICTOR EMMANUEL AND QUEEN HELENE OF ITALY IN THEIR ELECTRIC CAR.

I well remember in the Irish Gordon Bennett in 1903 the thrill, almost of horror, which ran through the inexperienced crowd when the first car came tearing down the hill at Ballyshannon, leaping and bounding from side to side of the rough, narrow lane, all four wheels apparently often leaving the ground at the same time. It seemed almost impossible that even so skilled a driver as Mr. Edge could keep the car on the road

effect they will consist of a race over a very fair course, which is sure to be keenly contested, as from all accounts the majority of the cars engaged are of a very high class, and among them may quite probably be found the winner of the Cup itself. In connection with the latter a curious coincidence has been pointed out to me. It is the practice for the competing vehicles to carry numbers, which correspond with the order of their starting.

of the Cup, a French machine will be the first to start, and the six challenging countries will follow in the order of their entries. It is rumoured that Switzerland will not compete, on the score of expense, and this would, I believe, give the first American car the sixth place. Should, however, only five countries in all be represented in the race, the second French car would start sixth, and be the one to carry the lucky number. RADIATOR.



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# *The Parisians of Paris.*

## STRANGE MARRIAGES.

PEOPLE smiled on opening their morning paper at the news of a marriage connecting the Turf to the music hall, or the music hall to the Turf, as you please. Yet there is nothing more natural, more regular than this engagement between Woodland the jockey and Emilienne d'Alençon, both celebrated enough to be spoken of without the prefix of Mr. or Miss. The Turf without the ladies of the music hall would lose half its character, would be, in fact, as spiritless as the horse without its rider on the marked course. They make the green picturesque with the colour of their toilettes, they group in threes and fours like a Zuloaga picture, and attract by their brilliance — from afar. Their conversation is perhaps less brilliant than their plumage, a trifle monotonous as you catch the sounds passing by; but if you are interested in the *liaisons*, in the successful *débuts*, in the latest dressmaker of *ces dames*, you may be amused. They themselves do not appear to attach much importance to their comrade's remarks, as their eyes are never on the speaker's, but they must see the impression they are making or "where's the fun?" as they say in equivalent French. These little ladies and little gentlemen, as jockeys undoubtedly are, belong to the same world, and their marriages are in the perfect order of things and should call for no comment. The little lady bets on the jockey, she knows nothing of the animal he rides, his sire may have a name in the annals of the racing stable or be the issue of an "outsider"—pronounced "ootsedaire" — she cares less, the jockey carries her money, and him she applauds if she wins.

Emilienne d'Alençon, like many of her successful comrades, turned to the Turf as some turn to religion; she became the owner of racers after training animals of a lower breed; she met Woodland on the Turf, where presentations are no more difficult than in a drawing-room; and they marry. May they be happy.

The marriage that "Tante Leontine" brings about is quite another affair. M. Antoine is a remarkable manager from more points of view than that of the actual stage. He had heard—like the majority of people by whom these things are heard—that a marriage had been arranged and is to take place between the daughter of a popular manufacturer and the son of a well-known magistrate. There are certain details in connection with this marriage that suggested the revival of MM. Boniface and Bodin's comedy, and after long years we owe the pleasure of seeing once more the famous "Aunt" to a circumstance that the young authors are possibly still ignoring.

"There are no impossible cases," as a celebrated Frenchman said, and we do not require sounder proof of the truth of this observation than in the present instance. When the Théâtre Libre produced "Tante Leontine" in 1890, just fifteen years ago, it was considered a "comédie rosse," a play of a spiteful, biting nature. To-day at Antoine's Theatre it passes like a guimauve jujube. We have digested so much since the old Théâtre Libre days! And it must be acknowledged that the marriage of Eugenie and Paul is not as singular as we imagined it, when we first heard of it.

An aunt who has made or inherited a fortune, in a manner that does not bear the light of day, is not exactly the person that a respectable bourgeois family boasts of. It is also not surprising that the heads of the said family should wish to forget the existence of the terrible person. But when a daughter's happiness—or I should say her settlement in life—is at stake, objectionable aunts and their fortunes are seen through another pair of spectacles. Aunt Leontine pines for a home and young affection. She has not seen her brother for twenty years. She knows he has a wife and daughter, and makes up her mind to captivate them. A difficult task under ordinary circumstances, but she happens to come into their lives at an opportune moment. Paul, a young engineer, has asked the daughter to be his wife, knowing that her father, a wealthy man, will give her a fair proportion of his capital as a dowry. The father, however, has lost his money in speculations, and the young man pulls a long face. Without the £6,000 anticipated, there will be no marriage. Paul is miserable and Eugenie cries. Nothing can be done. Aunt Leontine comes to the rescue, and after discussions between the interested parties, it is decided that the world need never know, and the young couple accept the Aunt's money.

Radar, Paris.

MLLE. ROSA BRUCK

As Tante Leontine, in the successful new piece at the Théâtre Antoine.

In most French marriages money plays the important part. The first question asked by the young man is "How much?" As a rule it is an easy matter to ascertain without applying directly to the papa, but even when no question of dowry is raised at the formal demand, there is always a contract, drawn up by a notary, which specifies the exact sum the girl receives, and it is not at all unusual to hear of matches broken off at the last moment. Nowadays, less than ever, "money has no scent"; wherever it comes from it is accepted with open hands, as long as the world does not know. And, after all, does the world turn its back on wealth acquired in mysterious fashion? The young couples married with an Aunt Leontine's money will make their mark in Society as surely as others, given that the sum they spend on entertaining is sufficiently large to be noticed. For them there must be no luxury they must not aspire to. Automobiles of the newest mark, orchids on their dinner-tables, yachts on the Mediterranean, hunting parties, illuminated lakes in the Bois, and all Paris to assist at the representation, and aunts, good or bad, will be forgotten. Mediocrity of any description cannot be tolerated. So we wish happiness to the second couple, nameless this time, and hope that their peaches in December may be sweet this year, and that in years to come they may eat them like everybody else, when they cost but a penny, in June.

FRANCES KEYZER.



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# PARISIAN PLAYERS.

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MLLE. EMILIENNE D'ALENCON

**The favourite Paris comedienne, who is to marry Percy Woodland, the famous steeplechase jockey.**

*(From a photograph by Reutlinger.)*



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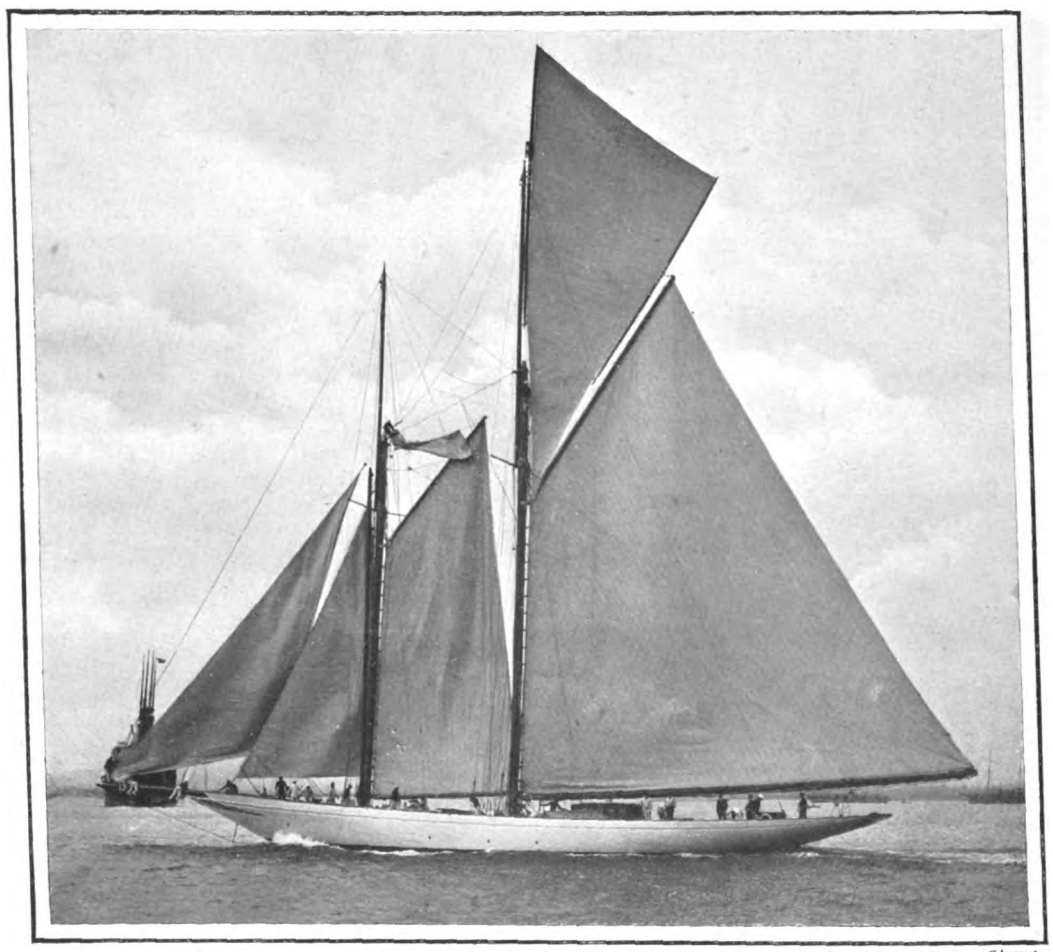
# Under the Burgee.

As the season approaches more closely, interest in the racing prospects continues to develop and increase in a greater degree than is usual at this advanced period. As a rule, one knows almost precisely ere now upon what lines the sport of the season is going to develop. All building orders are usually nearing completion, if the vessels are not actually finished; fitting out is in full swing, and it is generally known what boats will be competitors in the different classes. While all this is true to a degree in reference to the season ahead, additional interest is just now being aroused by an announcement that we are destined to see another Herreshoff boat in our 52-ft. class. It is not to be expected that the latest American production can arrive on this side in time to take part in the earlier regattas; but later in the summer, when, perchance, the keen edge has worn off the interest in this class, it will be fully revived by the appearance of the newest Herreshoff cutter.

The new boat is being built to the order of a German yachtsman, and will be delivered at Hamburg, which suggests that she will commence her racing career at Kiel, in which case she would probably join the English fleet at Cowes, unless able to get across from Germany in time to have her first brush with the British boats at Plymouth in the last week of July. Her appearance in the Baltic will, of course, not create any very special interest, as she will not meet any boats of her own type there.



Stuart.

CICELY.

This schooner was built in 1902 from Fife's design for Mr. Cecil Quentin, and her record in that year was a remarkably fine one. Sailing at Kiel, she won five races out of six starts. She was not in commission last year, and it is rumoured that she may be sold to an American yachtsman.

Some three or four weeks back I referred to the probability of another English boat being built for this class. Although no order has been definitely placed as yet, and it is now too late for a boat to be turned out to take part in any of the earlier matches, there yet remains the possibility that the arrival of another American craft later in the season may act as an incentive to the prospective English owner to place his order for this season. This would add enormously to the interest of the Cowes and Solent fixtures; but, under any circumstances, the sport in this class will be more attractive than any racing thus far during the present century.

Looking at it from the International point of view, it is of interest to note that during the latter part of the season Herreshoff will be represented by two new boats in the class, while, as matters stand at present, of the three British vessels that will hoist racing colours, only one will be a new craft—that now building for Mr. W. P. Burton, from Mylne's design. Maymon, of course, proved herself an exceptionally able craft last year, and although it may be fairly assumed that her best all-round form has been shown, it may be taken for granted that she will not suffer in the matter of handling, in charge of her new skipper, and although having already gone through the wear and tear of one season's hard racing, she will still be a craft to be reckoned with. Should Moyana, the oldest boat in the fleet, be outclassed, interest in the racing will be fully preserved, as there will be two American and two British boats matched in every race.

A point in the arrangement of the various regattas attracting a certain amount of attention at the present moment, is the crowding together, and, in some instances, the actual clashing, of important fixtures. This is particularly unfortunate, as it tends to divide the fleets of craft whose owners are in the habit of doing the whole round of the big regattas. The whole of the first-class fixtures are crowded into a shorter period this year. The season will open on June 3, as against May 27 last year, and the rearrangement of Plymouth Week—in July instead of following Dartmouth—curtails the season by a week at the end.

It will be remembered that at the annual meeting of the Yacht Racing Association it was announced that the fixtures conference would be revived. Club committees and yachtsmen alike will welcome this. Fixtures have, within the the last few years, increased to a considerable extent, and to avoid a clashing or overlapping of dates it may be found necessary to entirely rearrange a great portion of the season.

Until within the last few years, the Kiel and Baltic fixtures had not to be reckoned with; but they have now assumed such proportions, and proved so attractive to English yachtsmen, that they must necessarily be taken into consideration in any scheme of remodelling our own season. This year there will be one most unfortunate clashing of dates. On June 17 the time-honoured Nore to Dover Races will take place under the auspices of the Royal Thames Yacht Club, and on the same day the race for the Heligoland Cup, presented by the German Emperor, will be started from Dover. Last season many yachts, which took part in the Royal Thames matches, sailed in the race across the North Sea. Next month many vessels will take part in the Cowes to Clyde Race instead of going across to Germany. Nevertheless it would be in the interests of yachting generally, if such a clashing of dates could be avoided.

The International conference for the purpose of adopting a uniform rating rule will be held during this year, and already letters on the subject have been addressed to representative clubs in different countries, by the secretary of the Y.R.A. It is interesting to learn that H.R.H. the Prince of Wales has consented to preside at the conference. An interest thus displayed in the sport by a member of the Royal Family may certainly be calculated to benefit yachting, but what all yachtsmen would like to see would be a Royal owner in the principal class.

CORINTHIAN.

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## *OPENING FIXTURES.*

**June 3.—New Thames Yacht Club, Southend to Harwich.**
**June 5-6.—Royal Harwich Yacht Club.**
**June 9.—Royal Thames Yacht Club, off Southend.**
**June 10.—Royal Corinthian Yacht Club, Port Victoria.**
**June 13.—Royal London Yacht Club, off Southend.**
**June 14.—New Thames Yacht Club, River Matches.**
**June 17.—Royal Thames Yacht Club, Nore to Dover.**
**June 19.—Royal Thames Yacht Club, Dover.**



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# YACHTS OF THE YEAR.

CORNELL UNIVERSITY

*Stuart.*

## SENGA.

A successful 52-footer. She was built from Fife's design. In 1900 she sailed a series of duels, extending throughout the whole season, against Penitent, then owned by Mr. W. P. Burton. During the last three seasons she has sailed in the limited handicap class under Mr. George Terrell's flag.



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# Artistic Photography.

## *III.—THE WORK OF THE LAFAYETTE STUDIOS.*

THE name of Lafayette is indubitably associated with all that is best in artistic photography, and their work has a refinement and finish which is quite distinctive.

Mr. Lafayette may be said to have elevated the mechanism of photography to something approaching a science, and this, taken in conjunction with sound artistic taste, has given us the really perfect photograph for which the name of Lafayette is famed.

Their work is a pronounced vogue, and it stands for all that is essentially modern in photography as opposed to the old-fashioned and ugly methods. It is interesting, therefore, to consider how Mr. Lafayette secures such uniformly perfect results. The mere act of taking a photograph has been planned out on an almost scientific basis. Nothing is left to chance, and everything is calculated with mathematical precision.

Not content with utilising the sun's rays, Mr. Lafayette has installed an electrical appliance of quite phenomenal potency. Automatic and noiseless, and weighing half a ton, it consists of two groups of three lamps so constructed that the light, which is equal to a naval search-light, is perfectly diffused, and the current used represents a tremendous voltage. The rays are thrown not at the sitter, who would be blinded and bewildered by the glare, but on a powerful reflector, and with this beautiful, soft reflected light the sitter is photographed. The system of ventilation is similar to that employed in the House of Commons. The air passes through pipes, where it is heated to an even temperature, and filtered of all its impurities. The advantages of such a system are enormous. There is a combination of daylight and electricity, doubling the power at the photographer's disposal. Hence the exposure of one-tenth of a second, and the consequent disuse of that instrument of torture, the head-rest. The light, combined with the fog-dispelling apparatus, gives an atmosphere which reminds one of the luxurious sunshine of the Riviera.

Scientist as well as artist, Mr. Lafayette has made many experiments with London fog, and he has been successful in creating a system of perfect lighting and perfect ventilation, which goes far to remedy the imperfections of natural conditions under unfavourable circumstances. Mr. Lafayette has been principally known as a photographer of beautiful women and brave men.

The King and Queen have honoured him with their patronage, and the leaders of Society and representatives of the Army and Navy have been constant patrons. On Court nights a long row of carriages await patiently outside the Lafayette Galleries, and the work of photographing beautiful *débutantes* goes on until well into the wee sma' hours. Mr. Lafayette has now designed a camera specially for child-photography, so that all the nurseries in the land may rejoice. The object of the camera is to follow the child rapidly to any part of the studio.

THE HON. MAYNARD GREVILLE
Son of the Countess of Warwick.

MRS. LEVESON-GOWER'S LITTLE DAUGHTER.
(From a miniature painted on ivory.)

It is the snap-shot idea adapted to studio photography. The camera is constantly in focus, and six photographs may be taken without changing plates, and in a total space of 10-sec. The shutter is operated by electricity, and is so silent that it is impossible to tell when the photograph is being taken.

This invention, which has taken Mr. Lafayette many years to perfect, has placed him in the unique position of being able to produce portraits of children that are in themselves works of art, on account of the naturalness of the posing, and contain all that grace and beauty which is so rarely conveyed in the ordinary stereotyped portraits that are not taken by artists.

MASTER ROBERT ABERCROMBY
Son of the present Lady Northbrook.

On entering the studio the child sees nothing but a number of interesting toys to amuse itself with, and it is very rarely the little one does not immediately become quite at home in their midst, and it is sometimes a rather difficult matter to get the children to leave "their new nursery," as the studio is so often termed, as the young clients have no idea that any permanent record has been obtained of them that they can look back upon in years to come.

Under the old *régime* the child is posed, and not without very considerable effort. The photographer then proceeds to adjust the focus of his camera, and as this takes some little time, it is rarely possible for the child to remain perfectly steady during the ordeal. And so the whole business is repeated until the child is on the verge of hysterics and the photographer in a condition of collapse. Hitherto child-photography has been the most difficult branch of the photographer's art, and simply owing to the lack of a suitable camera to obviate the difficulty of keeping the little one quite steady for a lengthy interval. Mr. Lafayette has solved the problem.

The latest addition to the Lafayette Galleries is a new and beautiful art gallery of modern pictures, which is under the administration of Mr. A. W. Binstead, who was for many years manager of the Continental and Grafton Galleries. Here there are some really excellent specimens of modern art, some characteristic studies of Jan Van Beers, and a quaint and delightful cat picture by Louis Wain, as well as many other examples of the work of leading artists.



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# AT THE LAFAYETTE STUDIOS.

MISS VERA PHILLIPS, DAUGHTER OF SIR JOSEPH PHILLIPS.

One of Messrs. Lafayette's most successful child studies.



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# The Traveller.

## A HOLIDAY ON THE MIDLAND RAILWAY.

THERE are probably few parts of rural England more interesting to the holiday-maker, or, indeed, more beneficial to the health-seeker, than the lovely valley of the Wharfe, situated in the West Riding of Yorkshire. Of the Yorkshire dales, Wharfedale is, perhaps, the most beautiful, if not the most famous. On the banks of the river Wharfe, which rises at the head of Langstrathdale, is situated Ilkley and Ben Rhydding, both celebrated for their springs, while a little to the north lies the ruin of Bolton Abbey, surrounded on all sides by luxuriant woodland scenery.

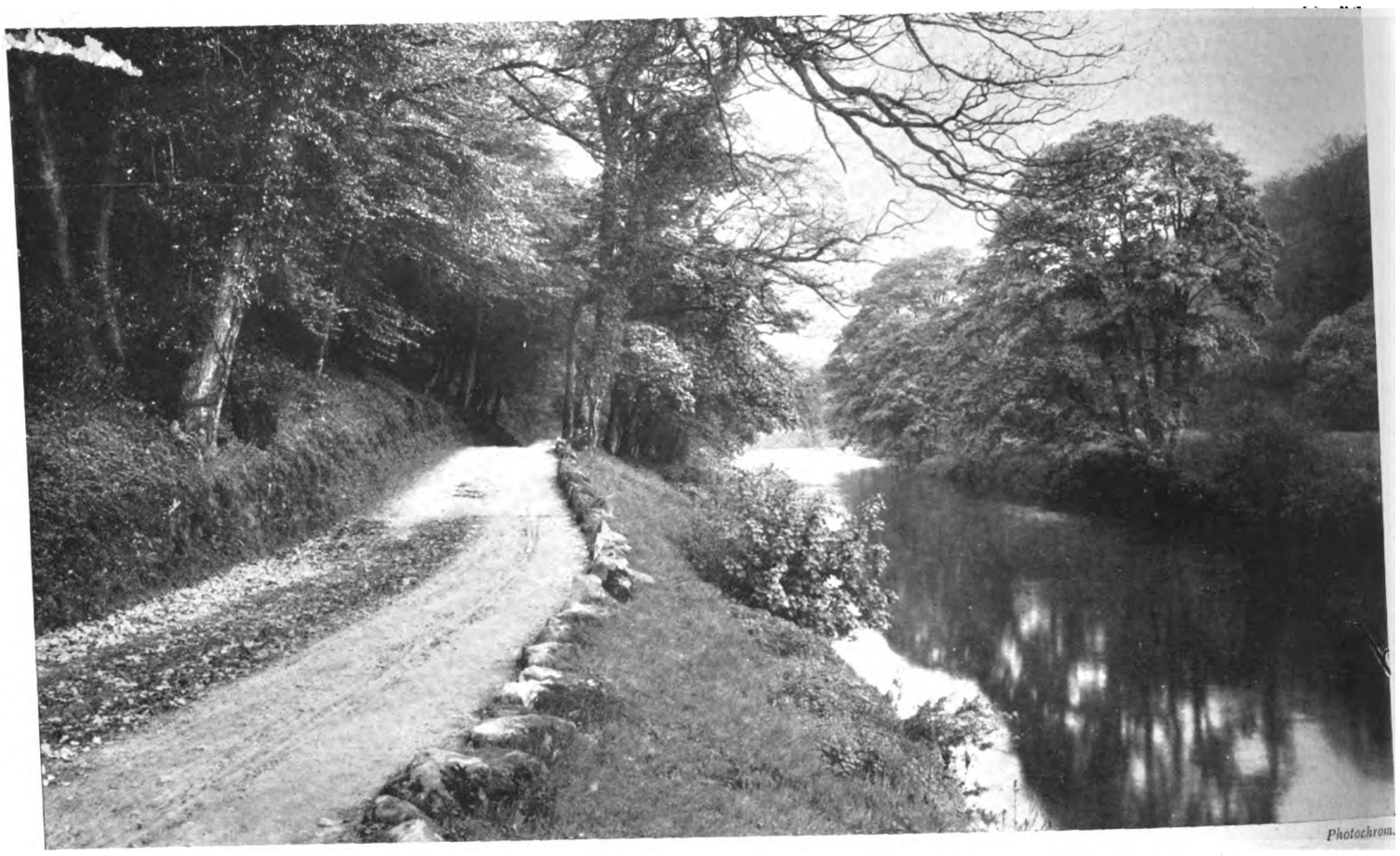
Ilkley, which stands second only in importance to Harrogate, is a spa of no mean order. It is, moreover, a favourite haunt of the holiday-maker who is fond of making excursions. The chalybeate springs which have caused the town to become so popular of late years, first began to attract attention early in the eighteenth century. It was not, however, until nearly a century later that any public conveyance ran between Ilkley and the neighbouring towns. When our late Queen came to the throne it was one of those quaint old villages, still to be found here and there all over England, that bridge the chasm between the Middle Ages and these last times. Many of the houses were of an unknown antiquity, of one storey, covered thick with thatch, on which house-leek grew, and grass, with now and then a flower, whose seed had been blown there by some vagrant wind. The town beck ran down from the moor through the middle of the little street; the green old corn-mill had been given by a noble lady, about 600 years before, to the monks of Sallay, with a permission to her tenants to grind where they would "when the monks had no water, or had too much." This is the description given by the Rev. Robert Collyer, the erstwhile village blacksmith, who afterwards became a minister. Needless to say, all this has now been changed, and little, if any, of the old town remains. The modern town of Ilkley, together with Ben Rhydding, consists largely of hydropathic establishments, where all kinds of medical treatment can be had by those who wish. But for the holiday-seeker pure and simple, especially for the antiquary and historian, Ilkley offers considerable attractions. It is referred to as one of the ten strongholds of the "fighting Brigantes," while it is known to have held a very important position in the North Country long before the Christian Era. In the town itself, at the back of the parish church, there are the remains of a Roman wall, while Roman relics—such as bricks, glass, and pottery—have been unearthed from time to time.

Ben Rhydding, which contains the first hydropathic establishment that was built in the neighbourhood, is very prettily situated on the southern side of Wharfedale, close to Rombald's Moor. It is within quite an easy walk of Ilkley. One of the most remarkable features of the scenery there is the curiously-shaped rocks called "The Cow and Calf," so disposed on the hill as to give one the impression that they might at any moment topple over into the valley beneath. The "Cow" rock, forming the summit of the hill, is 860-ft. above sea-level. For those suffering from loss of appetite the ascent of this rock before breakfast is strongly to be commended. As has already been remarked, Ilkley forms an admirable excursion centre, the chief ones being those to Bolton Abbey and Woods, Skipton Castle, Malham Cool, Brunham Grags, Fountains Abbey, Rylstone, and Grassington.

The Midland Railway, by which the traveller going North will travel, has also arranged a number of circular tours in the Wharfedale district at reduced fares. For example, from London one can purchase a first-class return ticket, available for a month, for 58s., or third-class for 32s., which will allow the traveller to break his journey at some half-a-dozen places, including Shipley, Ilkley, Grassington, Skipton, and Keighley. The same company are also making a feature this season of cheap week-end tickets from town, which doubtless will prove a great boon to numbers of travellers.

One of the most enjoyable ways of making the excursion to Bolton Abbey—the most picturesque of the several noble abbeys of which Yorkshire can boast—is to drive over from Ilkley. On the way will be passed the ruin of Barden Tower, where refreshments can be obtained at the adjoining farmhouse. A short rest should be made here, and those who wish can follow on foot the course of the winding river and its pretty woodland scenery, and rejoin the conveyance at Bolton Bridge.

A delightful walk can be taken along the banks of the river to Bolton Woods, where the trees and foliage grow so thickly in parts as to almost shut out the daylight. On the way we pass the famous "Strid," or striding-place, where the rocks on either side of the river are so close that one can easily leap across to the other side. It was here that




ON THE BANKS OF THE WHARFE.

A portion of the road, which follows the windings of the river Wharfe, leading to the ruin of the famous old Augustine Abbey at Bolton. The priory was originally founded in 1121 at Embsay, a village about four miles distant, and was removed to Bolton about 1154. Tradition has it that the abbey was built by the Lady Adeliza to commemorate the loss of her son, the "noble boy of Egremound."



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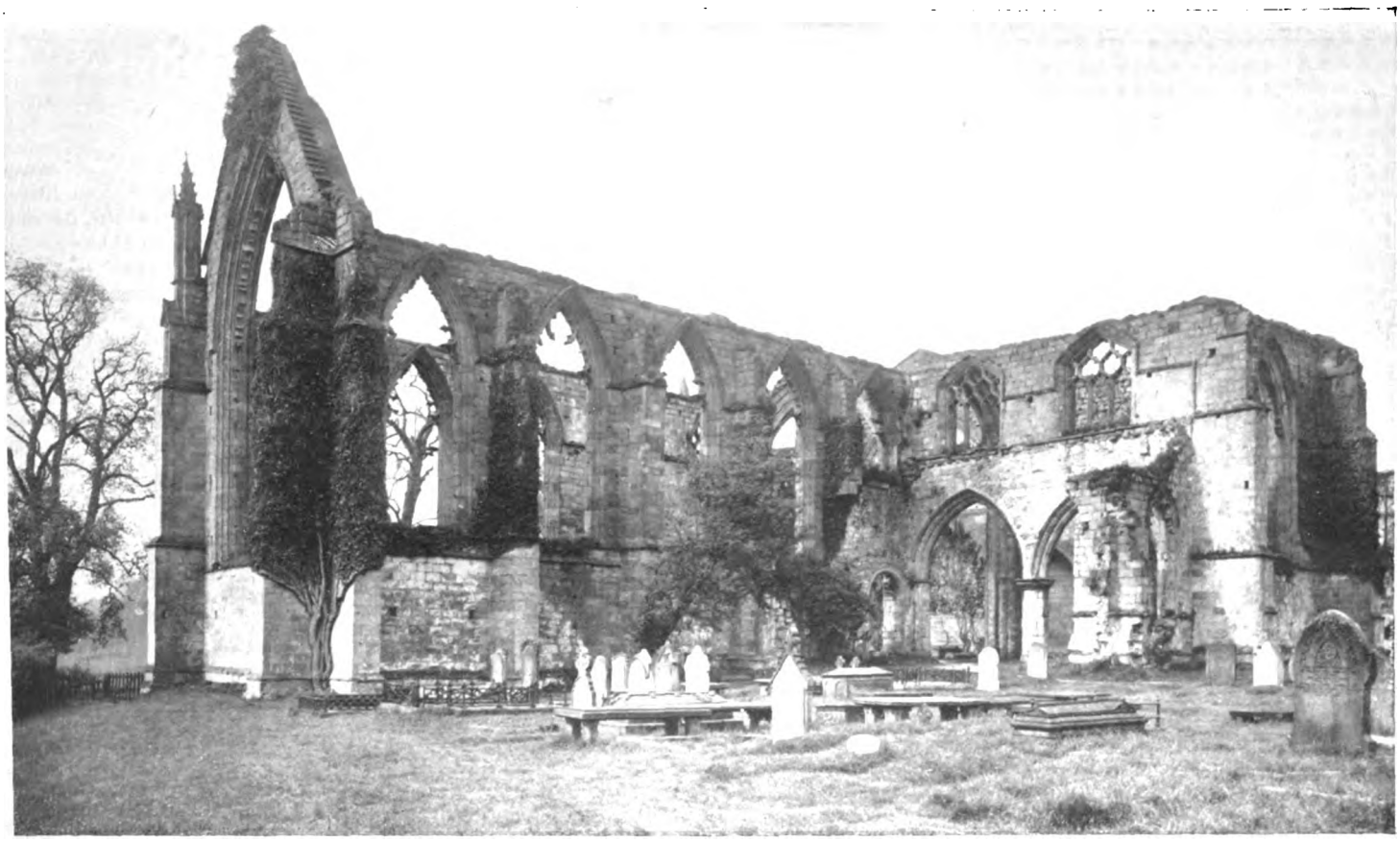

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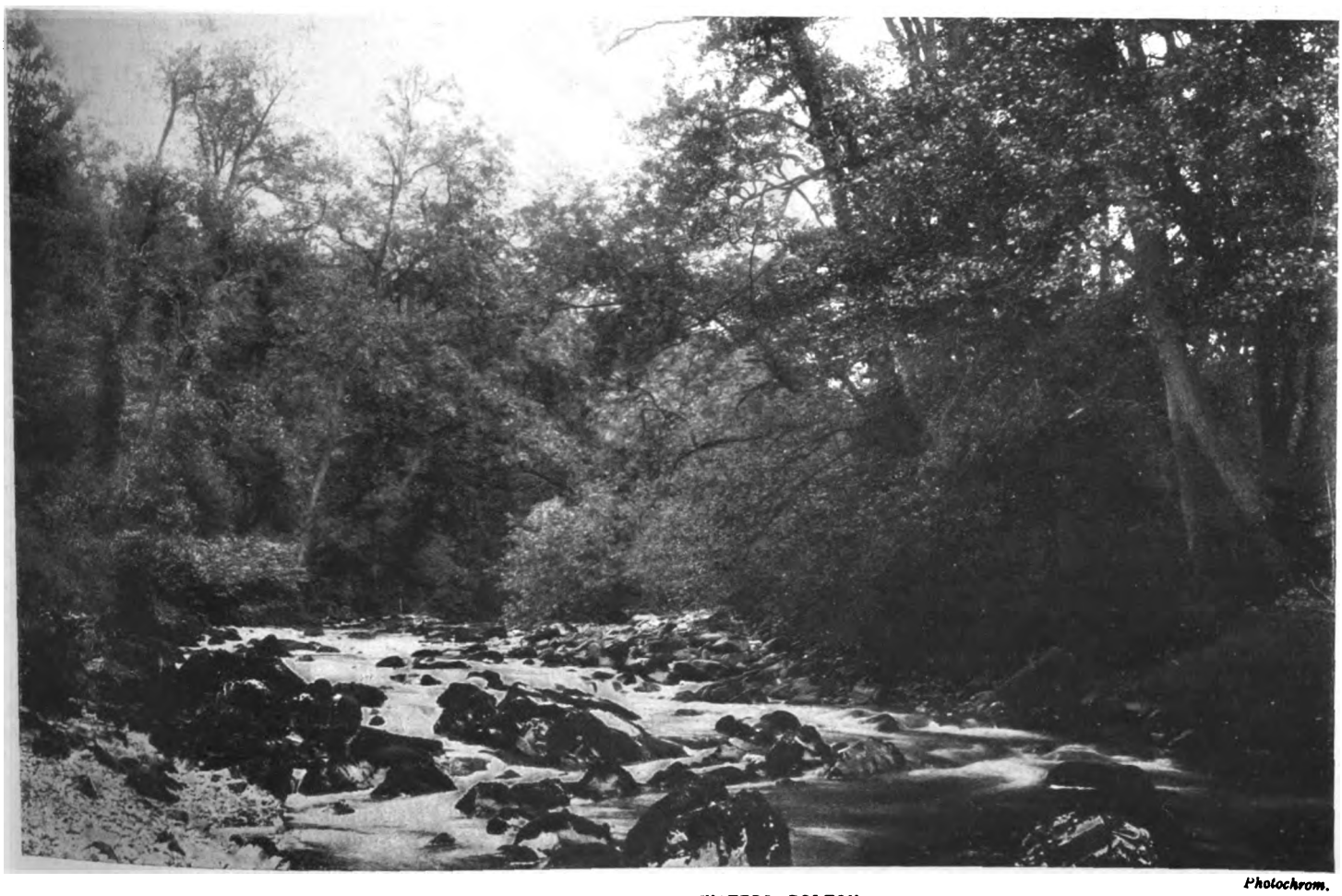
THE RUINS OF BOLTON ABBEY.

The extensive remains of the abbey, originally built for Canons of the Augustine Order, are among the most beautiful in this country. Perhaps the most interesting portions are the remains of the Early English and Decorated work, the magnificent west front, and the fine Perpendicular window. Bolton is an occasional residence of the Duke of Devonshire.

the "Boy of Egremound" is supposed to have been drowned in attempting to jump the Strid with a hound in leash; and tradition has it that the abbey was built to commemorate the event. The legend of the "White Horse of Wharfedale," said to rise from the river before the occurrence of a fatal accident, is also associated with this spot. Bolton Woods are an ideal retreat for the picnicker. From one of the seats which have been placed there for the pleasure-seeker's comfort a splendid view is to be obtained of the ruin of Barden Tower, originally the residence of Lord Clifford, who earned for himself the sobriquet of "the butcher" on account of his barbarities during the Wars of the Roses. A short detour will take the traveller to Ghyll Beck Waterfall, reached by a pathway through a wood. The fall is about 50-ft. high, and has a background of dark-coloured rock, which is in striking contrast to the deep, narrow, glen clothed with ferns and mosses. Another short ramble takes us to the Valley of Desolation, so called from the number of oak trees riven by lightning.



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AT THE MEETING OF THE WATERS, BOLTON.

A typical bit of sylvan scenery in the vicinity of Bolton Abbey, where the surrounding country is indescribably beautiful. Within easy reach are the Strid, the Fairy Glen, and Barden Tower.



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# *Letters to Stage Favourites.*

## XXIII.—TO MISS TITA BRAND.

DEAR MADAM,—The faithful few who really care for Shakespeare are grateful to you for a straightforward, sane, and spirited revival of his most realistic tragedy.

In your production of "Othello" at the Shaftesbury Theatre the author is, for once, allowed a voice in the matter. You and your companions speak his words directly, swiftly, "trippingly on the tongue." You do not diminish the force of his incident by a fatiguing mass of accessories, by irrelevant gesture, by supplementary tableaux, or any of the other scoriæ which cling about most modern revivals of his plays, and make him more expensive without making him more effective.

You let him speak for himself, and he would very likely recognise his own play if he happened to be in the theatre. For so much, I repeat, we Shakespearians are already indebted to you.

The acting in your revival keeps a very fair level; it is marked by a "mediocrity" which for once is really "golden." I confess that for yourself, dear Madam, you are, as all charming women ought to be, something of an enigma, *la femme imcomprise*.

Why, I cannot help asking, why were you so bent upon playing Desdemona? Was it that you might warble so delightfully in the elegiac damsel's swan-song at the end? I suppose so, for personally, were I in your place, the part would have little other attraction for me. Desdemona is one of Shakespeare's very green maidens, almost distressingly unsophisticated, with less of the soul of passion in her than Juliet, and without that delightful touch of boyish humour which he gave to Imogen and to Rosalind and to Viola. She is more decorative than inspiring, a passive figure of suffering upon whom, all innocent and unaware, the stroke of calamity falls, and leaves her pitifully crying out against it.

Were you really much moved, after all, by Desdemona's sufferings? You did not seem to be. You spoke a little monotonously, and seemed mildly surprised when your dusky lord turned from you; but one felt, at the end of it all, that you took misfortune with a certain placidity, with a sense that it would all come right in the end. You must have been disappointed when it did not.

Your Othello looked well and spoke well so long as he was habited like a "turbaned Turk." I thought, however, that his dignity was laid aside with his turban, and after his recital before the Senators of Venice (one of whom, by the way, does not know how to pronounce English) I lost interest in him. His hair took on a regrettably "darky" texture and appearance—he tore it too freely—he raved too much—his voice rent the theatre, and then gave way and continued, the ghost of itself, screaming in cracked, exhausted tones. There was too much zeal about it. You really must not let Mr. Hubert Carter think that he will ever please any but the groundlings by such gymnastics of the throat. I wish, too, that he would not clench his teeth, and protrude his chin. He looks quite unpleasantly plain when he does that, and the noble Moor, even when so perplexed, was first and before all things a man of dignity.

"OTHELLO."

You showed considerable discrimination when you engaged Mr. Henry Ainley for Cassio. I was surprised and delighted with him. He played the drunken scene exquisitely, giving us a sense of its mingled comedy and tragedy. He made us share the spirit of the wine with him, and yet he filled us, too, with a sense of approaching retribution. His by-play was all thoroughly excellent. With his Rossetti face, and rather fixed expression, I had hitherto considered Mr. Ainley as one ruined by the "fatal gift of beauty," and content, like most so gifted, to rest lazily upon Nature's laurels. Now I find that he can act and be beautiful as well. This is rare indeed.

What made you choose Mr. J. H. Barnes for your Iago? Whatever the reason, the choice has turned out a bad one. He is a little sententious, and he never succeeds in concealing his fundamentally benevolent disposition, that amiable disposition which we have seen in his Polonius and in "Rosemary," and in innumerable parts of choleric but good-natured old grandpapas.

Iago's disposition is morbidly malevolent. He broods over the mere suspicion of a wrong. He fastens upon a rumour which he knows untrue as an excuse for vengeance. He loves to watch the happiness of others crumble, wilt, and vanish under his corrosive words. None of Iago's nature came out in Mr. Barnes's performance, but he was inoffensive enough.

I was glad to see Miss Granville again, too. She was excellent as Emilia, that best of all episodic parts. What opportunities for acting there are even in the byeways of Shakespearian drama! What would have become of Cassio and Emilia, people who may excusably be considered as means to an end, in the hands, let us say, of Mr. Stephen Phillips? They would have wandered about and said vague things, and served merely as dead tools in the making of the plot. Instead of that here, how alive, how vigorously characterised they are! One can easily imagine them out of the circumstances of this particular play breathing still, in their vigorous flesh and blood, in quite other scenes and stories. We seem to see far back into their lives. We can imagine how Emilia must have smiled at Iago before we catch her doing it, and what a light-hearted but honourable soldier's life the gallant Cassio had led. These men and women are quite as real as those we see in the street when we leave the world of puppets.

Less delicately drawn, but still individual and alive, are Brabantio and Roderigo. No one could have recognised Mr. Anson as Brabantio. He looked marvellously antiquated and tremulous of limb. It was a capital little study.

Mr. Trollope, too, made Roderigo sufficiently silly, a perfumed and be-feathered gallant, with querulous voice and foolishly working mouth. Indeed, the lesser characters in your revival are even better played than the chief ones, and they help to make up the picture admirably.

I shall be glad, when you make your next venture, to see you in a better part, and I shall hope to be pleasantly surprised by Mr. Ainley again. Above all, however, remember not to let the stage-managing mania come upon you. Never become importunate with scenery, and realism, and "life-like" effects. Be content to aim at simplicity and Shakespeare; and the fanatics of the "sweet swan" will go to worship at a shrine built reverently to him. Φ



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# The Cricket Season.

## THE AUSTRALIAN TEAM.

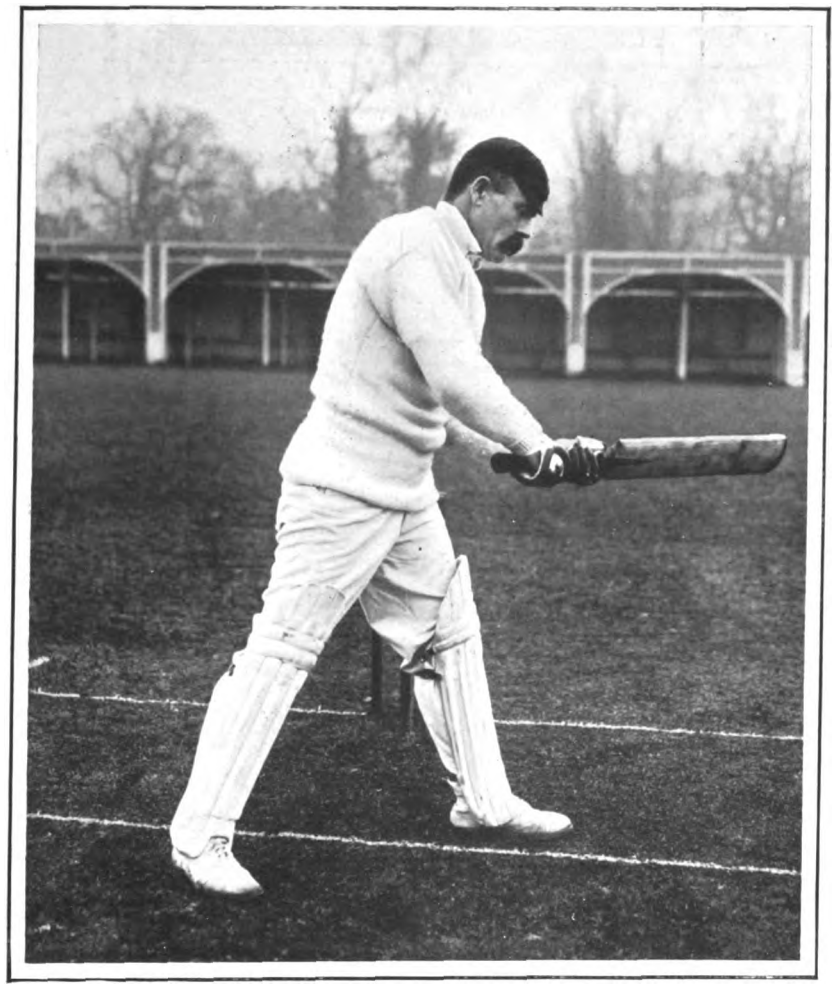
THE Australians paid their first visit to England in 1878, but in those days we scarcely regarded them as serious rivals to our cricket supremacy, many people being so ignorant of Australia itself, to say nothing of the cricket capabilities of its inhabitants, that they fully expected to find the members of the team black as the aborigines.

Mr. A. G. Steel tells a good story in this connection. "I remember," he says, "the late Rev. Arthur Ward 'putting his foot into it' before some of the Australians. One day, in the pavilion at Lord's, the writer, who had been chosen to represent the Gentlemen of England against the visitors in a forthcoming match, was sitting beside Spofforth watching a game in which neither was taking part. Mr. Ward, coming up, accosted the writer: 'Well, Mr. Steel, so I hear you are going to play against the niggers on Monday.' His face was a picture when Spofforth was introduced to him as the 'demon nigger bowler.'"

In considering the cricket of the two countries one or two facts must be borne in mind. First, when the Australians come over here they are practically always able to bring their best eleven; on the other hand, the strongest English eleven for Australia has never been chosen, and never will be; for, though it may be possible to obtain the services of the best professionals, it is quite certain that many of the leading amateurs will never be able to spare the time which the trip involves. Secondly, all test matches are played to a finish in Australia. In England, up to the present time, a match has been limited to three days; but in future, if the rubber has not been decided one way or the other after four matches of three days have been played, the fifth game will be fought to the bitter end. This seems to me a move which will, for the time being, satisfy both the advocates of a fight to a finish and the adherents of the old system. But it has one objection, and that is, that after four games it is quite possible that each side may have won one, and two may have been undecided, and that the fifth and deciding game may go to that side which, by the luck of the weather, was able to avoid being beaten in the two drawn games. We must, however, hope for something better than this, though, for myself, I should have preferred to have all five matches fought to the death, thereby asking some sacrifice of county cricket.

So far as my own experience goes, I should say that the Australians were especially strong in batting and fielding. This, I fancy, has been admitted by nearly all the critics; it is on the adequacy of the bowling that doubts have been cast. Let us consider the batting first. Here I am inclined to think that they will prove to be one of the strongest sides Australia has ever sent us, sound and reliable on good wickets, and with several hitters who will not be afraid to go for the bowling when pitches are sticky.

The selection of Darling came as a surprise, as we had been led to suppose that he had retired from International cricket. Many people appear to regard him as a veteran, but he is exactly the same age as F. S. Jackson, and who would ever dream of placing the great Yorkshire cricketer in the veteran class?



J. DARLING, CAPTAIN OF THE TEAM
(South Australia).

Darling is one of the greatest of Australian batsmen. When he was fifteen years old he made 252 runs in a school match, the South Australian equivalent of Eton *v.* Harrow. Soon after, he was sent to manage a farm in one of the back blocks, and he was not seen again in good cricket until he was twenty-three. Very strong in the arms and shoulders, he can play both games. I have seen him defend like a Barlow, when the crowd in the covered stand at Lord's became so annoyed with him that they whistled "Poor Old Joe," and then I have seen him hit as hard and as clean as a Jessop. With an iron nerve, and that cool, indomitable determination which is never flurried or upset, however the game may be going, he is an ideal man for a test match. This will be his fourth visit to England. He was here in 1896, in 1899, and 1902, and as captain of the last two teams gained much fame, for he is the essence of concentration. When on tour in England, he thinks of cricket and cricket only; studies the game in all its various problems; and spots very readily the favourite strokes and weak points of each individual batsman.

With the possible exception of K. S. Ranjitsinhji, Trumper is the finest batsman in the world. What W. G. Grace was to England, so is Trumper to Australia. He shines among the cricketers of the day—with all the lustre of a star of the first magnitude. He is like no one, and no one is like him. As he stands to receive the ball he is not exactly a stylist, for there is an ungainly bending of his right knee; but the moment he gets into position to make his stroke, he becomes the most brilliant and fascinating batsman I have ever seen.

Duff, who will go in first with Trumper, is a versatile player with an electric charm about some of his strokes.

Hill is undoubtedly the finest left-handed batsman there has ever been, the equal of Trumper. His record in test matches is better than that of any other Australian cricketer, and only slightly inferior to that of F. S. Jackson, K. S. Ranjitsinhji, and R. E. Foster, all of whom have, however, played in far fewer test matches than Hill. Before he was twenty-one he had made hundreds against the best bowling in England, and he is still as good as ever. Perhaps there is just a tendency every now and again to gamble with fortune; but when he does make up his mind to be got out, and not to get himself out, there is no one harder to bowl at. Thickset and of medium height, he is very quick on his feet, and an excellent judge of a run. Besides scoring over a century three times for Australia *v.* England, he has also made scores of 99, 98, 97, 96, and 88.

What a handful of steel-hearted soldiers is in an important pass, so is Noble in the crisis of a match. He has an imperturbability which nothing can shake, and he is a remarkably safe player, with a beautiful method and a knack of playing extra good bowling in the exact centre of his bat.

I did not expect to find Gregory chosen, but from all accounts he has been batting in something like the form of the days when he was second to none amongst Australian batsmen. This will be his sixth visit to England.

Gehrs is one of the three men who will be new to England. He is a South Australian, and came out in the season of 1902-3, at the end of which he scored a brilliant 100 against Lord Hawke's team, who were then on their way home from a tour in New Zealand. His pose at the wicket is rather ungainly, but



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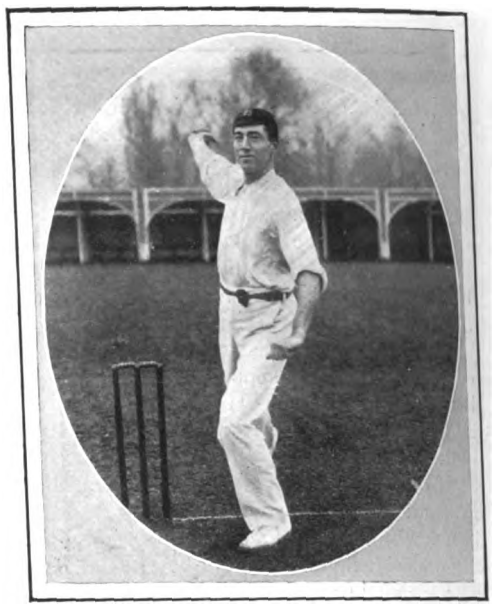
# THE CRICKET SEASON.

C. E. McLEOD
(Victoria).

R. A. DUFF
(New South Wales).



F. LAVER
(Victoria).

he hits hard, has a straight bat, and plays back very well.

Armstrong is the best batsman in Victoria. Very tall and strong, and with a thoroughly sound style, he ought to make a great many runs. At present he is not a great bat on a sticky wicket, but he has such hitting powers and such a long reach that there is no reason why he should not be successful under difficult conditions. Perhaps he is too cautious and does not let himself go quite enough. However, from what I have heard of his play this winter in Australia, he has adopted a freer style than formerly, with conspicuous success, and has improved so much as to be spoken of in the same breath as Trumper.

Hopkins is a slap-bang type of bat, with beautiful strokes on both sides of the wicket, but a trifle wanting in defence. He frequently gets runs when they are wanted, and is a dangerous man to come in No. 7 or 8.

McLeod, Laver, Kelly, Howell, Cotter, and Newland have all made plenty of runs during the past Australian season, and very tangible evidence of the run-getting power of the side was given during a short tour in New Zealand on the way to England, when in the course of six matches totals of 442, 433, 304, 533, and 593 for nine wickets were put together. "Undoubtedly the side will make a lot of runs, but how are you going to get the strongest English sides out for reasonable scores on good wickets? Neither Trumble nor Saunders is in the team, and remember how finely Trumble has always bowled in England; and how well, too, Saunders did when he was here in 1902. Besides, there is no left-handed bowler in the team, and is not a left-hander almost a *sine quâ non* in England, where sticky wickets are by no means exceptional?" This is the kind of attitude taken up by the critics and those who defend them. At first sight they would appear to have made out a strong case, but, on the other hand, it should not be forgotten that the 1882, 1884, 1896, and 1899 Australian elevens—four of the most successful—did not include a left-handed bowler. On Cotter a great deal will depend. In build he is not unlike G. L. Jessop, though not so thick about the thighs and shoulders, and for half-a-dozen steps in the middle of his run he reminds me of the Gloucestershire captain. He is not a Richardson or a Lockwood, but he is very fast, with an action very similar to Wilson's of Worcestershire; but though his arm is a trifle low, he can make the ball bump, while he keeps his feet on a wet

M. A. NOBLE
(New South Wales).

D. R. A. GEHRS
(S. Australia).

P. M. NEWLAND
(S. Australia).

A. COTTER
(New South Wales).



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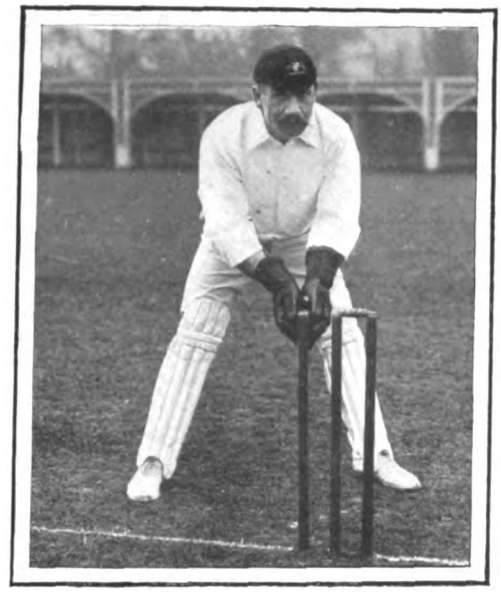
# THE AUSTRALIAN TEAM.

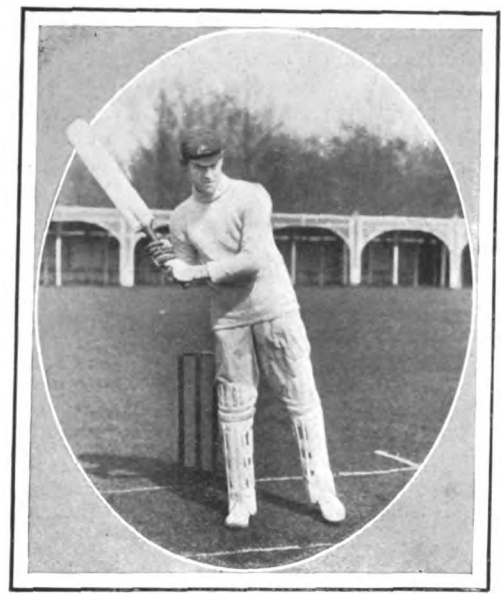
S. E. GREGORY
(New South Wales).



J. J. KELLY
(New South Wales).

A. J. HOPKINS
(New South Wales).

wicket better than any fast bowler I have ever seen. Noble's bowling is chiefly remarkable for its peculiar flight. When he first came out in the Australian season of 1897-98, he used to make the ball swerve from leg in the most baffling manner; but if he has to a great extent lost this swerve, he still has the power of pulling the ball back in the air, and the flight of his bowling is always difficult to judge accurately. He keeps a good length, and on a wicket which gives him the least help can make the ball break back very quickly. He is the finest point in the world, a sure catch, and wonderfully quick in getting to the ball on either side of him. The portion of the ground he covers is quite extraordinary. Hopkins has improved greatly, and on a perfectly true wicket is a fine bowler, for he has the power, like George Lohmann before him, of pulling the ball back in the air, and many a batsman has taken a good-length ball for a half volley and found himself in the pavilion. Ranjitsinhji has a high opinion of McLeod, but there is an unmistakable want of variety, Noble, Howell, and Hopkins being, like McLeod, medium right-handed medium-paced. Still, if there is little of that variety about the bowling which characterised the Australian elevens of 1896 and 1899, they are none the less the type of bowlers against whom runs will take a lot of getting, for if they have one excellence over and above another, it is their ability to keep a good length.



V. TRUMPER
(New South Wales).

Then, nearly every man is an exceptionally good fielder, so that if the old saying that "good fielding makes weak bowling strong" means anything—and the truth of it has been proved over and over again—the Australian eleven ought to be powerful in attack. Kelly and Newland may be expected to do the right thing behind the stumps. Noble will be at point, Gregory at cover, Gehrs at extra cover, and Duff at mid-off—a phalanx of fieldsmen hard to break through; for Gregory is Jessop's rival, Gehrs is as good as either, Duff like a sandbank at mid-off, and Noble equally impenetrable at point. Then there will be Howell and Armstrong at slip, Trumper, Hill, and Hopkins for third man and the long field, and Darling, McLeod, and Cotter for places near the wicket.

There is no doubt that England can put a very powerful eleven in the field—the number of all-round players having greatly increased — but there could be no greater mistake than for Englishmen to imagine that their old rivals will be anything but a very hard side to beat. P. F. WARNER.

C. HILL
(South Australia).

W. W. ARMSTRONG
(Victoria).

W. P. HOWELL
(New South Wales).



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# THE RACING SEASON.

THE four days' racing which go to make up the Newmarket First Spring Meeting were this year unusually full of interest, although the presence of M. E. Blanc's crack colt would have added considerable excitement to the race for the Two Thousand Guineas, and as the race was run I cannot help thinking that it was just as well for the winner that he had not to meet the representative of France. Apart from the decision of the first two classic races of the year, the advent of some of the better-class two year olds of the season is usually looked for at this meeting, and there is, moreover, a pleasing occupation to be found in the early morning by watching the work on the Heath. On Tuesday morning Plum Centre, bearing the hopes of Kingsclere, came a nice half-speed gallop by the side of the Rowley Mile, accompanied by St. Oswald and Pamflete; he moved freely and well, but a vast improvement will have to be effected if he is to fulfil any of his pretensions to classic honours. So many rumours detrimental to the well-being of Cicero have been put into circulation that it was with quite a feeling of relief that we watched him go a really nice pace stripped gallop, ridden by Maher, and accompanied by Neyland. The following day he naturally had easy exercise, but on Thursday morning, after a couple of canters, he was sent down to the six-furlong post and in company with Osbech came a strong mile and a-half gallop, throughout the whole of which he moved with the ease and precision of machinery, and swept along in great style, full of fire and energy. If all goes well with him, Lord Rosebery's beautiful colt will after all prove to be a worthy champion when France and England meet in friendly rivalry for the Blue Ribbon.

The Two Thousand Guineas Trial Plate, with which proceedings commenced on Tuesday, possessed no special attraction, and beyond the fact that Sauterelle, the property of Mr. R. Hanbury, was a warm favourite and won easily, there is nothing to record. In the following race, the Visitors' Handicap, which went to Sir E. Cassel's Exchequer, quoted in the betting at 7 to 1, began a series of disasters to backers, which continued throughout the day, and amongst them May 2 will long be remembered as "Black Tuesday." Some nice two year olds were to be seen walking about in the paddock previous to the race for the first Spring Two Year Old Stakes. Crathorne, Gemma (the sister to Vedas), and Noisy Bill we have already seen out, but amongst the newcomers was Black Auster, a really fine colt, of whom we shall probably hear more in the future. This son of Persimmon and Crusado is a whole black, and a lengthy, powerful, and bloodlike young racehorse. He was bred by Mr. S. Harrison and sold to Sir Edgar Vincent at the Doncaster sales of last year for 600-guineas. Parlamante, the property of Miss Clinton, is a filly that should win races; she is still rather backward, and was by no means disgraced in being third behind Noisy Bill and Black Auster. It may be noticed that Noisy Bill started at 20 to 1, as also did K. Cannon's other winning mount. Lord Dalmeny's recent purchase, Ritchie, won the Hastings Plate. His owner was present to see him run, and, if report be true, won considerably more than the 500-sovereigns which represent the value of the stakes.

W. A. Rouch.

MR. DE WEND-FENTON'S VEDAS, BY FLORIZEL II.—AGNOSTIC.
Winner of the Two Thousand Guineas.

On Wednesday interest centred in the candidates for the Two Thousand Guineas, and a close inspection of them revealed the fact that in many cases they were very backward in condition, and it will be no surprise if future running should entirely reverse the form shown by more than one of the runners for the first classic race of the season. Rouge Croix is a big powerful horse and can certainly be considerably improved upon; Shilfa has trained off, and was lacking in muscle; Signorino, a son of the flying Signorina, has not grown much, and was decidedly on the big side, while Vedas, profiting by his training for the Lincoln Handicap, was thoroughly fit and clean, which had not a little to do with the result of the race, which he won rather easily by two lengths from Signorino and Llangibby. Whatever this colt's reputation for a nasty disposition may be, he ran kindly enough in the hands of H. Jones. Rouge Croix disappointed his many admirers, but it is by no means improbable that later on he will make them ample amends.

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MR. W. HALL WALKER'S CHERRY LASS, BY ISINGLASS—BLACK CHERRY.
Winner of the One Thousand Guineas.

Perhaps the principal feature of the racing on Thursday was the first public appearance of Black Arrow, by Count Schomberg out of Black Cherry. He is certainly the best two year old colt seen out up to now, and so brilliant was his performance in the Newmarket Two Year Old Plate, which he won from eighteen competitors by six lengths, that his future career will be watched with much interest, and his popular owner, Mr. W. Hall Walker, is certainly to be congratulated upon owning not only such a brilliant home-bred two year old colt, but also upon being the possessor of such a filly as Cherry Lass, by Isinglass out of Black Cherry, who gave a most remarkable exhibition of pluck and gameness when she won the One Thousand Guineas on Friday, beating Lord Ellesmere's Koorhaan, Lord Carnarvon's Jongleuse, and sixteen others.

At Kempton Park on Friday Queen Camilla may win the Spring Plate, Ravilious should win the Manor Plate, Gemma or Queen Camilla the Spring Two Year Old Plate, and on Saturday Flower Seller should run well for the Jubilee Handicap.

CAURIE.



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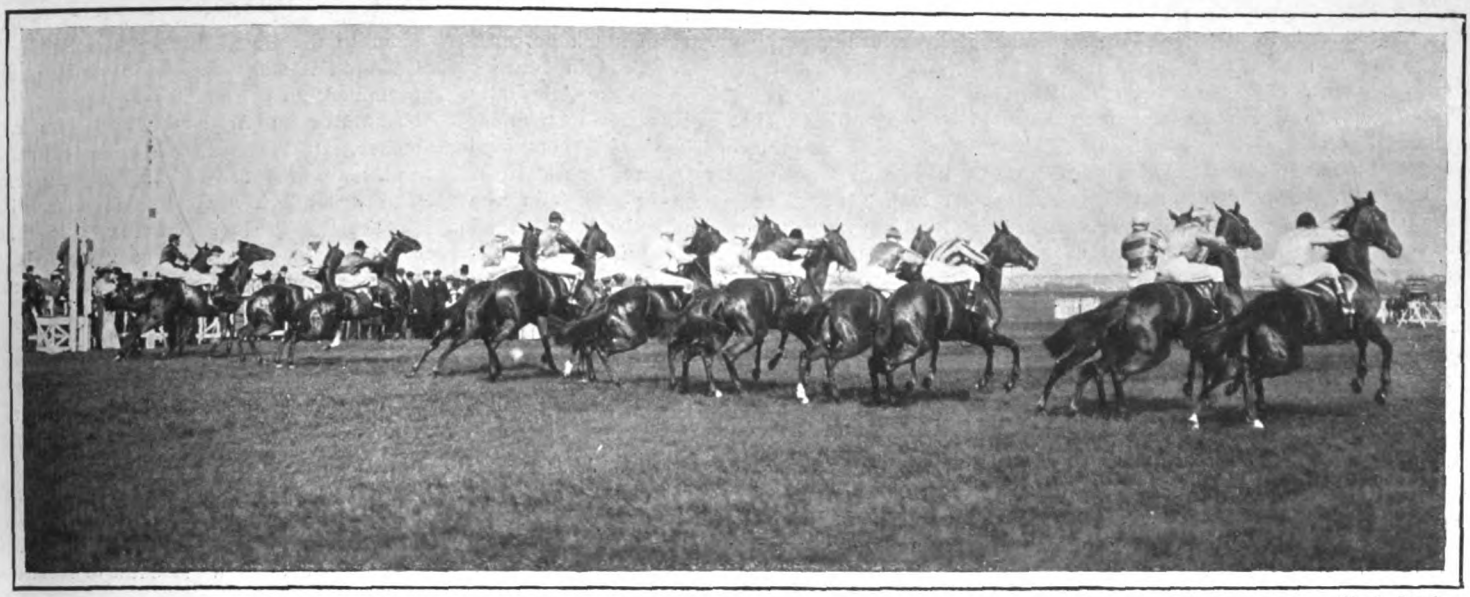
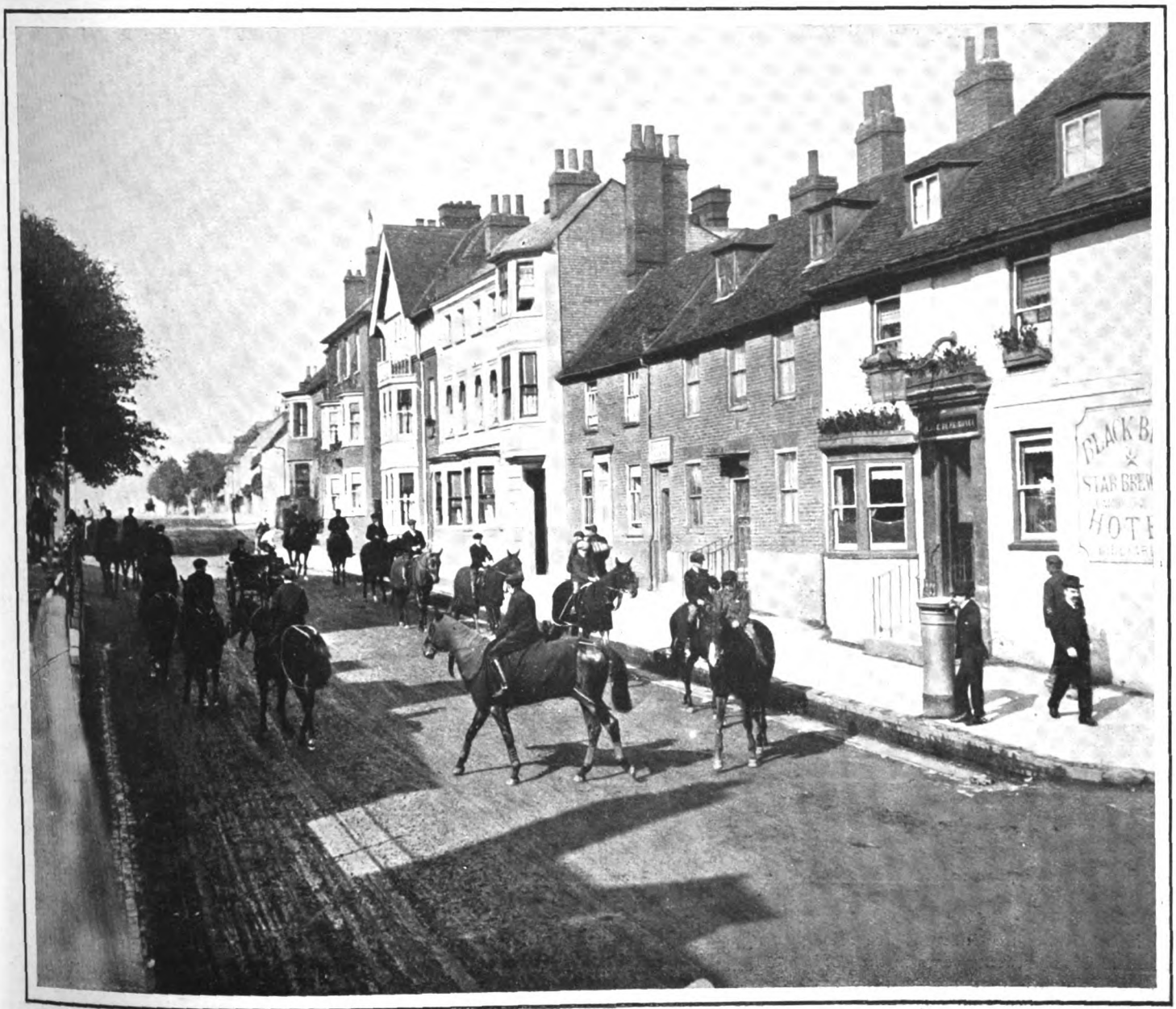
# NOTES FROM NEWMARKET.



*W. A. Rouch.*

"THEY'RE OFF!"

A remarkable photograph of the start for the Wilbraham Plate.



*W. A. Rouch.*

EARLY MORNING IN THE HIGH STREET, NEWMARKET.

Felix Leach's string.



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# THE SERVICES.

AS was more or less clearly anticipated, the Egypt Command has been reduced to a Brigadier-General's appointment, and Brigadier-General G. M. Bullock, C.B., has been confirmed in the post to which he was temporarily appointed on the retirement of Major-General Slade. General Bullock is a first-class officer, formerly of the Devonshire Regiment, a Staff College man, with a good deal of Staff experience, and an excellent South African record. He was under Buller in the relief of Ladysmith, including Colenso, and was afterwards Commandant of Honing Spruit and on the Staff. The part taken by Colonel Bullock and the Devons at Colenso is well described in the second volume of *The Times*' "History of the War in South Africa." Bullock, it will be remembered, was surrounded near the guns, and asked to surrender, but declared he would fight it out. Some of his men, however, who were perishing of thirst, had begun surrendering, and the Colonel himself was stunned by a blow from the butt-end of a rifle wielded by a Boer who had come up behind him. "The rest gave in," and the guns, which the Devons alone had stuck to, fell into the enemy's hands.

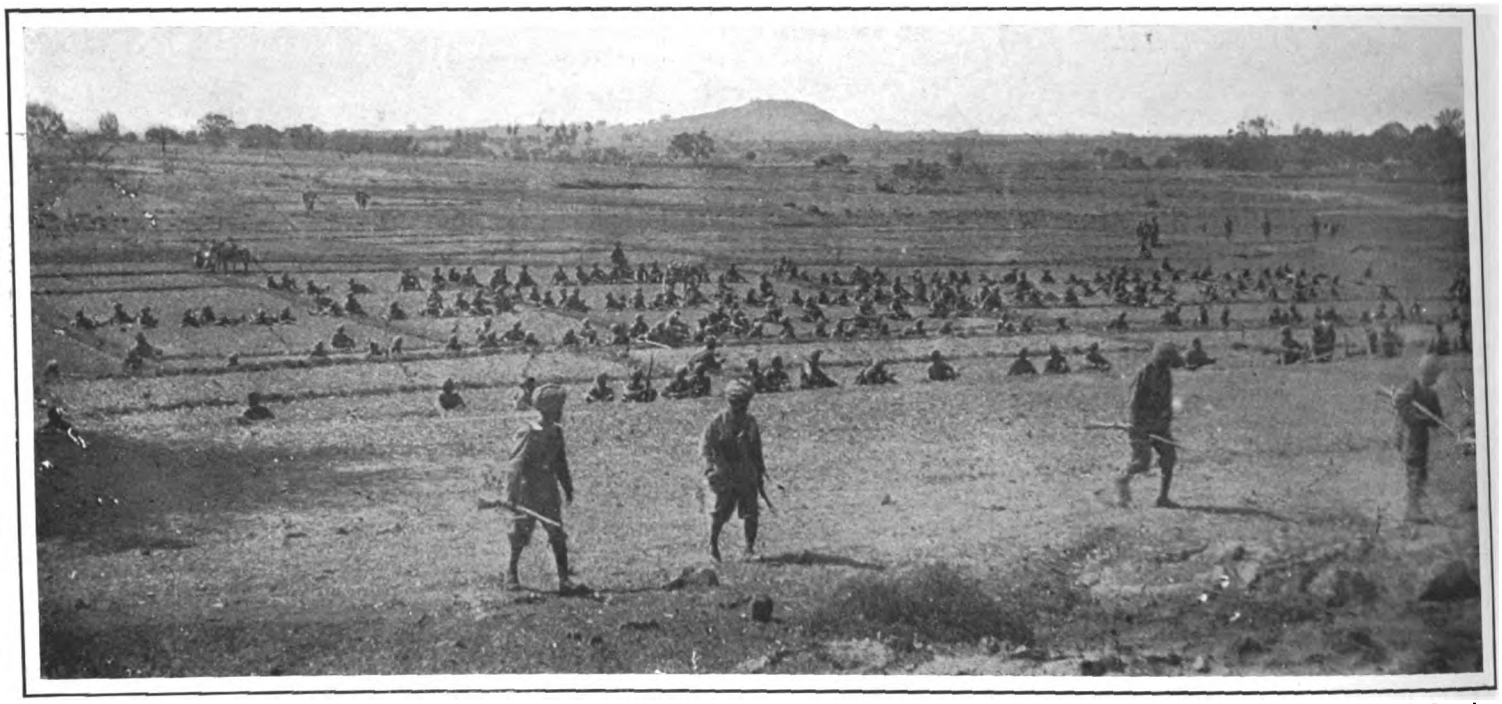
OUR relations with Italy are so intimate and so cordial that the personality of the Military Attaché to our Embassy at Rome is a matter of very considerable interest and importance. The present holder of the appointment, whose tenure has just been extended to February, 1906, is Colonel C. A. Lamb, who has a very good South African reputation, having been twice mentioned in despatches, and seen enough of the "real thing" to bring him five clasps to his medal. Colonel Lamb is an ex-Rifle Brigade officer, and spent five-and-twenty years in the corps, of which only five were occupied by Staff service as a Volunteer Adjutant.

THE appointments of Captain F. C. D. Sturdee, C.M.G., M.V.O., and Captain O. de B. Brock to the Mediterranean as Chief of the Staff and Flag-Captain to Lord Charles Beresford respectively, are of much personal and professional interest. Captain Sturdee has recently been attached to the Admiralty for special duties, but he was previously under Lord Charles Beresford, having had command of that splendid cruiser, the "Bedford," when the present Commander-in-Chief in the Mediterranean was at the head of the Channel Squadron. Captain Sturdee is a very distinguished officer, and was given the C.M.G. for services rendered in Samoa, where he commanded the British Force in 1899. He was in the "Hecla" as Lieutenant at the bombardment of Alexandria, and he is a Royal United Service Institution Gold Medallist. He has served in the Departments of the Directors of Ordnance and Naval Intelligence, and is an authority on prize courts and prize law generally. Captain O. de B. Brock has come literally as well as metaphorically under the eye of the Admiralty, as he has been since last May the captain of the Admiralty yacht "Enchantress."

AN interesting visit was paid the other day by H.R.H. the Duke of Connaught, as Inspector-General of the Forces, to the Royal Military School of Music at Kneller Hall. The Commandant of that institution, Colonel F. O. Barrington Foote, is one of the best-known officers of the British Army, and one of the best respected, too, for he is a very genuine friend to the soldier, and has taken a prominent part in many movements tending to the improved welfare of the "rank and file." Professionally he has an excellent record, and has two campaigns to his credit, the Afghan War and Egypt, 1882, the latter bringing him a mention in despatches for his performance of special duties. His Staff service, prior to his selection for Kneller Hall, was of the personal variety, including two short terms in India as A.D.C., first to the Governor of Madras and afterwards to the Viceroy, and later a three years' spell as A.D.C. to the Inspector-General of Artillery at Army Headquarters. Since his appointment to the Royal Military School of Music, Colonel Foote has emerged into some passing prominence as Secretary to the important Committee on Army Canteens. He is, of course, an accomplished critic of music, and, moreover, an admirable amateur actor. The writer has a vivid recollection of him as the Lord High Executioner in "The Mikado" as performed at the old Gaiety Theatre, Simla, a round score of years ago.

THE recent death of General Le Grand, Royal Marines, made a Good Service Pension of £200 a year available for bestowal, and this has been awarded to a notable old Marine officer, General J. M. de C. Meade, who is a veteran of both the Crimea and the China War of 1857-60. General Meade is one of very few living officers who served both at the bombardment of Odessa, the battle of Balaclava, and the siege of Sebastopol. In the China War, again, he saw nearly all there was to be seen in the way of solid fighting, for he served in the blockade of the Canton River, as well as in the capture of the city. Later, he acted as Quartermaster to one of the Marine battalions, and took part in the North China Expedition, including the Sin-ho action, the capture of Tang-ku, and the storm and capture of the Taku Forts.

CAPTAIN F. G. KIRBY, who goes to Chatham at the beginning of June as Captain of the Dockyard and King's Harbour Master, has recently been in command of the "Leviathan," one of the first-class armoured cruisers on the China Station. At the end of the eighties he was in the Naval Intelligence Department, and previously he had served in the Suakin operations, being employed to superintend the land mines used to protect the flanks, for which service he was duly "mentioned."



*Wiele, Bangalore*

THE 69TH PUNJABIS AT FIELD TRAINING: RESERVES ADVANCING UNDER COVER.

This regiment, after having been subjected to Lord Kitchener's war-training tests, was officially pronounced to be the best in the 9th Division of the Indian Army. The battalion consists of four companies of Punjabi Mussulmans, two companies of Dogras, and two companies of Sikhs, and was raised two years ago by Lieutenant-Colonel H. V. Cox, who now commands it.



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Just as certain as fate, if we overload the stomach with poorly cooked, pasty, starchy or greasy foods we will suffer and lose our health, for all the machinery of the body is dependent upon the food we eat.

A woman, living in Maidstone, learned this from bitter experience:—

"For months I suffered severely with pains in my chest and arms as well as round the back of my waist, and always felt tired and lackadaisical, so that the slightest exertion was an effort. My appetite kept growing smaller and smaller. I consulted two doctors, but no improvement was noticeable while under their respective treatments. I became despondent and begun to think my case was hopeless, when a friend recommended Grape-Nuts, having derived great benefit from this truly wonderful food himself. As a last chance I invested in a packet, and after only a couple of weeks' trial it had marvellous effects upon my health. The pains disappeared entirely, and in their place strength and an excellent appetite returned. I felt strong and fit for anything, that nasty sensation of lifelessness having quite departed.

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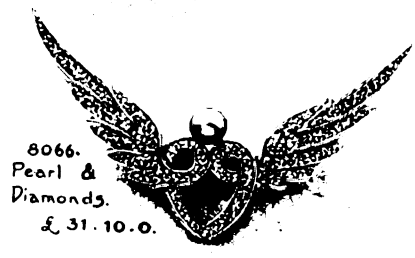

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## "MY LADY NICOTINE."

(CHAPTER VII.)

"I approached Gilray then, and without a word handed him my pouch, while the others drew nearer. Nothing was to be heard but the water oozing out and in beneath the houseboat. Gilray pushed the tobacco from him, as he might have pushed a bag of diamonds that he mistook for pebbles. I placed it against his arm, and motioned to the others not to look. Then I sat down beside Gilray, and almost smoked into his eyes. Soon the aroma reached him, and rapture struggled into his face. Slowly his fingers fastened on the pouch. He filled his pipe without knowing what he was doing, and I handed him a lighted spill. He took perhaps three puffs, and then gave me a look of reverence that I know well. It only comes to a man once in all its glory—the first time he tries the Arcadia Mixture—but it never altogether leaves him."

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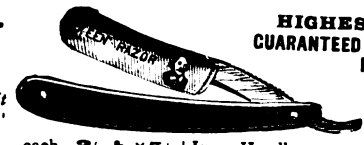

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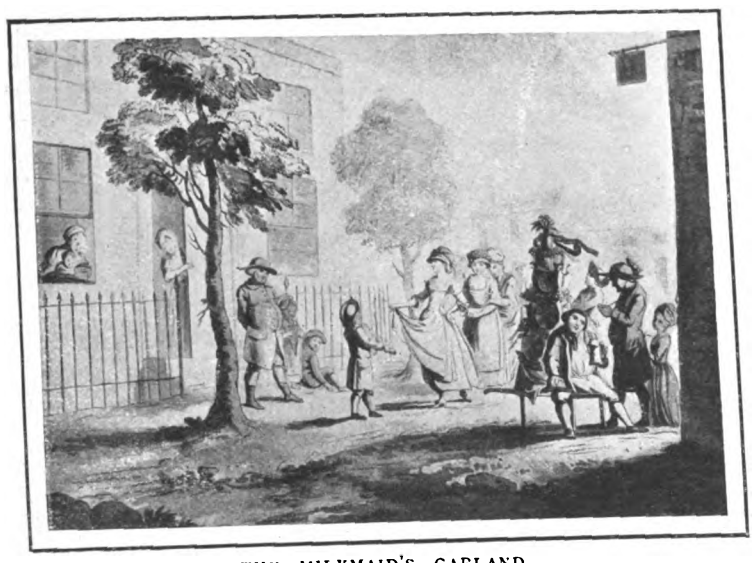
# May Day Merry-makings.

## MAY 1, 1805—MAY 1, 1905.

A CENTURY ago the 1st of May still meant something, both to the London milkmaid and the London chimney-sweep. If the maypole had disappeared many years previously from the Strand, and the joyous saturnalia of the "Palais Portman" in Portman Square had come to an untimely end with the death of Elizabeth Montagu, the time-honoured observances of May Day had not altogether passed into the limbo of things that were. Only nine years before Gaugain had produced the charming etchings now reproduced by permission of their owners, Messrs. Maggs, which he christened respectively "Chimney-sweepers on May Day" and "The Milkmaid's Garland." Full of vigour and incident are these two beautiful aquatints, the first of which was supposed to deal with the annual gathering of the knights-of-the-broom before Mrs. Montagu's house in Portman Square, where the "Queen of the Blue-Stockings" always provided a sumptuous breakfast for her humble guests. Gaugain's prints appeared just four years before her death. The tradition clung to the locality for half a century afterwards. In the illustration of "Portman House in 1851," in Mr. Austin Dobson's fifth volume of "Mme. d'Arblay's Diary," a group of chimney-sweeps are seen in the act of disporting themselves before the well-known gates. The coloured mezzotint entitled "The Spell of Hobnelia," by James Walker, after Northcote (also in the collection of Messrs. Maggs), bears the date of 1783. It deals poetically with another old-world May Day custom, according to which a maiden was supposed to be able to read her true lover's name in the track of a snail over some ashes strewn on the ground or on a block of wood (as in the picture) for that purpose.

The water-colours of Georgiana Keate are now almost forgotten, although very popular about 1780, when she sketched the Duchess of Devonshire, Mrs. Siddons, the Chevalier d'Eon, and a number of well-known people both in London and Bath. A good many of them were published about that time. It is still easy to recognise the corner of Covent Garden in which the May Day scene she depicts so cleverly is taking place. It is reproduced from an original picture in a private collection.

MAY DAY IN COVENT GARDEN. CIRCA 1782.
(After a rare water-colour by Georgiana Keate.



THE MILKMAID'S GARLAND.

CHIMNEY-SWEEPERS ON MAY DAY.

(From etchings by Gaugain, in the collection of Messrs. Maggs.)

THE VILLAGE MAYPOLE.
(From the frontispiece of Gay's "Shepherd's Weeks," 1714.)

If the merry-makings of our pleasure-loving ancestors had no direct connection with the Roman Floralia or the Celtic Beltein, they could certainly claim a very respectable antiquity. The "May Queen" and the "going a-maying" were at any rate as old as Chaucer's time, and in Henry VIII.'s reign the heads of the Corporation of London went out into the high grounds of Kent to gather the may, the King and his Queen Catherine of Arragon coming from their palace of Greenwich, and meeting these "grave and reverend seigniors" at Shooter's Hill.

"O that I were there
To helpen the ladies their may-bush to bear,"

sung Spenser, while Herrick exclaims:

"Come and coming mark
How each field turns a street, and each street a park,
Made green and trimmed with trees."

Until the Puritans obtained the mastery the maypole (such as seen in our illustration) had its place equally with the parish church, or the parish stocks. Uprooted during the Commonwealth, the maypole flourished again after the Restoration, but hardly, perhaps, with the same enthusiasm as in Tudor times. Washington Irving saw a maypole at Chester—one only, it is true, but he records the fact that the sight "gave a glow to his feelings, and spread a charm over the country for the rest of the day." Chaucer has immortalised the "great shaft" or maypole in Cornhill, which over-topped the steeple, and still lives in the name of "St. Andrew Undershaft," although the maypole in no way enters into the economy of modern Aldwych. George Buchanan apostrophised May Day in a Latin poem, the first verses of which are thus rendered by Archdeacon Wrangham:

"Hail! Sacred thou to sacred joy,
To mirth and wine, sweet first of May!
To sports, which no grave cares alloy,
The sprightly dance, the festive play.

Hail! thou of every circling time,
That gracest still the ceaseless flow!
Bright blossom of the season's prime
Age, hastening on to winter's snow.

. . . . .

Such was the soft and genial breeze,
Mild Zephyr breathed on all around;
With yielding glee, to airs like these
Yielded its wealth th' unlaboured ground."

A. M. B.



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# LITERARY NOTES.

IN spite of all the criticism which is yearly thrown at the Royal Academy, the public still shows keen interest in its exhibitions; and there is no doubt that Messrs. Cassell will have a large sale for their quarto publication, "Royal Academy Pictures," of which they have sent us the first of four shilling parts. It contains a Rembrandt photogravure of Sir Edward Poynter's picture, "The Cup of Tantalus," and forty-eight pages of beautiful reproductions of pictures and statues. When complete, the volume will form a very attractive memento of the year's exhibition.

**Royal Academy Pictures.**

* * *

MESSRS. GEORGE NEWNES, LIMITED, have issued opportunely at the beginning of the cricket season, a shilling reprint of Mr. P. F. Warner's very successful and interesting book, "How we Recovered the Ashes." The volume is very clearly printed on good paper. In substance it remains practically the same as the larger library edition, which was published some time ago by Messrs. Chapman and Hall. Mr. Warner has omitted one or two passages of a controversial nature, simply, as he says, because he was anxious to leave no record of a thoroughly pleasant tour but such as would naturally tend to increase the good feeling between the cricket public of Australia and that of the Mother Country. The edition includes an introduction by Mr. C. B. Fry, in which he pricks one or two bubbles that have been blown concerning Mr. Warner's team and International cricket in general. "Whoever would understand," says Mr. Fry, "the test match cricket of 1905 cannot do better than read Mr. Warner's account of the last campaign in Australia," and we heartily agree with him. The book is illustrated with most interesting photographs of the scenes and performers in the tour.

**Recovering the Ashes.**

* * *

ANOTHER very timely publication is a new volume of "Cricket Songs," by Mr. Norman Gale, which has just been published by Mr. Alston Rivers. Everyone who cares at all for cricket knows the former songs on the great game by the "Cricket Laureate," and this second volume should meet with no less enthusiastic a welcome than the first. There is no failing in Mr. Norman Gale's vigour, and the breezy, healthy spirit of these songs of his, to say nothing of their value as poetry, cannot fail to appeal to thousands of readers.

**Cricket Songs.**

* * *

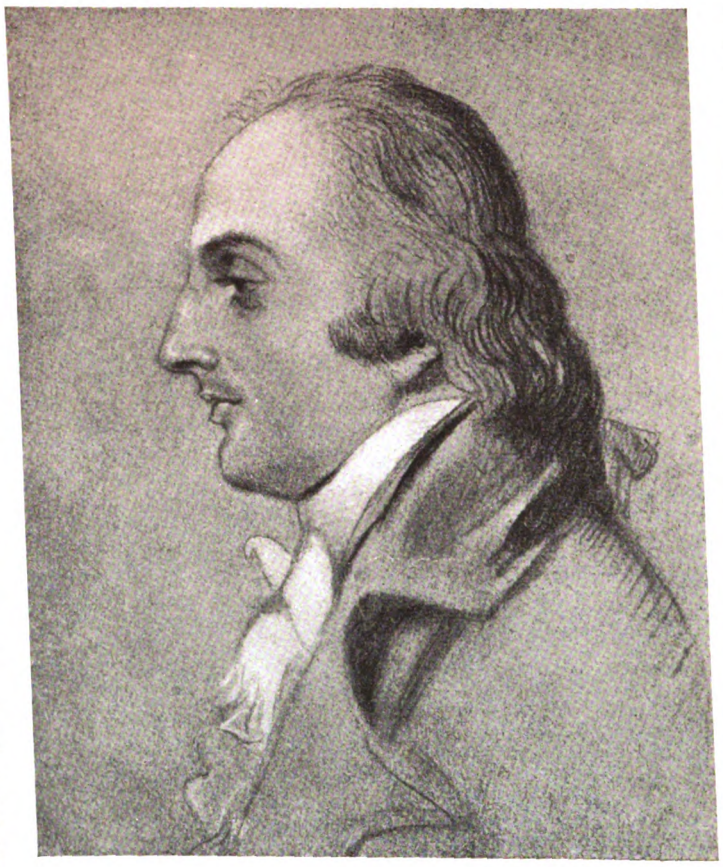
MESSRS. MACMILLAN and Mr. Austin Dobson may be alike congratulated on the success of the new edition of "The Diary and Letters of Mme. D'Arblay," now in process of publication. Mr. Dobson's invaluable notes have been prepared with the utmost care, and are always given in such a manner as not to interfere with the continuity of the text. On the completion of the sixth volume, to which Mr. Dobson adds not only a supplementary preface, but a short bibliography, an illustrated review of this absorbingly interesting book will be given in the columns of THE KING. For the present it suffices to say that the moment of its appearance is most opportune. Bath has recently bestirred herself to replace the shattered memorial erected sixty-five years ago over the grave of Queen Charlotte's much-tried "reader"; and commemorative tablets will doubtless soon mark her former Bath abodes, either in the North Parade, Queen Square, or Stanhope Street. The appeal of Mr. T. Sturge Cotterell has not been made in vain. We are in the presence of a Bath reawakening as well as a Burney revival, and the Burney family has offered to carry out the pious work in Walcot Cemetery which Bath was both willing and anxious to undertake. It is satisfactory to note that Mr. Dobson's task has been accomplished while Archdeacon Burney, who, in 1840, read the last rites over the open grave "of the friend of Johnson and Reynolds," his distinguished relative, still lives. It is very rare that the performer of the ceremony actually survives the tombstone itself, as appears to be the case in the instance of Fanny D'Arblay—the feminine Pepys of English literature. The Archdeacon of Croydon is thus a living link between the literary traditions of the twentieth century and those of the eighteenth.

**Fanny Burney.**

* * *

WE are still close enough to Easter, and drawing near enough to Whitsuntide, to appreciate the fact of the nuisance caused to everybody by the want of any simple law to settle the date of these festivals. You have to look them up in the calendar weeks beforehand, and then ten to one you forget all about it. We have received from Mr. Moses B. Cotsworth of York a little book crammed with learning, which advocates what he calls a Rational Almanac. We could not hope, under twenty pages or so, to give anything like an idea of all that Mr. Cotsworth's remarkable book contains, but very briefly his proposal for the future is this. In and after 1916 let us fix Easter for April 23 every year; let us divide the year into thirteen months of exactly four weeks each, and call the extra day (which is a special day, or year-day, apart from all the others, without any week-day name of its own) Christmas Day. The advantages of such a scheme are obvious. Sunday would always be the first, eighth, fifteenth, and twenty-second of the month; we should never have to count the months on our knuckles to see whether they had thirty or thirty-one days; in fact, the Rational Calendar would soon become so fixed in the head that we should need no printed calendar at all, and we should never again misdate our letters and cheques because the office boy (it always *is* the office boy, of course) has forgotten to alter the date-card.

**The Rational Almanac.**



ALEXANDRE G. P. D'ARBLAY

The husband of Fanny Burney. From a crayon drawing. Reproduced by permission of Messrs. Macmillan from Vol. V. of their handsome edition of "The Diary and Letters of Mme. D'Arblay."

* * *

ONE of the most striking of recent novels is "Seth of the Cross," by Mr. Alphonse Courlander, published by Mr. Eveleigh Nash. Mr. Courlander clearly owes not a little to Mr. Thomas Hardy. Seth reminds us irresistibly of Jude the Obscure, and his tragedy shows just the kind of apparently reckless cruelty on the part of circumstance that chimes in with Mr. Hardy's well-known later views of life. But we must not imply that Mr. Courlander has nothing original to offer. There is a strong individuality about this countryman, who has a soul above his neighbours and above his own passions; and though the total impression left by the book is gloomy, and the end of it sees Seth lying dead at the foot of the village cross, and the woman he loved ruined by his worthless brother, there is sufficient strength in the book to justify this harrowing of our feelings.

**A Novel.**

* * *

MESSRS. A. AND C. BLACK have in the press the first volume of an important addition to military literature, in the shape of a "Military Geography of the Balkan Peninsula." The object of the series, of which this is the first volume, is to classify and analyse the geography of probable and possible theatres of war in such a way as to give full information about each area on strictly educational lines, *i.e.*, to be of use both to the ordinary reader and to the military student. To ensure due weight being given to each side of the subject, the work has been entrusted jointly to Lieutenant-Colonel A. F. Mockler-Ferryman, late Oxfordshire Light Infantry, F.R.G.S., F.Z.S., and Professor L. W. Lyde, Professor of Economic Geography of University College, London.

**Military Geography.**

* * *

MR. JOHN LANE is just publishing a new book on sport in India, by Captain A. I. R. Glasfurd. The title of the volume is "Rifle and Romance in the Indian Jungle," and it is a record of thirteen years of Indian jungle life. The book is illustrated very largely by the author's own hand, and also with a number of reproductions from photographs. Other publications of Mr. Lane's are a new novel by Mr. William J. Locke, called "The Morals of Marcus Ordeyne," "Love's Journey," a new volume of poems by Miss Ethel Clifford, and a book on "Joachim," by Mr. J. A. Fuller Maitland, which is to form one of the series of Living Masters of Music.

**The Indian Jungle.**

* * *

MR. FISHER UNWIN, who is now the publisher of Mr. T. P. O'Connor's "Life of Beaconsfield," has just issued a new edition of it in his Half-crown Library of Standard Biographies. A new volume in his Shilling Series is Lanoe Falconer's famous story, "Mademoiselle Ixe," together with the "Hotel d'Angleterre," and other tales by the same author. Among other recent reprints is Messrs. Nelson and Sons' little sixpenny edition of "The Deerslayer," by Fenimore Cooper. These pocket reprints of Messrs. Nelson's have the rare advantage in sixpenny books of being strongly bound, and strike us altogether as being some of the best in the market.

**Some Reprints.**

---

*BOOKS TO READ.*

English Table Glass, by Percy Bate. (Newnes.)
Autobiography of Andrew Dickson White. Two vols. (Macmillan.)
Mrs. Dane's Defence, by Henry Arthur Jones. (Macmillan.)
Indiscretions, by Cosmo Hamilton. (Treherne.)
The Three Essentials, by Dorothea Gerard. (Hutchinson.)
Dorset Dear, by M. E. Francis (Mrs. Francis Blundell). (Longmans.)
The Brooding Wild, by Ridgwell Cullum. (Chapman and Hall.)
The Jackal, by Coulson Kernahan. (Lock.)
A Cheque for Three Thousand, by A. H. Vesey. (Arrowsmith.)



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Our photo shows Mr. C. H. Unthan, whose unique public exhibitions attract great attention, performing one of his "feats." If he finds, as he says he does, that "Waterman's Ideal Fountain Pen" is the pen that best suits his foot, you will realise that it will give you extra ease and facility in writing with the straightforward use of your hand.

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# Leaves from a Collector's Note-book.

## *LONDON AUTOGRAPH SALES FOR APRIL AND MAY.*

### NELSONIANA IN EXCELSIS.

IF the book sales of the present season are few, the autograph dispersals are both numerous and important. In the matter of prices, the predictions made last year in the columns of this journal have been abundantly verified. Autograph letters of the rarer sort have quadrupled in value during the past twenty years, and one must look abroad for the bargains which were once of every-day occurrence in London. Mr. Walter R. Benjamin of New York, however, prices a two-page quarto letter of Sir Joshua Reynolds in his latest catalogue at only 15-dol., while M. Noel Charavay recently sold a curious and characteristic epistle of that ardent Whig, Lord Stanhope, discussing the acquisition of a stone from the Bastille as a sacred relic, for 12s. The Nelson-Hamilton letter of last year still holds the record price (£1,030); but a long holograph letter of Mary Queen of Scots in the Scott Book Sale was purchased by Mr. Quaritch for £900, although it was unfinished and unsigned. It was dated January, 1652, and fills fourteen pages. It belonged originally to the famous Dawson Turner Collection, at the sale of which at Puttick's, in June, 1859, it formed part of two volumes of MSS. entitled "Original Letters of Sovereigns and other Illustrious Personages, 1538-1704." These volumes were knocked down to Thorpe, the bookseller, for £280! The mention of these volumes brings one, naturally enough, to the Sotheby sale of the 13th ult., one of quite exceptional interest, at which 145 lots fetched just £2,000—probably quite a record average—in the course of little more than an hour. Six months ago the letters and documents, now finally scattered, were tightly bound together with string and glue. The difficult task of separating them was entrusted to Messrs. Maltby of Oxford, who make a special feature of autograph mending and similar work. They succeeded in detaching every separate sheet, not only without injury, but in such a manner as to leave no trace of having, during over two centuries, formed part of a calf-clad folio volume. If sold in one lot they would certainly not have realised a quarter of the sum they eventually sold for. The MSS. in question almost entirely related to the momentous political events of 1649-51, and comprise letters from Queen Henrietta Maria to her son, written in the first flush of her poignant grief at the loss of her husband, from Henry Jermyn (who subsequently married her), from Prince Rupert, the Marquesses of Ormonde and Montrose, William Prince of Orange, Sir Richard Browne, Sir John Culpepper, Sir William Boswell, Sir Edward Hyde, and last, but not least, from Abraham Cowley, the poet-secretary, whose letters are of the utmost rarity. Amongst the keenest competitors for these treasures were Captain Lindsey and Mr. F. Sabin, both of whom are possessors of extremely valuable Stuart collections. Mr. Sabin gave £151 for the finest letter of Henrietta Maria, filling four entire pages, written in French to her son on January 25, 1650, and dealing largely with the political outlook at Paris. A superb letter of the luckless Montrose was knocked down at £48 to Captain Lindsey, who paid £31 for one of the Cowley letters, and £51 for a letter from the Queen-Mother, soundly rating Mr. Long for his share in the Scotch treaty. The most important Cowley letter was bought by Mr. Sabin for £64, Dr. Scott giving £30 for a second, and Messrs. Maggs £22 10s. for a third.

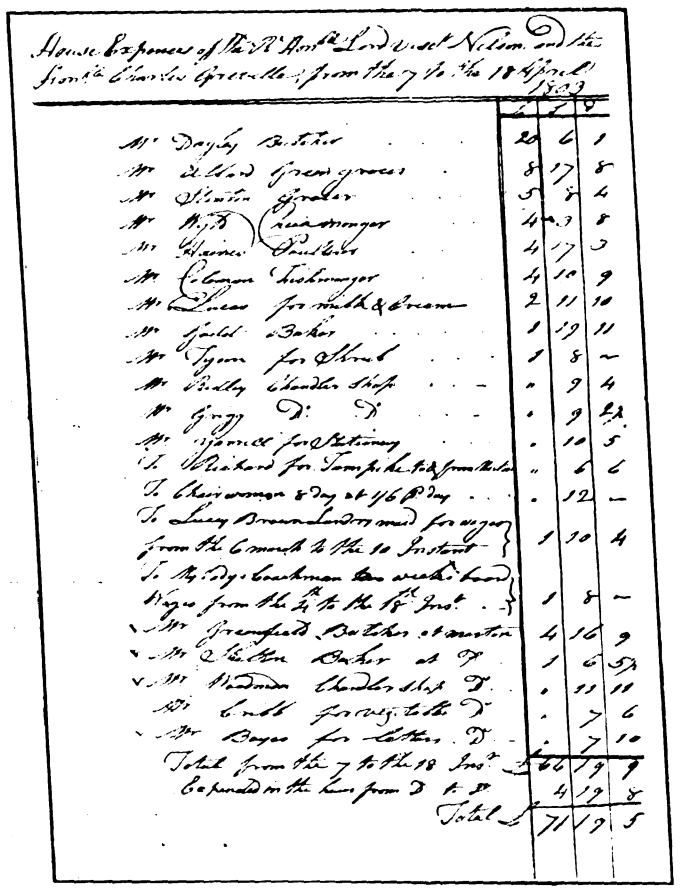
The sales announced for May 11, 12, and 13, as well as that for the 17th, are scarcely less interesting and important than that of the 13th ult. The last of the three days is devoted almost entirely to the dispersal of what has been long known as the Bunbury Collection, many of the more striking letters of which are printed in the "Correspondence of Sir Thomas Hanmer." The epistles in question were for the most part addressed to Sir Henry Bunbury, Sir Charles Bunbury, Mrs. Bunbury, and other members of the family.

The *pièces de résistance* on the 11th inst. consist of a series of twenty-five autograph letters covering eighty pages addressed by Mrs. Piozzi, between 1789 and 1816, to her friend the Rev. Dr. Whalley of Bath, and a still more sensational series of twenty-four extending over seventy-two pages written by Mrs. Siddons to her old friend Mrs. Pennington, concerning the troubles between her daughter and Sir Thomas (then plain Mr.) Lawrence.

In view of what took place last year it is not impossible that the following Nelson letter, dated "Victory," May 4, 1805 (to be sold the same day), may yield more than either of these lots:

"Your poor dear Nelson is my dearest beloved Emma very very unwell, after a two years hard fag it has been mortifying the not being able to get at the Enemy, as yet I can get no conformation about them, at Lisbon this day week they knew nothing about them but it is now generally believed that they are gone to the West Indies. My movements must be guided by the best Judgment I am able to form. John Bull may be angry, but he never had any officer, who has served him more faithfully, but Providence I rely will yet crown my never failing exertions with success, and that it has only been a hard trial of my fortitude in bearing up against untoward events. You my own Emma are my first and last thoughts and to the last moment of my breath, they will be occupied in leaving you independent of the world, and all I long in the world that you will be a kind and affectionate *Father* to my *dear* [a word obliterated] DAUGHTER HORATIA, but my Emma your Nelson is not the nearer being lost to you for taking care of you in case of events which are only known when they are to happen and an all wise Providence, and I hope for many years of comfort with you, only think of all you wish me to say and you may be assured it exceeds if possible your wishes. May God protect you and MY DEAR HORATIA, prays ever your most faithful and affectionate &c., &c."

Another notable item consists of a long holograph letter of Frederick the Great to Algarotti, including some original verses, but the lucubration of the Royal poet will scarcely command the price likely to be given for another long letter from Nelson to Lady Hamilton, dated June 13, 1801, which contains the lines, "How is Sir William—better? I shall do as you please about going into the country, *but in the party to Wales there will be Mr. Greville*, who I am sure will be a stop to many of our conversations, for we are used to speak our minds freely of kings and beggars, and not fear being betrayed." In view of the work on Lady Hamilton now being written by Mr. Sickel, all these letters (many of which now see the light for the first time) are of supreme interest. Mr. Greville's relations to Lady Hamilton before he introduced her to his relative, Sir W. Hamilton, are well known. The writer some three years since came across a large scrap-book once belonging to Mr. Greville, and still containing many curious odds and ends relating to Nelson and "beloved Emma." From this source was derived the MS. account now reproduced in fac-simile of the expenses of Nelson and Greville while living together in Bond Street from April 7 to April 18, 1803. The Admiral's opinion of Mr. Greville had evidently undergone a total change in the interval.



NOTE OF LORD NELSON'S HOUSEHOLD EXPENSES

While living in Bond Street, in the month of April, 1803, with Mr. Charles Greville.

The sale of the 17th inst. may be fairly described as a Nelson field-day, for of the 226 lots to be dispersed, more than half consist of either Nelson letters or those of his captains or Naval contemporaries. The earliest of the former dates as far back as 1785, when he writes from the Leeward Islands to his uncle, William Suckling, announcing his engagement to Mrs. Nisbet, and asking him for £100 a year for a few years, or £1,000 advance, adding naïvely, "How happy you will make a couple who will pray for you for ever. Don't disappoint me or my heart will break," and so on for four closely-written pages! What a curious contrast to the Nelson-Hamilton letters of 1801-5! In addition to the Leeward Islands letters, Mr. Tom Hodge will offer for sale on the 17th inst. Nelson letters from Barbadoes, Leghorn, Myrtello Bay, Genoa, Porto Ferrajo, Naples, Palermo, Maddalina Island, and Merton, concluding with one addressed to Lord Collingwood three days before his death. It will be useful to watch the effect of the simultaneous sale of thirty-four Nelson letters in the year of Trafalgar's centenary on the high prices which ruled twelve months ago. Will the enthusiasm of the moment compensate for a too-abundant market? On the same day will be sold ninety-three exceptionally fine letters of Nelson's captains and contemporaries, beginning with Acton, the Neapolitan Premier, Captain Constantine Phipps, afterwards Lord Mulgrave, who writes in June, 1773, to Sir Joseph Banks, when preparing to fit out the "Racehorse" and the "Carcass" for his Arctic expedition, "with young Nelson on board as coxswain, under Captain Lutwidge, second in command." The foreign letters are of no particular importance, but the following item is sure to stimulate the energetic rivalry of Nelson collectors. "Autograph letter of John Pascoe Senior and Signal Lieutenant on board the 'Victory' at Trafalgar, narrating to Robert Cole his personal interview with Lord Nelson in his cabin at eleven o'clock the morning of Trafalgar day":

"The Admiral was on his knees penning that beautiful prayer to the God of Battles, a passage of which runs thus: 'And may the prevailing feature of the British Fleet (after the action) be that of mercy.' This prayer has not been sufficiently shown in his life, &c., seeing that he did not put his trust in an Arm of flesh."

Forty-five minutes after this interview the great Admiral on the poop ordered him to make the ever-memorable signal, "England expects that every man will do his duty." Pascoe was wounded later in the day, and was placed near the cockpit, where the dying hero was passing away.

B.



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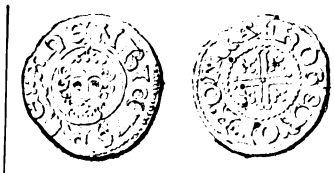
**OLD · ENGLISH · FURNITURE**
as well as a great collection of the simpler and less costly pieces of each successive period.

EVERY PIECE GUARANTEED.
AT THE **OCTAGON, BATH.**
(Two hours from Paddington.)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17 & 18, PICCADILLY, LONDON, W.

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I.—Advertisements in this Register must refer to some **specific** object or objects.

II.—The charge for advertising is at the rate of twopence per word, and no advertisement can be accepted of less than twelve words. The price of an article, or group of figures, count as one word.

III.—Should advertisers wish to illustrate their advertisements, blocks will be made free of charge, provided good photographs are supplied, but the space occupied by block must be paid for at the rate of 10s. per inch.

IV.—In all cases name and address must be counted and paid for.

V.—These advertisements must always be **prepaid,** and cannot, under any circumstances, be inserted unless accompanied by remittance for the amount.

VI.—In the event of advertisements being too late, or being crowded out of the ensuing issue, they will be inserted in the following issue.

VII.—**Advertisements must be written on one side of the paper only.**

VIII.—Advertisers can have replies to their advertisements sent c/o THE EDITOR, Antique Dept., THE KING, and in these cases, name and address (which must be paid for) should be written on the **back of the advertisement** sent for insertion.

IX.—If several objects of various kinds are included in one advertisement, it will be put under the heading of **Various.**

X.—Stamps will be accepted for sums up to 2s. 6d. Above that sum Postal Orders should be sent, made payable to George Newnes, Ltd., and crossed Capital and Counties Bank.

XI.—Remittances cannot be acknowledged unless a stamped addressed envelope is enclosed with the order.

XII.—In replying to "Wanted" advertisements, it is advisable to send the fullest particulars of the article mentioned, and, when possible, a rough sketch of same.

XIII.—The proprietors reserve to themselves at all times the right of refusing any advertisement, without giving the reason for so doing.

XIV.—All communications relating to the Collectors' Register must be addressed to THE EDITOR, Antique Dept., THE KING, 3, Southampton St., Strand, W.C.

**Before sending Money or any Article on approval, Advertisers are advised to satisfy themselves as to the *bona fides* of Correspondents, for which the Proprietors cannot be responsible.**

## WANTED.

### AUTOGRAPHS AND LETTERS.

Following autograph letters wanted: — Beau Brummel, Captain Gronow, Frederica, Duchess of York, Mary Anne Clarke. Good prices given.—823, THE KING'S EXCHANGE.

### BOOKS.

Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

R. L. Stevenson's "An Inland Voyage," "Travels with a Donkey," "New Arabian Nights," "Virginibus Puerisque," and others same Author.—155, THE KING'S EXCHANGE.

Naval or Nautical Jest Books.—157, THE KING'S EXCHANGE.

Boxiana, Vols. IV. and V., in boards.—158, THE EXCHANGE.

Army List, 1815 and 1816.—163, THE KING'S KING'S EXCHANGE.

Early copies of Pilgrim's Progress, with contemporary portraits.—164, THE KING'S EXCHANGE.

Cotton's "Voice from Waterloo," first edition, in original boards.—165, THE KING'S EXCHANGE.

Freemasonry. "The Book of Constitutions," first edition, with frontispiece.—166, THE KING'S EXCHANGE.

## WANTED.

### CHINA, GLASS, EARTHENWARE.

Old Earthenware decorated with subjects relating to the Navy, Napoleonic Wars, or Freemasonry.—516, THE KING'S EXCHANGE.

Jackfield Pottery, decorated in gold or colours.—519, THE KING'S EXCHANGE.

### PRINTS, ETCHINGS, Etc.

Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co., London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

XVIth Century Caricatures and Broadsides relating to Baptists.—246, THE KING'S EXCHANGE.

Caricatures illustrating the Attorney-General's Charges against Queen Caroline. Colonial copies wanted.—247, THE KING'S EXCHANGE.

### TAPESTRY, FURNITURE, Etc.

A good Specimen of Rock Tapestry. Period about 1640.—410, THE KING'S EXCHANGE.

### MISCELLANEOUS.

Bath Tokens issued by Turner, coach contractor, between 1770 and 1800.—747, THE KING'S EXCHANGE.

## FOR SALE.

### PRINTS, ETCHINGS, Etc.

Scarce Arundels, Angelico's Annunciation, Limia St. Catherine, Adoration Trinity, Giorgione, Primavera, Venus rising, etc.—219A, THE KING'S EXCHANGE.

Grand Oil Painting, Venus and Cupid, 69×54. Landscape, Wilson, R.A. Drawings by Alken, Herring, set by Solomon.—220A, THE KING'S EXCHANGE.

Original XVIIIth Century Drawings of Bath or Brighton. Also Caricatures relating to.—221A, THE KING'S EXCHANGE.

### BOOKS.

A fine copy of Natte's Bath, or would accept copy of Genest's British Stage, or good extra illustrated Life of Garrick.—129A, THE KING'S EXCHANGE.

### CHINA, GLASS, EARTHENWARE.

A very fine old Staffordshire Dinner Service of 160 pieces, in perfect condition. Crown Derby pattern, marked with crown. Sample plate on approval. Deposit.—520A, THE KING'S EXCHANGE.

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A unique collection of objects relating to Coronations, English and Foreign, 1600-1902. Books, MSS., Views, Portraits, Tickets, Autographs, Medals.—742A, THE KING'S EXCHANGE.

Palæolithic and Neolithic Flint Implements for disposal.—743A, THE KING'S EXCHANGE.



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# Motoring Notes.

A RECENT case at Hendon illustrates the frivolous manner in which the police often prefer charges against harmless and law-abiding motorists. Four summonses were issued against a motor-tricyclist, whose early experiences of motoring must have appeared somewhat alarming, as he had only proceeded three miles after taking delivery of his machine before he was stopped by an inspector of police. He was subsequently charged with not having a proper identification plate, with driving without having procured a licence, with not producing the licence, and with using abusive language. The first two summonses were dismissed; on the third he was fined 1s. only; and the fourth was dismissed, the magistrates stating that they did not believe for one moment that the defendant had used the language imputed to him by the police.

* * *

It is announced that the Automobile Club, having carried out the pioneer work in the encouragement of motor-boating, is about to hand over the control of all motor-boat events to a separate body, to be called the Marine Motor Club of Great Britain and Ireland. This, the latest offshoot of the parent body, will start under the most favourable auspices, and the nucleus of a useful programme for the coming season exists in the Reliability Trials in Southampton Water and the Selection Trials for the International Cup, for which the Automobile Club has already made the preliminary arrangements.

* * *

The objections raised by M. Paul Meyan to any modification of the terms of his original challenge to run his French car against a British-built machine in a 5,000-kilomètre reliability trial will not be allowed to stand in the way of the proposed match. Mr. Siddeley has now announced that he will agree to M. Meyan's conditions, and run the entire distance in France. A new difficulty, however, has arisen, as the French Club has declined to supervise the trial, a decision which does not seem to indicate great faith on its part in the chances of the French car. Doubtless, however, some method of appointing independent observers can be arrived at if M. Meyan is sincere in his expressed desire to disprove the statement that a British car holds the world's record for reliability. Our own Automobile Club would probably consent to appoint one of the two observers, whose presence at the match is absolutely necessary, if the result is to have any value.

* * *

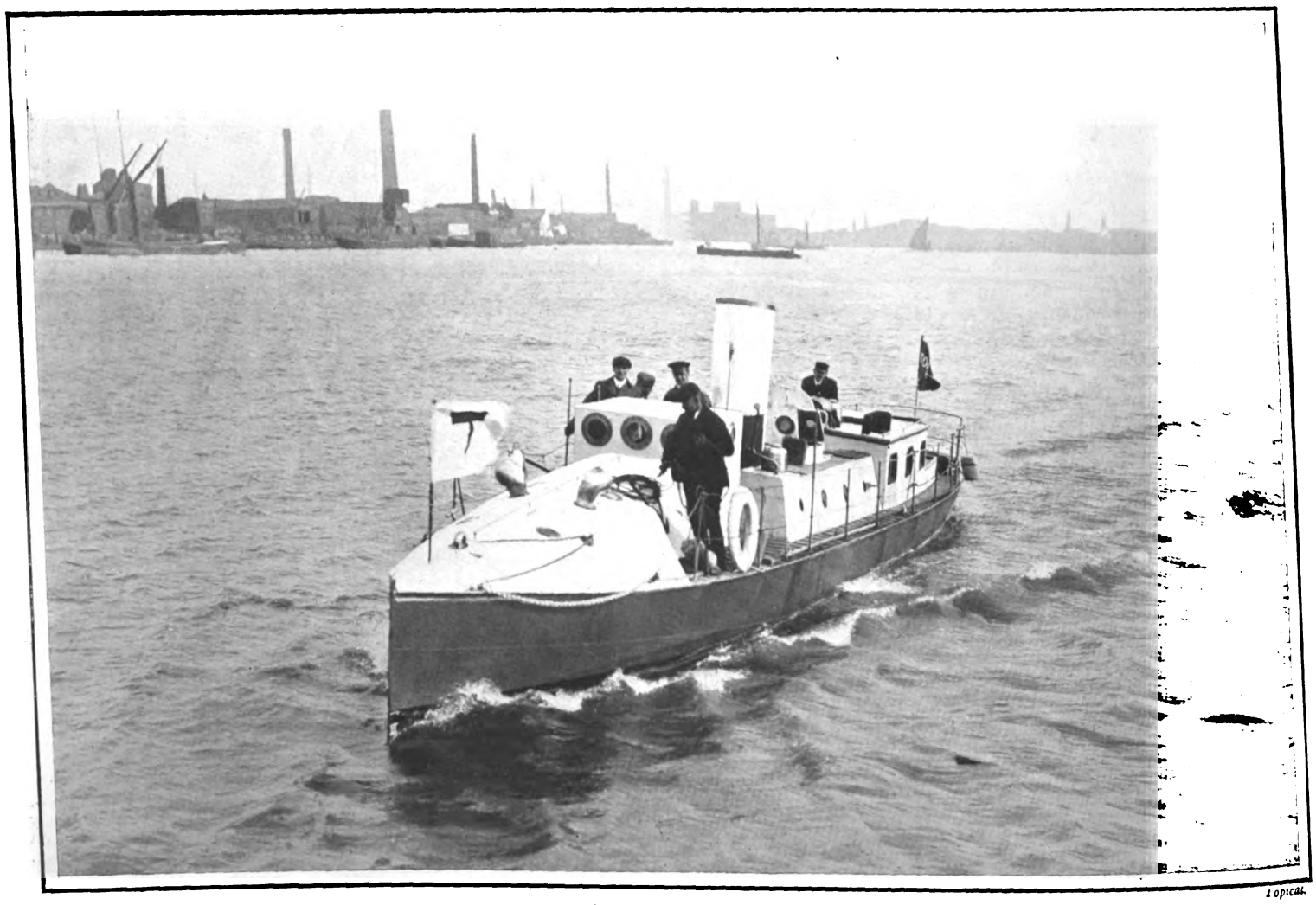
By the time these lines appear in print the Scottish Trials will be nearing their completion, the four days over which they extend being the Wednesday, Thursday, Friday, and Saturday of the present week. Thursday's run includes the ascent of the Cairwell Pass, and as the daily papers will doubtless give only brief accounts of the progress of the competition, it is of interest to describe the most severe test to which the cars will be put. The summit of the pass is 2,000-ft. above sea-level, a fact which entitles the road to be described as the highest in Great Britain. The cars will be timed over about 1,200-yds. of the steepest portion of the climb, which has an average gradient of 1 in 8·9. This, of course, would be an easy task to set any modern car, but two-thirds of the way up is the famous Devil's Elbow, an acute-angled S turn, where the gradient increases to 1 in 6·5. To add to the difficulty the road is generally in very poor condition, so that it would not be improbable if some of the less powerful cars were compelled to shed their passengers at this point.

* * *

Friday's run is from Aberdeen to Pitlochry by way of Huntly, Grantown, and Kingussie, and on Saturday the cars will return to Glasgow, whence they started on Wednesday, through Aberfeldy, Crieff, Inverary, and Arrochar. This last run includes the ascent of Loch-na-Craig Hill near Aberfeldy, but the value of this test consists more in its length, which is 3¼-miles, rather than its steepness, as the worst gradient is only 1 in 10. The total distance to be covered in the four days is 595⅛-miles, and the minimum times in which the cars are permitted to cover the various stages have been carefully arranged in order to prevent excessive speed. In every case the maximum average allowed is well under the legal limit. Forty-four vehicles are entered, ranging from a 6-h.p. light Wolseley to a 30-h.p. Daimler.

* * *

The rules of the Scottish Trials are particularly severe in the matter of adjustments and repairs, as, with the exception of five minutes per day for inspection and adjustment of the brakes, everything necessary must be done during the running time, with a consequent loss of marks. Stops for tyre troubles will not count against the competitor, unless the total time occupied in tyre repairs exceeds four hours. This, of course, could only occur in the case of a car fitted with tyres of bad quality, or insufficient in strength to carry the weight of the vehicle. The awards will consist of a non-stop gold medal for each of the four classes. If two or more cars gain full marks in one class, the medal will be allotted to the car making the best performance on the hills.



Topical.

THE NEW PETROL MOTOR-BOAT FOR THE SWEDISH NAVY.

A new motor-boat for harbour duty has just been completed by Messrs. Thornycroft, and on her trial trip last week she gave very satisfactory results. Since the "Caroline" incident the Customs officials have exercised great precautions to prevent suspicious craft from leaving home waters, and the new Swedish boat has been under surveillance day and night.



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PLEASE MENTION THIS PAPER.




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# *Fashions of To-day & To-morrow.*

THE season now is opened in earnest, and it promises to be a very gay and busy one, to judge by the announcements of all the gaieties in store. May is pretty well filled in, and the greater part of June. It is a puzzle sometimes to know where the thousands and thousands of visitors during the London season are accommodated—and still they land over here with each steamer from

*A DINNER-GOWN OF STRIPED TAFFETAS MOUSSELINE.*
(Mme. Lucile, Hanover Square, W.)

all parts of the globe, and I am told passages have been booked for months ahead. Well, it is good for business, and some benefit more by this influx than others. Take, for instance, the big Court dressmakers. Americans always seem to bring plenty of money with them, and are lavish in the spending thereof. They, of course, all visit such establishments as Paquin, Kate Reily, and naturally Lucile, whose gowns have a distinction and cut second to none. Some of their newest models are on view, and we here give photographs of two of the latest, which view accurately the delightful style of this favourite house. The one, a quaintly simple dinner-gown of gold striped taffetas mousseline. The skirt is set very full into the waist, and flows in graceful folds, the rich gold embroidery at the hem making a very delightful effect. The charming bodice, with flowered silk sash, defines the waist-line. Then turn to the elegant faced-cloth costume in orange faced cloth. What could be more simple, and yet how beautifully cut and hung. Herein lies the charm of Mme. Lucile's garments. They look so simple, and yet they require the hand of an artist, such as she is, to make such a gown perfect. There are few houses where you get such a line as you do here.

I do not wonder that Lucile's name has become known all over the world. Each one of her gowns must be an admirable advertisement; for women of fashion are indefatigable, and when they see a costume or gown that appeals to them, they do not rest until they have ferreted out where that special gown was created, and they, in their turn, inspire the artist to new flights of fancy. There is nothing like enthusiasm to ensure success.

The variety of lovely new light summery materials is bewildering. I was immensely taken with some sweetly pretty and original blouse bodices at Charles Lee of Wigmore Street the other day. For motoring he has an endless selection of these useful bodices, which are so easily packed into a small compass, and are quickly donned for table d'hôte during these tours. For instance, one in black chiffon and lace, high transparent neck and elbow sleeves, was a gem. Also a delicious white Alençon net, with coloured floral embroideries, was charming; and a pale grey silk crépon, most originally trimmed with bunches of pale yellow satin baby ribbons, the neck and sleeves being of transparent lace. Another pretty novelty is the painted floral net blouse, made with a fichu crossed and loosely knotted together. For simpler bodices Charles Lee has some daintily hand-embroidered lawns, all made in pretty new shapes. One in embroidered French lawn, with broderie Anglaise, was very tempting; the new butterfly sleeves looked charming, too, in this model. He has also a speciality in white embroidered linen bodices, which are marvellous value, the price being only 12s 11d. In fact, I find you get very good value for money spent at this house, be it in what department you choose. His hats are always good style, and his prices not too exorbitant.

Lace of every description, embroidered linen, both in white and colours, will be much used for trimmings. Buttons also are playing a big *rôle;* in fact, button manufacturers ought to make their fortunes this season by the unusually large demand for these articles. Sunshades look delightfully fascinating with their chiffon foundations and

*A CHARMING COSTUME OF ORANGE FACED CLOTH.*
(Mme. Lucile, Hanover Square, W.)

frills and furbelows, and their elegant handles and sticks. Tortoiseshell and ivory seem to be the coming fancy in these. Now we are approaching the warmer season, how welcome will be the airy and dainty underwear I have mentioned once or twice. I have been induced to invest in an outfit of these, and am so charmed with the effect that I don't want to hide them. I know when the hot weather does arrive I shall hate to cover them up.

R. D.

*(From photographs specially taken for this paper by Miss Mabel Lomnitz, 26, Victoria Street, S.W.)*



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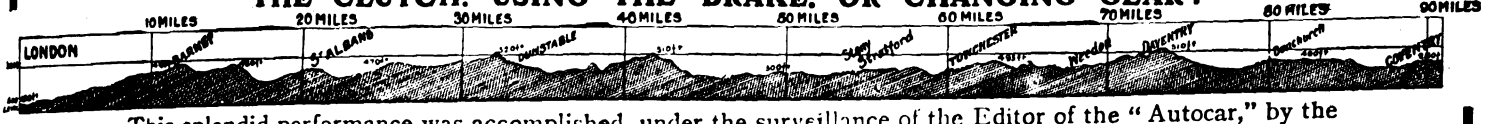


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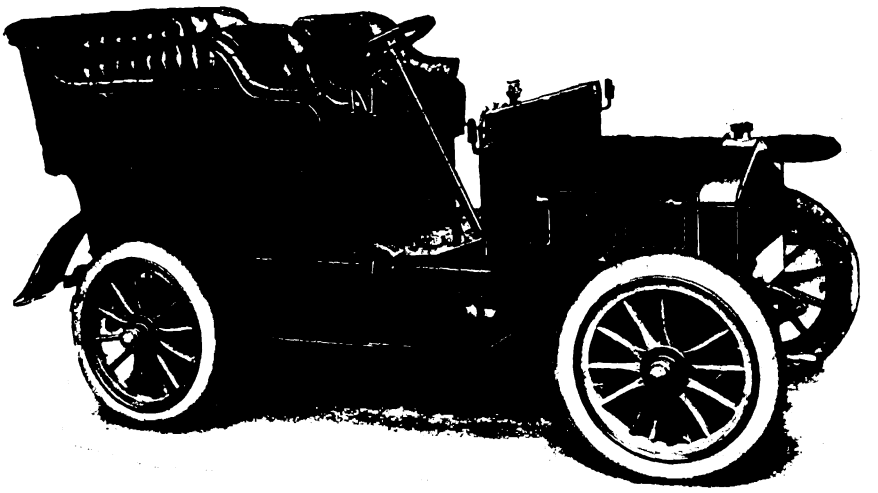

**The Editor of the *Autocar* writes in the issue of May 6th:—**

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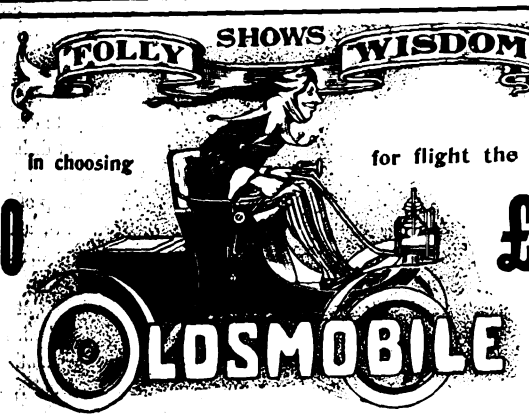


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ONE of the principal charms of the Paris restaurants is that not only every house has its own history—generally an interesting one—but the establishments, as a rule, have played a more or less important part in the events of the day, and thus have acquired a historical celebrity apart from the fame they owe to their cuisine. Few restaurants, however, can boast of having played such an important political *rôle* as Durand's, the famous house in the Place de la Madeleine. Founded in 1830, it had no record during Louis Philippe's reign; but, the moment the Second Empire was established, Durand rushed to the fore. It was here that the marshals of France came to luncheon, preferring the cosy little room and dinner to the more brilliant but somewhat formal entertainment at the Tuileries palace. The Ministers, too, patronised the place; and Count de Morny, MM. de Persigny, Rouher, Fould, Ollivier, always had their tables reserved. In the course of years the leaders of the opposition like Thiers, Jules Favre, Pelletan, Jules Simon, and others also put in an occasional appearance, carefully selecting their seats as far as possible away from the official representatives of the abhorred *régime*. These were gay times. Here came also the famous demi-mondaine Cora Pearl, driving up in a carriage and four, to spite her rival, the notorious Skittles, who could only afford two horses, and other minor stars of the *monde des cocottes*. Nor must we forget Hortense Schneider, to whom Offenbach offered a magnificent supper at Durand's on the night of the première of "La Grande Duchesse." And then came the crash. The Franco-Prussian War broke out, followed by the Commune. Durand put up the shutters, and philosophically waited for the hurricane to pass. The house was struck by a shell, which smashed a looking-glass; but as these were incidents of daily occurence, little notice was taken of it at the time.

MENU OF A DINNER AT DURAND'S

Offered by the Marquise de Jaucourt to King Edward on his last visit to Paris as Prince of Wales.

When peace was signed and order restored, Durand reopened its doors, and at once resumed its position as a leader among restaurants. For several years, however, it kept clear of politics, until General Boulanger came upon the scene and made Durand's his headquarters. Then things began to look lively once more. The "brave General" had many admirers; money flowed in freely, and he was able to entertain his friends royally in the handsome room on the first floor, with a small drawing-room adjoining, the sanctum where only the privileged few were admitted. It was here the beautiful Mme. de Bonnemain sat night after night, giving the General the benefit of her advice, and attentively listening to the reports of their friends Deroulède, Rochefort, Dillon, and others. And then again there came a crash. One night—Jules Grévy had just died—a carriage drove up to Durand's. Some hired enthusiasts had unhorsed the carriage, and were waiting for the General to escort him to the Elysée, where his friends wanted to crown him emperor, or king, or dictator, or, perhaps, only president—nobody exactly knows what. But poor Boulanger, an honest man at heart, refused to follow his friends, who eagerly pressed him forward. His detractors will have it that he showed the white feather, but I rather think that it was a nobler feeling: the fear of dragging his country into a civil war. The next day he disappeared. The game was lost.

Following the old traditions, the Ministers of the day make it a point now of lunching at Durand's. Ministries follow one another, sometimes in rapid succession, but Durand always remains, and greets every new member of the Cabinet with the same courteous smile he gave to his predecessors. There is a decided political atmosphere at luncheon-time, which, however, disappears when the dinner-hour has struck. Then we see the influx of strangers, the newly-arrived Englishman and American, the Russian who drinks more champagne than anyone else in the room, and the gentleman from Brazil with many titles and rings. But even if you should have lunched or dined at Durand's—and exceedingly well, too—do not fail to drop in there one night to supper. You will not regret your visit, for Durand's is one of the few, of the very few, restaurants which the ladies of the French aristocracy deign to honour with their presence. Society women, of course, follow in the wake, and, if you are lucky, you may while supping at Durand's have a feast for the eyes as well as for the inner man.

Here are the favourite dishes that the *habitués* so much appreciate:

*Sole Durand.*—Place the sole—which at Durand's, as in all first-class kitchens, is always skinned on both sides—in a sauté-dish that has been well buttered. Season with salt and pepper, add a tablespoonful of tomato sauce, a branch of thyme, a laurel leaf, chopped parsley, a little white wine and fish stock. Cover it, and let it cook with hot cinders upon the cover, or simply in the oven. When quite done, remove the sole into a hot dish, strain the sauce to free it from the thyme, etc., and add a lump of butter and cream to thicken it, and the juice of a lemon. Pour this sauce over the sole and serve hot.

*Salade Durand.*—Cut into thin strips a number of boiled potatoes, according to the quantity of salad required. Add truffles, artichoke fonds, asparagus points, and celery, also cut finely. Place them in an iced timbale. Season with a mayonnaise, and serve very cold.

*Poulet Durand.*—This is a very simple and excellent recipe for an entrée of chicken, particularly seasonable at the present moment, when young artichokes are plentiful. For eight people take two chickens, carve them, and cook in butter, pepper, and salt, turning them on both sides to colour. They can be browned either in the oven or in a sauté-pan on a moderate fire. In the meanwhile, make a purée of artichokes, using the fonds of a dozen; add a good béchamel to the purée, and dress in the centre of the dish, surrounded by the pieces of chicken. A sauce is made with the butter in which the chickens have been cooked, a glass of white wine, and a little meat extract or good stock, and poured over the pyramid of artichokes, with its base of chicken. A small bunch of asparagus points is placed on the top, like a flag. The purée is sometimes relieved with an ornamentation of carrots, turnips, and potatoes, cut into tiny balls; but the simple purée is all that is necessary for epicures.



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# Here, There, and Everywhere.

STAFFORD HOUSE, which has been the scene of many important and memorable gatherings in the cause of charity, will, by the courtesy of the Duke and Duchess of Sutherland, witness another, and a specially interesting one, on May 17, under the patronage of T.R.H. the Princess of Wales and Princess Louise (Duchess of Argyll), and many distinguished ladies and gentlemen. On that occasion a grand concert, in which Mme. Albani and other famous singers and instrumentalists have consented to take part, preceded by a reception and followed by a soirée, will take place in the suite of magnificent galleries and drawing-rooms, in aid of the Cottage and Orphans' Home Fund of the Furniture Trades' Provident and Benevolent Association. This society, founded two years ago, with Mr. S. J. Waring, jun., as president, is now proceeding vigorously with the most important part of the work by the erection at Radlett in Hertfordshire of the cottage homes which it is proposed to establish for the training and education of the orphan children of furniture trade employés, and the opening of which will shortly be announced. The concert will be a notable social event for many reasons. The favoured visitors of May 17 will have an opportunity of seeing the historic rooms, where three-quarters of a century ago the Duke of York and his companions of the card-table, including that prince of egotists, "Beau" Brummel, foregathered in order to amuse themselves with the solemn and scientific game of whist. Then the concert itself ought to be a great attraction, remembering that Mme. Albani, Mme. Marion McKenzie, Mr. Ben Davies, Mr. Dalton Baker, Mr. Plunket Greene, Mr. Albert Archdeacon, and other well-known artists will take part; and in addition to the features of a delightful programme, there will be the usual accessories of a soirée, and the Very Rev. the Dean of Norwich will explain the objects of the fund. The initial cottages which are about to be built at Radlett are regarded as the nucleus of what it is hoped will turn out to be a large and well-supported colony. Such widespread support as has already been accorded strongly indicates the popularity and importance of the scheme, which must be very gratifying to all those connected with it. It may be confidently anticipated that so deserving an institution will quickly take rank with such great charities as the Pinner Schools of the Commercial Travellers' Institution and the Purley Schools of the Warehousemen, Clerks', and Drapers' Institution, and thus worthily maintain the traditions for which the English Trades Guilds have been so pre-eminently famous.

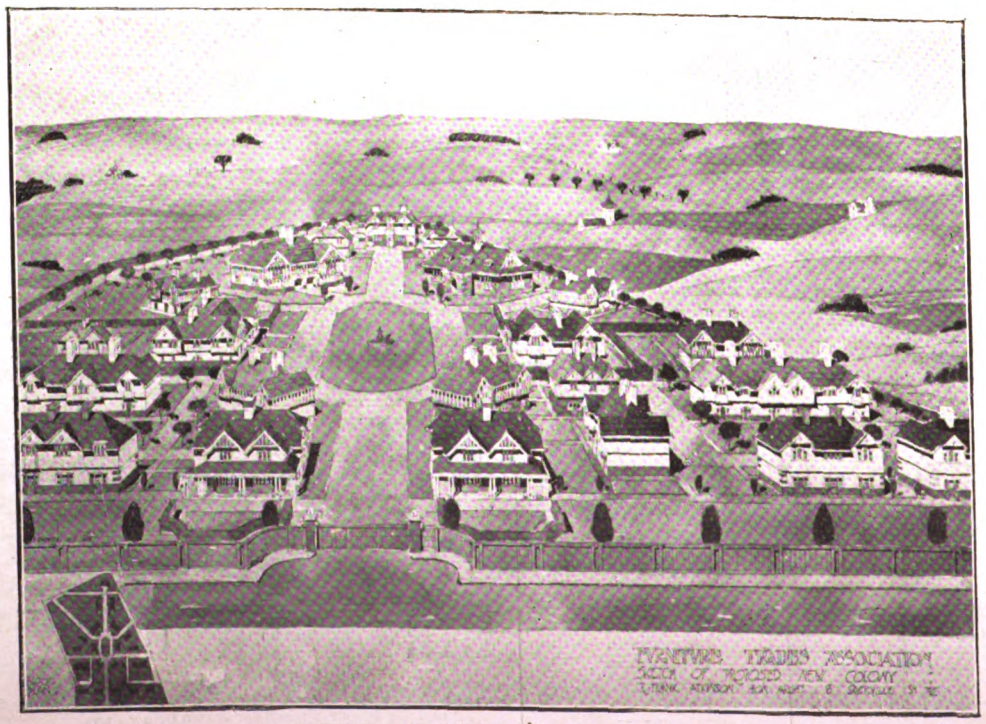
THE Great Western Railway Company announce that the list of farmhouse, seaside, and country lodgings, hotels, and boarding-houses on or near their line, including Jersey and Guernsey, is now ready, and will be forwarded to any address on receipt of 3d. to defray cost of postage. The book also contains an attractive illustrated preface and a list of golf links, showing green fees, etc.

A POINT to be borne in mind when buying a bicycle is the length of time it will last, for this may make all the difference in the actual cost. What is to be expected in a really high-grade machine is seen from a letter received by Messrs. Humber, Limited, from Miss M. G. Bayliss of Redditch. "The machine has been practically in daily use for the last twelve years," writes Miss Bayliss of her Humber, "both winter and summer. Although, of course, altogether out of date as regards weight, etc., it is even now the easiest-running machine I have been on. My friends on light machines who have tried it are surprised at its easy running."

THE Dunlop Tyre Company have just been favoured with a contract for the supply of motor-tyres to the War Office.

THE Caledonian Ball, which is to take place at the Hotel Cecil on June 5, instead of June 6, as previously stated, promises to be a very brilliant affair. Lord and Lady Tullibardine are taking their usual practical interest in the arrangements, and the application for vouchers is already extremely brisk. The Duchess of Sutherland has undertaken to get up the reel, which is one of the special features of these balls, while the Countess of Crawford is arranging the quadrille. Herr Iffs's band has been engaged as formerly, while a list of the patronesses can be supplied by application to the Hotel Cecil. Admission is by voucher only.

AT the Alhambra matinées the latest series of "Urbanora" pictures is by far the most remarkable ever seen on the bioscope. It is an extraordinary fact that the operators engaged in obtaining these films are able, apparently, to get within the danger zone, but—there are the pictures. They have been sanctioned by the Japanese Legation in London, and will be transferred to the evening bill on the 15th inst. Another exceedingly popular entertainment is that at the London Hippodrome, where, in addition to a most excellent programme, the wonderfully trained performing polar bears are drawing crowded houses afternoon and evening.




COTTAGE AND ORPHANS' HOMES AT RADLETT

In connection with the Furniture Trades' Provident and Benevolent Association. A concert in aid of the funds of the association will be held at Stafford House next week.

## Amusements.

**HIS MAJESTY'S.** MR. TREE.
TO-NIGHT (SATURDAY), MAY 13, will be produced a new play in three acts, entitled
BUSINESS IS BUSINESS.
Adapted by Sydney Grundy from "Les Affaires sont les Affaires," by Octave Mirbeau.

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Sole Lessee: SIR CHARLES WYNDHAM.
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To-night at 8.30.
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An entirely new and original Comedy, entitled
WHAT PAMELA WANTED.
By Fred de Gresac, Author of "The Marriage of Kitty," and Paul Veber. Adapted by Charles Brookfield. Cast includes Miss Lottie Venne, Miss Vane Featherstone, Maud Wynter, and Miss Ethel Irving; Messrs. Frank Cooper, Lennox Pawle, John Tresahar, and Leslie Faber. Box Office now open.

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To-night at 8.45.
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An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
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Mr. GEORGE EDWARDES' SEASON
Every Evening at 8.15.
The Comic Opera, in Three Acts,
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Matinee every Wednesday at 2.

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Managers: A. & S. GATTI & CHARLES FROHMAN.
Every Evening at 8.15,
THE CATCH OF THE SEASON,
By Seymour Hicks and Cosmo Hamilton.
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Matinees every Wednesday and Saturday at 2.15.

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"WITH THE FLEET." LIFE IN A CRUISER.
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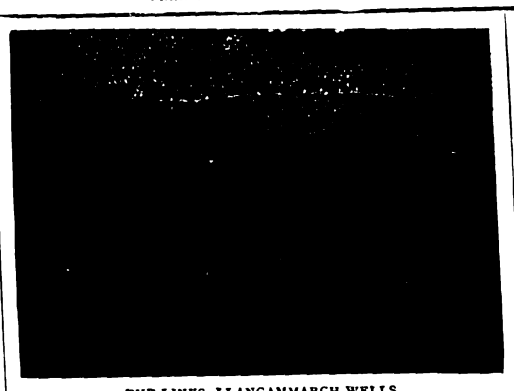

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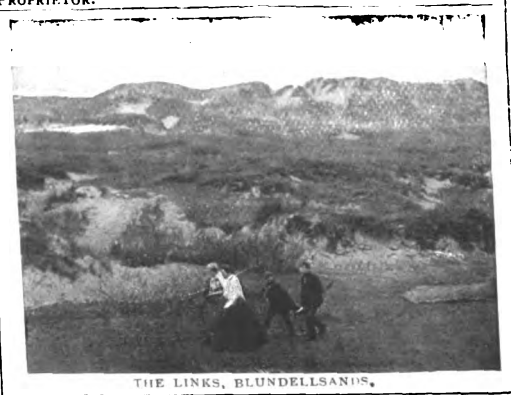

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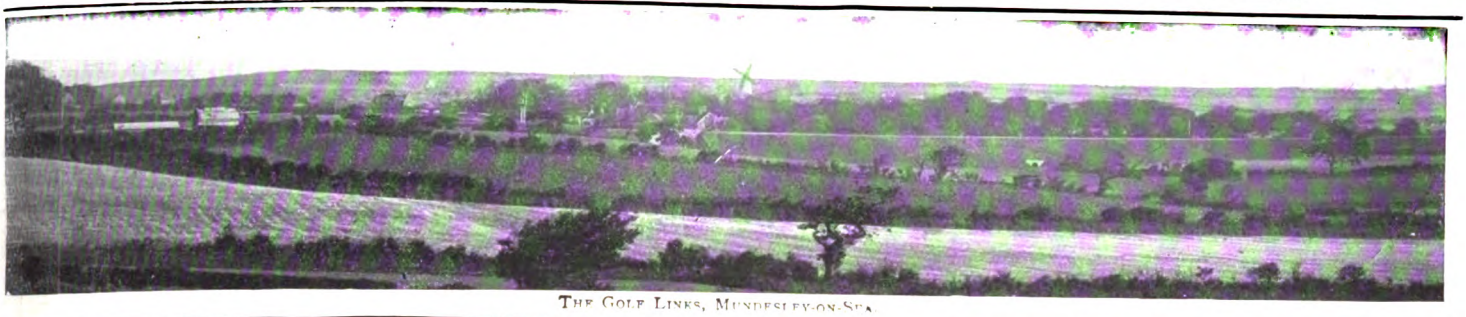

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*


# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND HIS VISITORS.—During this month and next the King will be very busy receiving visitors from all parts of the world, not only guests at the wedding of Princess Margaret of Connaught, but others who will be none the less welcome. Foremost among them will be the King of Spain and H.I.H. Prince Arisugawa, a member of a Japanese princely family that stands very near to the throne, and one of the three Japanese G.C.B.'s, the others being the Prince of Komatsu and the Marquis Ito. York House, formerly the residence of the Prince and Princess of Wales, has been placed at the disposal of Prince and Princess Arisugawa and their suites, and it is quite possible that their Imperial Highnesses may also pay a visit to Windsor. For the greater part of the month of June the Court will be at the riverside palace, and numerous week-end parties and small social events will grace the stay of their majesties there. For Whitsuntide a large party of diplomatic and official personages will assemble at Windsor, and a further large gathering is arranged for the Ascot Race Meeting at the end of the month.

THE KING AND THE NEW GUNS.—Guns, figuratively, fill the air at the present time, and though the ill-judged attempt to create a panic among those who are not well informed on Naval matters has fizzled out like a damp squib, public interest in the matter of guns has been roused, and there was therefore a much larger gathering around the gates of Buckingham Palace last Saturday than would have otherwise been the case. Two batteries, one of the Horse and one of the Field Artillery, each comprising six of the new guns with twelve ammunition carriages, making in all thirty-six teams, came up from Woolwich for the occasion, and a magnificent show they made. It was a matter for some regret that the King's arrangements did not permit him to go to Woolwich for the inspection, for the Royal Arsenal would have given him a loyal and royal reception. It is now nearly 200 years since the Government Foundry was moved from Moorfields to the site at Woolwich, which had previously been a huge rabbit warren, and a century since George III., on a visit to the place, suggested "that the Royal Arsenal" was a nicer sounding title than "the Arsenal" without the adjective, a delicate and complimentary way of signifying his satisfaction at what he had seen.

THE KING AND THE TOURNAMENT.—The Royal Naval and Military Tournament, as the popular entertainment now in its twenty-sixth year at the Agricultural Hall is for the future to be called, will be opened by the King next week, and a very fine pageant is promised. Appropriate to the year of the Trafalgar centenary the main feature of the tournament will consist of a procession of men clad in the uniforms which have been distinctive of the Navy from the times of the Armada and the early Stuart reigns to the present day. The public interest in Naval uniform is not so widespread as it might be, but few subjects better repay study, or demand more careful attention from the student. There are very few men living who can claim to be authorities on the subject, and the danger of falling into error in the preparation of the pageant has therefore been the greater. But the executive have triumphed over the difficulties in their path. And those who visit Islington during the fifteen days the tournament is in progress will find that in no way does the new arrangement interfere with the features which have proved so popular in previous years. There will be musical rides and drives, gymnastic classes will repeat their performances, and there will be a final display of all arms founded on incidents suggested in the blockhouse lines in the South African War. As in previous years the Prince and Princess of Wales and their children will be present one afternoon.

Copyright.

ST. ALDHELM

**Bishop of Sherborne, founder of the famous Dorsetshire see and town, the 1,200th anniversary of whose connection with the place is to be commemorated in Whitsun Week by the performance of a masque specially written by Mr. L. N. Parker.**

THE PRINCE AND HIS CONCERT.—The success of the concert organised by the Prince of Wales in aid of the funds of the Union Jack Club was never for a moment in doubt, but the brilliant sight that the Albert Hall presented on Friday evening of last week has seldom been equalled and never eclipsed in the history of the famous dome. Yet the Albert Hall has a long record of famous gatherings, not a few of them notable by reason of the large number of Royalties present. There was the memorable Sims Reeves farewell concert, at which King Edward, as Prince of Wales, was present. On that occasion, if memory serves, among the artists, in addition to the hero of the occasion, were Mme. Christine Nilsson and Sir Henry Irving, who recited the farewell poem. Another gala night at the Albert Hall was the performance of Gounod's "Mors et Vita," at which Queen Victoria was present, and after which she sent for Albani, Patey, Edward Lloyd, and Santley, and congratulated them on the performance. And at the Albert Hall Christine Nilsson and Edward Lloyd both took their farewell of the concert stage.



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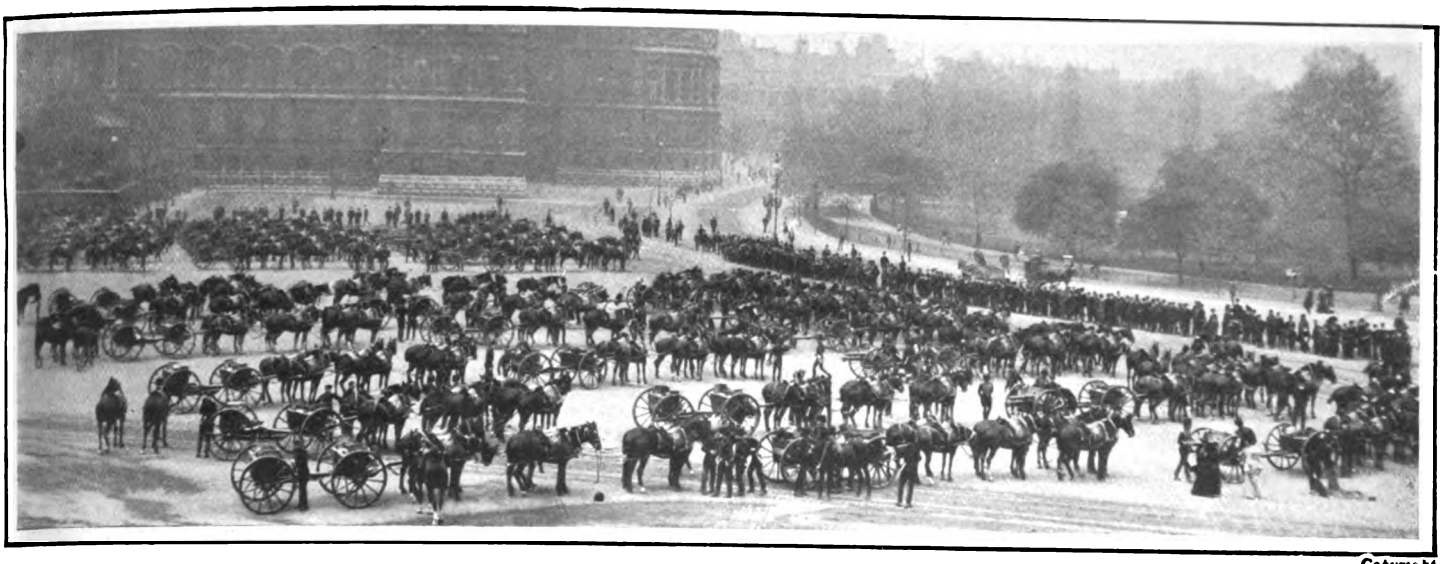

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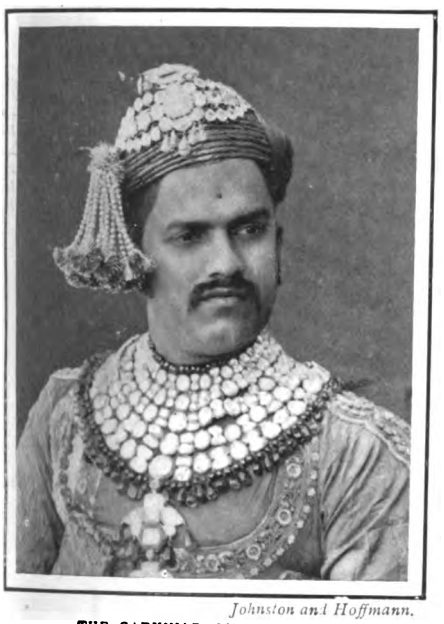
THE KING'S INSPECTION OF THE GUNS.

On Saturday last the King inspected two batteries of the new gun, with which it is proposed to re-arm the Royal Horse and the Royal Field Artillery, in the grounds of Buckingham Palace.



*Johnston and Hoffmann.*

THE GAEKWAR OF BARODA

An enthusiastic yachtsman and an ardent reformer. He is paying a visit to England after an absence of twelve years.

*Sweet.*

MISS OLIVE CHRISTIAN MALVERY

Whose marriage to Mr. Archibald Mackirdy was solemnised at St. Margaret's, Westminster, on Saturday last, in the presence of a distinguished congregation.

*Johnston and Hoffmann.*

THE MAHARAJAH OF KAPURTHALA

Who is on a visit to London. The Maharajah is an excellent linguist, and one of the most progressive of our Indian feudatories.

*Watts, Dunedin, N.Z.*

THE QUEEN VICTORIA MEMORIAL AT DUNEDIN.

The ceremony of unveiling the statue erected to the memory of Queen Victoria at Dunedin, New Zealand, was performed at the end of March by Lord Plunkett.



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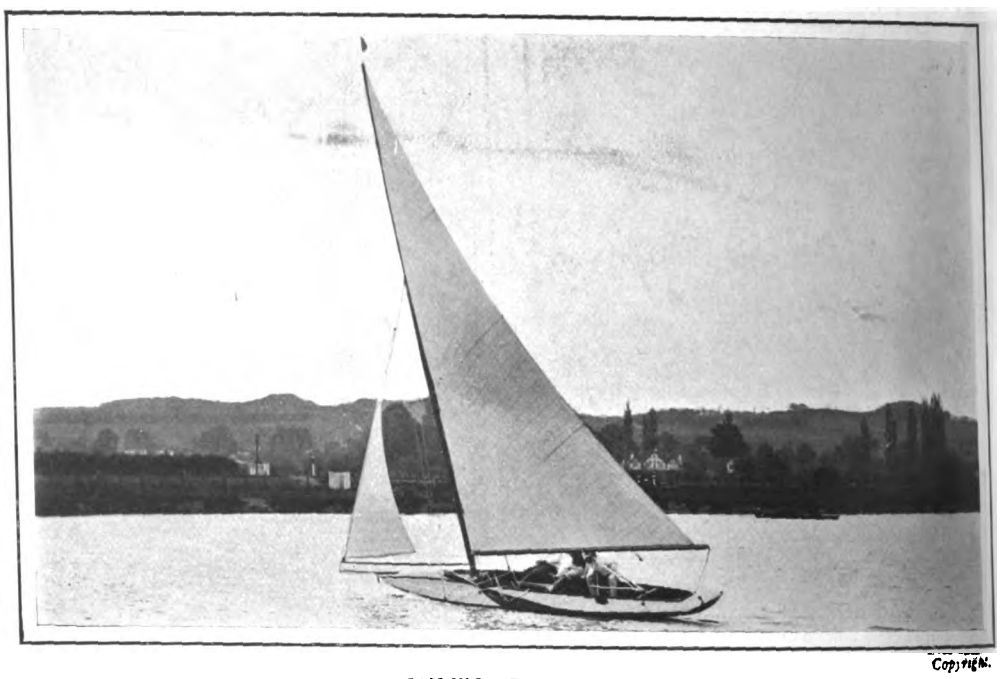
AN EXHIBITION OF STRAIGHT SHOOTING.
An Indian father, in the village at Earl's Court, fixing arrows in a board against which his little son is leaning. The marksman has never yet hit the child.

LORD KITCHENER'S APPEAL.—Lord Kitchener's appeal to the Army on behalf of the Dharmsala victims should receive general support. The Gurkha has been called the Highlander of the East, though he is much more like the Japanese. In greater or less strength he has fought with us in every campaign, including the Mission to Thibet, we have undertaken since 1815. His loyalty is without a stain. Moreover, it is due to him that the catastrophe at Dharmsala did not assume even greater proportions than it actually did, for his discipline, courage, and promptness averted a panic. The need for relief is great, since not only have the dead left widows and orphans, but many of those who were rescued will never be fit for soldiering again. It is at such moments as this that Imperialism is seen at its best, for we touch its very essence. As the Gurkhas have shared a common glory with us, so they are now sharing with us a common sorrow. And it may well be that this latter will bring us closer together. The Gurkha is the last to forget the generosity whose hand is held out to him in the hour of his need.

TWO ROYAL WEDDINGS.—The preparations for the two Royal marriages of next month proceed apace, and the ladies' columns of the daily papers are filled with wonderful particulars of the brides' trousseaux. Some little indignation has been caused in Germany at the intelligence that a great number of frocks for the future Crown Princess have been ordered from Paris, but in Princess Margaret's case no such objections have been raised. The greater portion of the lace and linen has been purchased in Ireland, though part of it will also be supplied by the North Bucks Lace Association. Prince Gustavus Adolphus, the bridegroom-elect, has been on a visit to London, and has been staying at Clarence House, St. James's Palace. He has naturally been visiting a number of prominent places, and among others dines this week with the Treasurer and Benchers of Gray's Inn. The wedding takes place in the middle of next month, probably at Windsor, and the honeymoon will be spent in Ireland, the official entry of the Prince and Princess into Stockholm being at present fixed for July 9.



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SAILING AT BOURNE END.
At the Upper Thames Sailing Club's Meeting last week "Caprice" was returned the winner in the race for first-class boats.

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THE INDIAN VILLAGE AT EARL'S COURT.
A family party at lunch. The youngest member has a strong objection to facing the camera.

THE PRINCE AND THE COLONIALS.—At the time of the South African War there was a deal of big talk about the tightening of the bonds which join the Mother Country and her children beyond the sea; but the advent of peace has silenced a good deal of the hysterical nonsense that was then spoken and written, and has left only the solid and valuable tokens of the strong affection which subsists between Britain and the Colonies. One of these is the memorial to the Colonial officers and men who fell in the war, a memorial designed and executed by Princess Louise, Duchess of Argyll, and set up in St. Paul's Cathedral, where the Prince of Wales will next week unveil it. And as he is ever ready to do honour to the dead, so he has shown himself pleased to give pleasure to the living. At the Oval the other day, where the Prince and his two eldest boys were interested spectators of the match between the Australians and Surrey, the Colonial team were presented to his Royal Highness, and father and sons shook hands in a friendly manner with the representatives of the Commonwealth, who are over here to do battle with such eleven good men and true as we shall pick to meet them.



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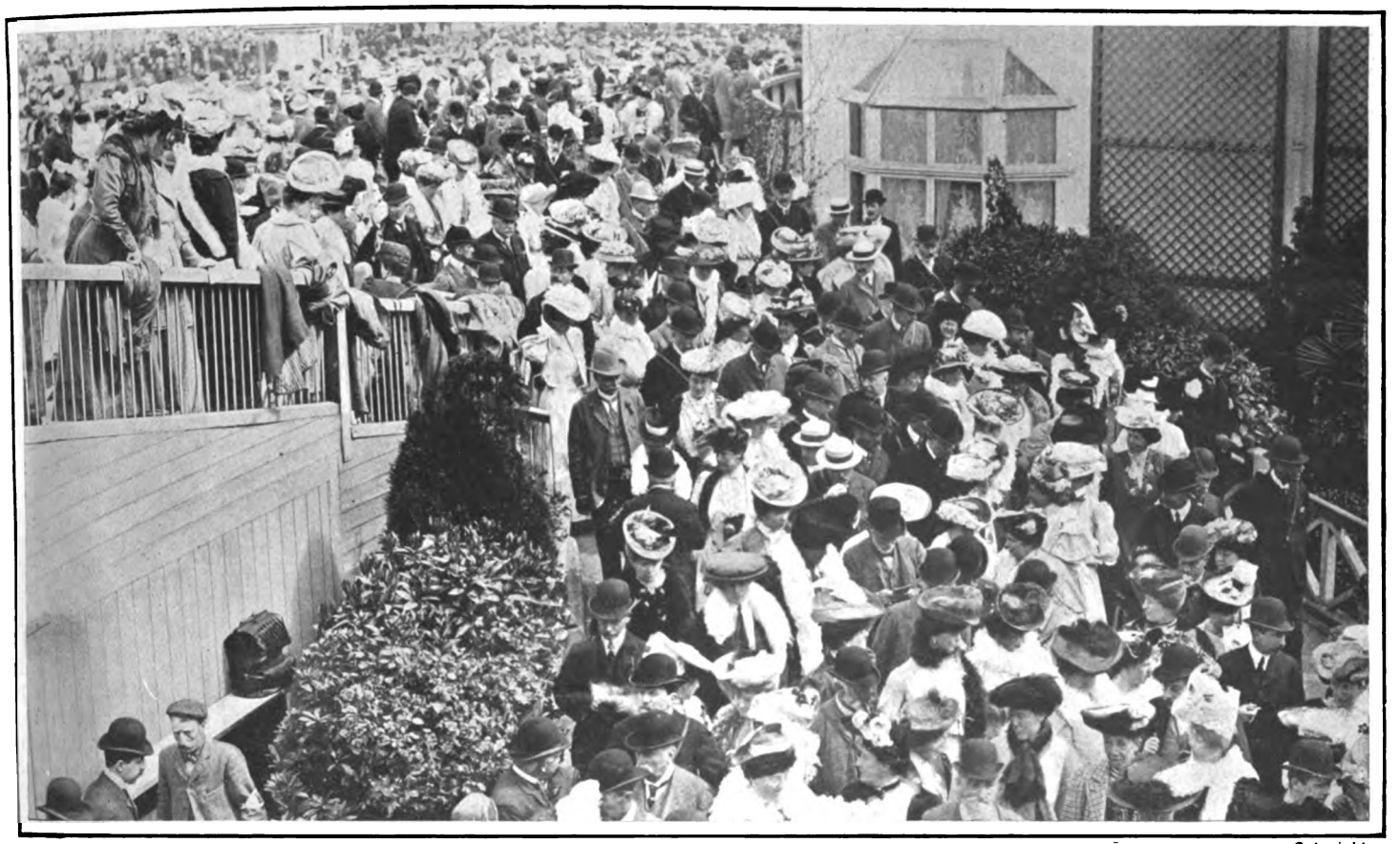
# THE KEMPTON PARK MEETING



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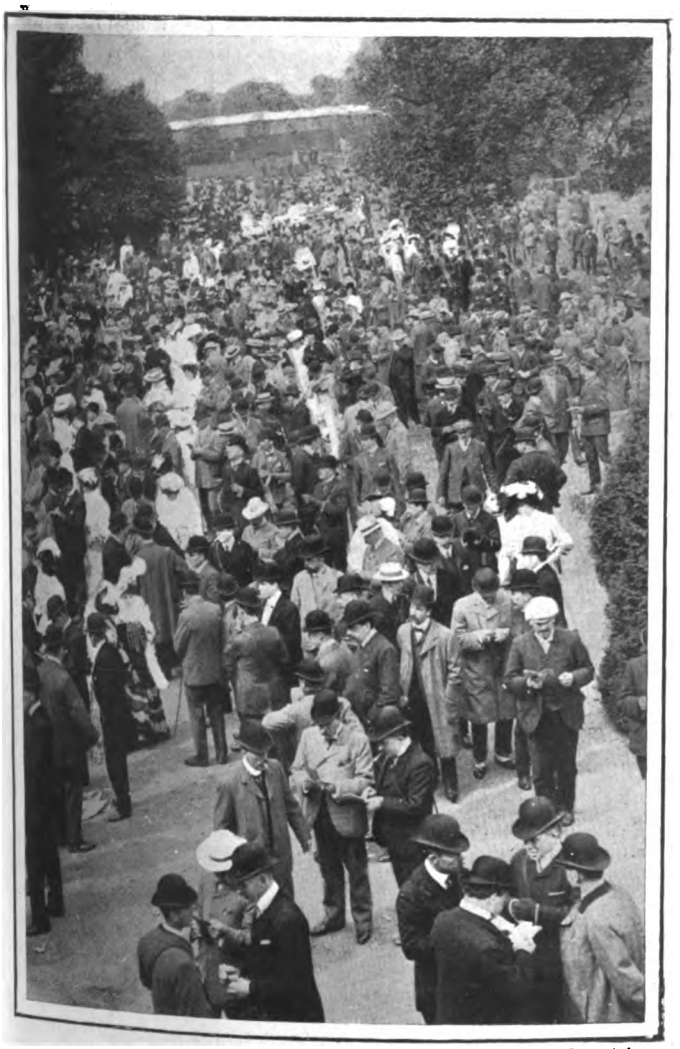
COMING OUT OF THE MEMBERS' ENCLOSURE.

The brilliant weather of last week took large crowds to Kempton Park on Saturday for the Jubilee Stakes, and the scene in the paddock and the members' enclosure was a most animated one.



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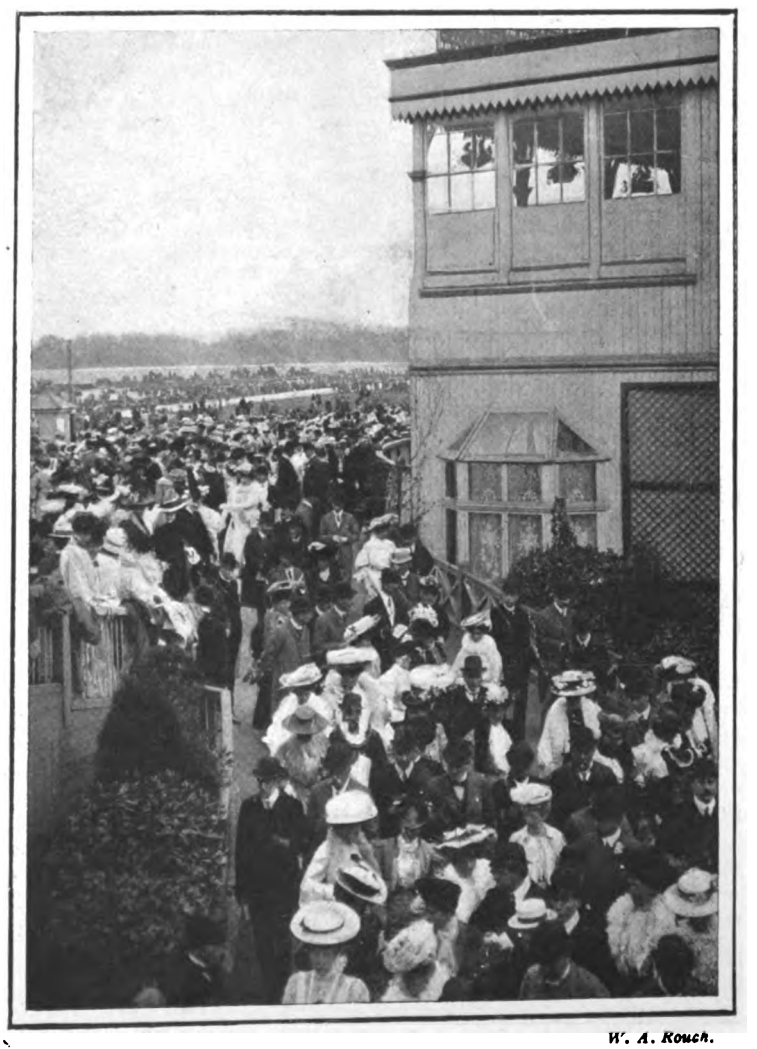
IN THE PADDOCK

Before the great race of the afternoon. The horses filed out of the paddock in the order in which their names appeared on the card. Ambition won by a head from Fermoyle, followed by Union Jack.



*W. A. Rouch.*

THE MEMBERS' LAWN.

On two days last week the King visited Kempton Park, motoring down from Buckingham Palace on each occasion. In the above illustration may be seen the Royal box.



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WESTMINSTER HOSPITAL BAZAAR.—The Grand Historical Bazaar in aid of the Westminster Hospital, which will be held on May 23, 24, and 25, is one of the social events of the season. It is under the immediate patronage of her Majesty the Queen and other members of the Royal Family, and it is expected that the Queen will be present. The idea for the bazaar originated with her Grace the Duchess of Buccleuch and the Ladies' Association of the Hospital, with the object of trying to realise money enough to liquidate the hospital's debt, which is something like £11,000. The list of patrons comprises almost every name of distinction in England, and an influential working committee under the chairmanship of the Marquess of Salisbury, High Steward of the City of Westminster, are undertaking the arrangements in connection with the bazaar. These will be of such a character and on such a scale as to attract a very large and representative attendance, and will, it is believed, ensure a great measure of success. The stalls will represent by costume the reigns of the Kings and Queens of England, and the *ensemble* will certainly not lack picturesqueness. Amongst the many ladies officiating at the various stalls may be mentioned Mrs. Asquith, the Countess of Lytton, the Lady Ribblesdale, and Lady Sassoon (Queen Anne period). The Duchess of Westminster will assist at the fine art stall (Victorian), as will the Duchess of Somerset, Cora Countess of Stafford, and Mrs. Frank Shuttleworth. The American candy stall will be under the care of Mrs. Edgar Speyer and the Lady Sybil Smith, assisted by Mrs. Willoughby Pemberton. The Duchess of Sutherland and Mrs. Wilberforce will preside at the Staffordshire pottery stall (Edward VII. period). Other well known names are the Duchess of Norfolk, the Lady Edmund Talbot, the Marchioness of Lansdowne, Lady Weetman Pearson and her recently married daughter Lady Denman. The list of great names is far too lengthy to do more than touch on. The Dean and Chapter have kindly granted the use of Dean's Yard for the bazaar. This is the enclosure under the shadow of Westminster Abbey, held sacred as a playing-field of the boys of Westminster School. For the first time in its history the yard will be covered in. One of the daily papers, in an outburst of statistical enthusiasm, has been making computations as to the amount of material to be used, and from this we learn that in the work over 40,000-ft. run of floor-boards will be laid on top of 16,000-ft. of joisting. Eighteen thousand square yards of canvas will be used to enclose the framing, and 20,000-yds. of bunting and sateen will appear in the interior decoration. The weight of the timber and material will exceed 70-tons. It is earnestly to be hoped that the work of the promoters and organisers of the bazaar will meet with all the success it is entitled to, and that the hospital will be enabled to clear off their debt, and place their finances on a sounder and surer basis.

*Bassano.*

MISS KATHERINE TREFUSIS

**Whose engagement was recently announced, is a daughter of Lady Mary Trefusis, and niece of the Duke of Buccleuch.**

THE LATE SIR ROBERT HERBERT.—With the death of Sir Robert Herbert a link with the early days of Queensland is broken. He was her first Prime Minister, and between him and her first Governor under the Constitution, Sir George Bowen, and one of her pioneer settlers, Sir Arthur Hodgson, there was a notable friendship. They were always the most noticeable figures at the annual Queensland Dinner, which takes place in June, and now they are all gone. Sir Robert was the only Englishman who has never entered the Civil Service at home after a political career in a self-governing Colony. A grandson of the first Earl of Carnarvon, and a brilliant scholar, there was no reason why he should not have entered public life in England on leaving Oxford. But it is said that an unhappy love affair drove him to the Colonies, colour to which romance is lent by the fact that he remained a bachelor all his life. For twenty years he was Under-Secretary for the Colonies, a post where his Colonial experience was of the utmost value. So popular was he in Greater Britain, indeed, that after his retirement in 1892, Mr. Chamberlain asked him to give the Colonial Office the benefit of his African knowledge. This was subsequent to the Raid. Of Sir Robert's courtesy, tact, and sympathy it is impossible to speak too highly. It is a pity that he has left no successor. Anglo-Colonials in Downing Street are not the rule, but the exception.

DEATH OF VISCOUNT TRAFALGAR.—The tragic death of Viscount Trafalgar, who died from the effects of a fall, will be a great blow to Earl Nelson, who is in his eighty-second year, and the only living peer who was a member of the House of Lords when Queen Victoria ascended the throne. Lord Trafalgar married a daughter of an Australian merchant, but had no children, and so his brother, the Hon. Thomas Horatio Nelson, now becomes heir to the title. He is unmarried, and curiously enough the next brother, like the eldest, married an Australian lady. She, however, died some years ago. Lord Nelson is not a direct descendant of the great Lord Nelson, who left no son, but a grand-nephew. With him will die the pension, which was granted by Parliament to the national hero's successors for three lives. The seat of the family, Trafalgar House, was also a gift from the country.



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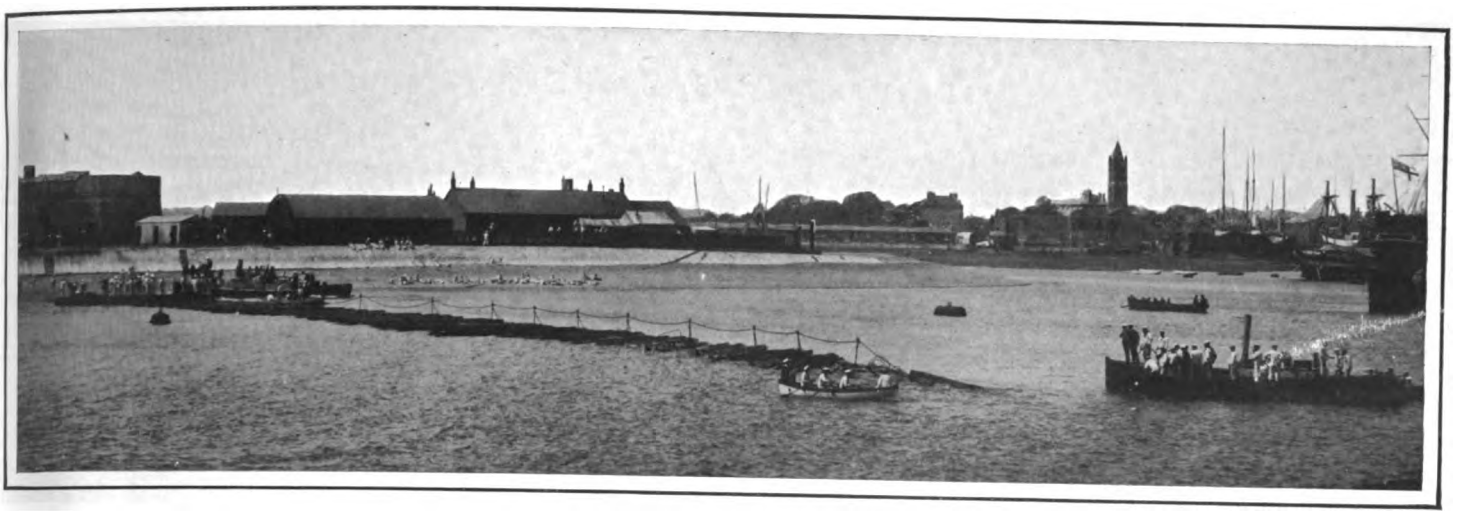
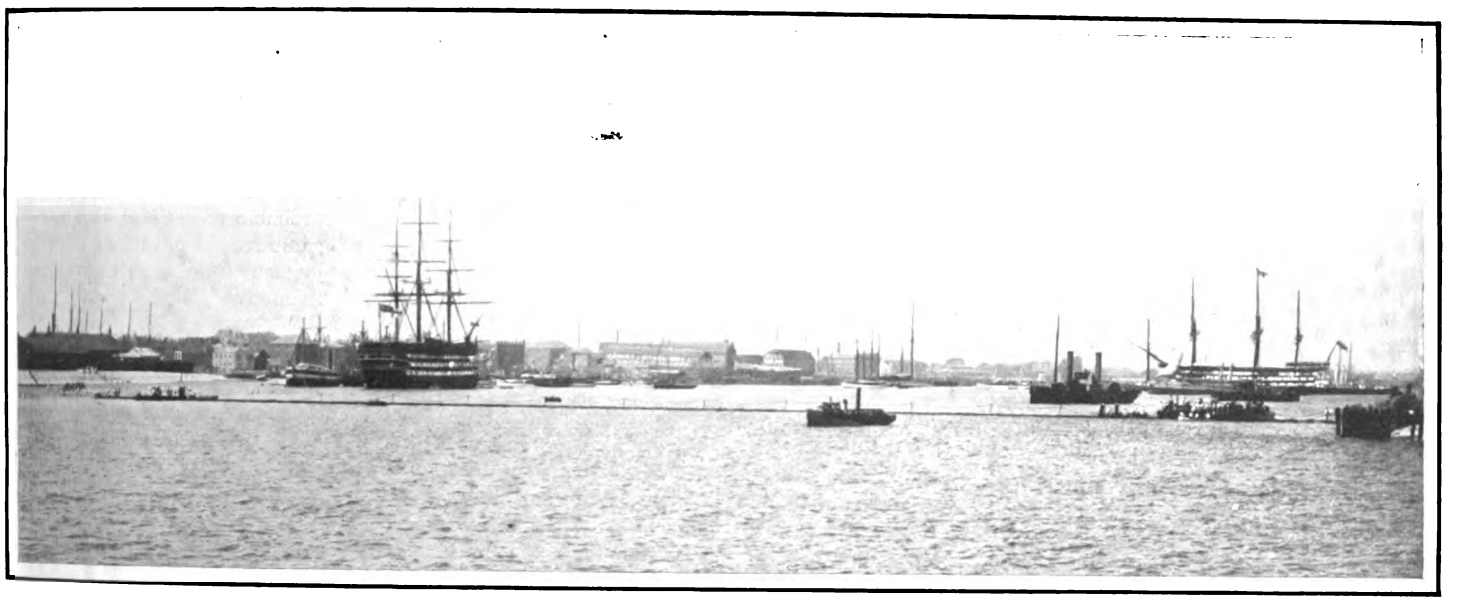
# THE BOOM DEFENCE AT PORTSMOUTH.



*West*

CLOSING THE BOOM.

Last week the boom defence of Portsmouth Harbour was placed in position in order to test its efficiency. The boom is composed of ponderous baulks of timber 120 in number, each 40-ft. long and weighing nearly 1-ton, and spiked on each side. It stretched when closed right across the harbour mouth.



*Russell*

THE WORK COMPLETED.

The object of the boom is to prevent light craft like torpedo-boats or destroyers breaking through. The work of getting it into position began at 5 a.m. and was finished shortly after midday, but the work of opening the harbour occupied much less time than closing it.

*Cribb, Southsea.*

THE BOOM IN POSITION.

The efficacy of the boom received unexpected demonstration in the afternoon when the tide was running strongest. A dockyard launch which was outside the harbour drifted at considerable speed on to the boom, and was impaled with such force that she had to be taken into dock as soon as ever the boom was opened. In the above illustration the vessel may be seen lying as she struck on the boom.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE annual Parliamentary Tournament was begun at Deal on Saturday last. The weather was fine and bright, with a cool fresh breeze coming off the sea sufficient to temper the heat of the sun and to make the play in the outward half of the round interesting as well as difficult. The executive of the Deal Club had obviously spared no effort to get the links into the pink of playing condition. The lies throughout the course were beautifully clear and smooth, giving to those players who kept consistently on the straight line a very nice teed ball lying on the freshly-mown grass for the second shot. The putting greens were also in beautiful order, and every Parliamentary golfer throughout the day's play, no matter whether he lost or won his match, was loud in his unrestricted praise of the general condition of the course. The opening stages of the tournament began quite early in the morning, and it was close upon seven o'clock in the evening before the crowd of political golfers, who had given an animated and almost a crowded appearance to the links, finished their day's play, and in the majority of cases returned by the comfortable South Eastern and Chatham special train to London. The Parliamentary golfers have every reason to be grateful to the authorities of the Deal Club for the courtesy which was extended to them in putting the links for the day as well as the accommodation of the club-house absolutely at their disposal. The captain of the club, Mr. J. Leslie Wanklyn, M.P., was present throughout the day attending to the comfort of his fellow members, and in seeing that all the arrangements worked with harmonious smoothness and satisfaction.

* * *

Though a good many of the Parliamentary golfers were staying at Deal on Thursday and Friday in preparation for the Saturday matches, a fairly good muster left Victoria by the special train at ten minutes to nine in the morning. The early departure from London meant either an unusually early breakfast at home or the partaking of a good solid golfer's breakfast served on board the special train. The last-named alternative was that which was generally chosen, so that when the special train arrived at Deal about eleven o'clock those players who journeyed from London on the morning of the tournament were ready to begin their matches at once. The next hour or two was a busy one for Hunter, the Deal professional, who, sitting in his box at the first tee, sent off the players as soon as the preceding couple had reached the first putting green. At various points of the course throughout the day there were scattered a fair number of the general public anxious to see at close hand many of the politicians whose speeches in Parliament they had read or about whose personality they were otherwise interested. Both the Prime Minister and the Colonial Secretary received the usual amount of attention from the spectators, and as both right hon. gentlemen were playing golf of a good quality throughout the day it is more than probable that those who saw their game received as much genuine enjoyment from it as the players did themselves.

THE PARLIAMENTARY GOLFERS' SPECIAL.

The country's legislators arriving at Deal on Saturday last in the special train of saloon and dining cars kindly placed at their disposal by the South Eastern and Chatham Railway Company.

* * *

In some of the matches played in the first round there were some interesting results. Mr. A. W. Soames, M.P., the winner of last year's tournament, was beaten rather easily by the Hon. T. H. Cochrane. Mr. Alfred Lyttelton had an easy match against Lord Estcourt, and Lord Chesterfield had not a great deal of difficulty in disposing of a fairly steady player like Mr. Bonar Law, M.P. It

THE PARLIAMENTARY TOURNAMENT.

Mr. H. J. Tennant, M.P., playing out of "Sandy Parlour," one of the most picturesque bunkers to be found on any green for a "one-shot hole."



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# *On the Links.*

was only at the seventeenth hole, however, that Mr. Eric Hambro, who is plus 4, won his match against Mr. O. Partington, while Lord Donoughmore won his match on the last green against Sir E. Sassoon. Though Lord Galway won easily in the end against Mr. A. Wylie, he began rather loosely by driving his first tee shot on to the gravel path in front of the club-house. Mr. H. W. Forster, M.P., the secretary of the tournament, who plays at plus 2, had an easy task in beating Mr. H. J. Tennant, and Mr. Herbert Gladstone had similar good fortune in disposing of Mr. J. A. Morrison. Perhaps the most curious match in the first round was that between Mr. Causton, M.P., and Mr. H. J. Badeley. Mr. Causton was dormy 4, had the misfortune to lose all the remaining holes, and in the end to suffer defeat at the nineteenth hole. In the second round, Mr. Albert Gray had a close match with Sir Kenneth Mackenzie, whom he beat on the last green. The Prime Minister played Major Evans-Gordon, to whom he had to concede seven strokes; and though Mr. Balfour was playing a good steady game he found the odds a little too heavy to give to his strong opponent, who won by 2 up and 1 to play. Dr. Macnamara had a very stubborn match with Lord Kinnoull, whom he only beat on the last putting green, after leading substantially nearly all the way round. Dr. Macnamara, starting with a 3 at the first hole, kept up a brilliant game for the best part of the round, his figures for the first five holes being 20. The Colonial Secretary, keeping up the form which he showed in the first round, defeated Mr. Hayes Fisher by 5 and 3. It was curious to note how in the majority of the matches the bunker at the "Sandy Parlour" hole trapped the players. The breeze that blew from the sea came across the line of flight of the ball, but, apparently, the majority thought that the wind was more behind them than in being actually against them. The result was that the bulk of the tee shots here were either spared or under-clubbed, with the result that the balls dropped short at the end of their flight into the bunker.

THE PARLIAMENTARY MATCH AT DEAL.

Mr. Alfred Lyttelton, M.P., driving off the tee in his match with Lord Estcourt.

* * *

While the parliamentary golfers were deciding their matches at Deal, the neighbouring links of the Royal St. George's Club at Sandwich were the scene of the annual match between the Bar Golfing Society and the Stock Exchange. Each match was one of thirty-six holes, one point being scored for the winner of each. Both teams were strong and representative, and although the Bar Golfing Society were five matches to the bad at the end of the morning round of eighteen holes, they succeeded in winning by 6 points to 3. The winners on the Stock Exchange side were Mr. H. W. De Zoete, who won his match against Mr. Harold Beveridge at the thirty-seventh hole. Mr. Mure Fergusson beat Mr. B. Darwin, and Mr. M. W. Mossop won against Mr. Mansfield Hunter. On the other hand, Mr. Ernley Blackwell beat Mr. A. D. Blyth, and Mr. F. H. Newnes—who won the Hope Grant medal for the best scratch score at the Spring Meeting of the London Scottish Club a week ago—beat Mr. Hayman, while Mr. E. G. Rand, Mr. D. D. Robertson, the Hon. Evan Charteris, and Mr. L. Mossop all won their matches against Messrs. Harris, Richardson, F. H. A. Booth, and Walter Carr.

THE PARLIAMENTARY GOLFERS AT DEAL.

Lord Estcourt, the opponent of the Colonial Secretary in the first round, driving at the 17th tee.

THE PARLIAMENTARY HANDICAP.

Lord Rathmore, who was beaten by Mr. Marshall Hall, K.C., M.P., approaching the 17th green. Accompanied by a stately collie dog, Lord Rathmore is a familiar figure on the Wimbledon links.

The Irish Ladies' Championship was played at Portsalon last week, resulting in the victory of Miss May Hezlet, who was the holder of the distinction. There were twenty-three entries, among the players being Miss Issette Pearson, the hon. secretary of the Ladies' Golf Union. The tournament was remarkable for the success of the Hezlet family, for though Miss Florence Hezlet had to continue her match to the twentieth hole before she gained a hard victory over Miss Stuart, all the players at the opening of the third round were members of the Hezlet family except four. Three were in the semi-final round, and the final was played between Miss May Hezlet and Miss Florence Hezlet, who had previously beat her sister, Miss Violet Hezlet, by 2 and 1 to play. The final, therefore, between the two sisters was of a very interesting character, and for the greater part of the match there was really not much to choose in the quality of the golf shown by the two. Miss May Hezlet and her sister did the first nine holes in 42 strokes, but perhaps greater nerve and experience on the part of the elder sister enabled her to wear out the game of her opponent and to snatch a difficult victory by 2 and 1 to play.

THE PARLIAMENTARY TOURNAMENT.

Lord Newton, who, when a member of the House of Commons, won the competition twice, driving from the 1st tee.

* * *

The two days' Professional Tournament, held last week on the course of the Lytham and St. Anne's Golf Club, was productive of some brilliant play. It proved that White, the Open Champion, was completely off his game, and that Toogood is inclined only to reveal occasional flashes of brilliant play. Both Harry Vardon and Toogood played rather a poor game in the morning owing to their weak putting, Vardon's score being 10 and Toogood's 11 strokes worse than the brilliant 73 for each round recorded by Taylor. With two rounds of 73 Taylor secured the first prize of £25, Braid being second with 153, for which he received £15; Tom Vardon third (£10) with 156, and Harry Vardon fourth (£5) with 158. The survivors of the stroke competition played off for final victory by holes. Taylor was drawn against Tom Vardon, and, after the brilliant play he had shown in the stroke tournament, it was a subject of general surprise to find Taylor beaten by 3 and 2 to play. Braid beat Harry



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# *On the Links.*

Vardon, so that the final was played between Tom Vardon and Braid. In the meantime, however, Tom Vardon's game appeared to suffer deterioration, for though he started well, Braid beat him rather easily by 6 and 5 to play. The feature of Braid's play in this match was his splendid putting.

* * *

Dr. George Browning, who was a winner of the South of Ireland Championship some years ago, has been elected captain of the Lahinch Club for the ensuing year. He is a scratch player, and his appointment is a popular one.

* * *

Viscount Glerawly (Earl Annesley's son), whose coming of age has just been celebrated at Castlewellan, County Down, with great rejoicings, was the recipient of a handsome presentation from the County Down Golf Club, which included a silver loving-cup and salver and a set of golf clubs.

* * *

The memorial to the late Mr. Richard Plummer, who was hon. secretary to the Lahinch Golf Club from its formation until his death, is to take the form of a large stone structure, containing a booking-office, a room for caddies, besides a new workshop for the professional. The design is a fine one, and all the members of the club are subscribing towards the memorial.

## THE BRAID HILLS COURSE, EDINBURGH.

THE conclusion of another tournament open to all the golf clubs of Edinburgh gives excuse for some account of the wonderful development of the game which in less than a generation has taken place in and around the Scottish capital. On a recent Saturday, before a crowd numbering in its various divisions an army of 10,000 golfers, the concluding stages of the *Evening Dispatch* Braid Hills Tournament were carried out with signal success. In the small area of Edinburgh, Leith, and Portobello there are several clubs which have private courses, but the Braid Hills course is *par excellence* the Edinburgh golf course. It belongs to the town; it is regulated by the city officials; and it is open to all players, if not quite free, at least at a nominal regulation fee.

The course, which is one of fine hilly character, and commands some most beautiful views of "mine own romantic town" and the Firth of Forth beyond, was for almost a century mere whin-covered hills, on which sheep secured a precarious existence. When the play on the Boroughmuir or Bruntsfield links became some years ago inconvenient, on account of the new traffic caused by the expansion of the villa districts in the south-west of Edinburgh, it became necessary to find a new home for the game. After much negotiation, that part of the Braid Hills area belonging to the Cluny Trustees was secured for the Corporation by amicable bargain at a moderate cost of £11,000. Never did the capital of Scotland make a happier purchase in the interests of public health and public sport. From the very outset, even when the grass was rough, and the whins, like the language of the Californian miner, were far too thick and frequent for the security of the innocent golf ball, the public took ever-increasing advantage of the privilege of a game on these breezy slopes. As the ground improved under the tread of many feet and the care of the town's successive green-keepers, the popularity of the game spread more and more, especially among the working and shop-keeping classes, and those professional people who have leisure in the daytime.

As a result, the Braid Hills golf course is now more taken advantage of by a continuous stream of players than any other course in the world. The fact that the grass had for eighty years been unbroken pasture has given the deep-rooted turf a quality of recuperation which enables it to withstand all the inroads even of the duffer who plays nothing but irons. The course is now recognised as one of the best investments the Edinburgh Town Council ever made.

The competition, in connection with which we publish a few sketches, was a contest for a handsome silver trophy presented by the proprietors of the Edinburgh *Evening Dispatch*, in celebration of the acquisition of the hill, in the agitation for which that newspaper bore an important part. Many of the Edinburgh clubs are small and not too opulent bodies. They cannot afford a private course, and they take advantage of the public green. The *Evening Dispatch* Tournament once a year brings the pick of such clubs into friendly rivalry. Play is by foursomes, each club sending two couples. In April, 1890, the first year of the competition, twenty-two clubs entered. Gradually the numbers crept up, until the year before the present (1904) a record of fifty-one was reached; and this year

*J. Patrick, Edinburgh.*

THE WINNERS OF THE TROPHY: THE NEW ALBAN CLUB.

Reading from left to right—W. H. Hamilton, D. G. Mackenzie, S. M. Macpherson, and R. W. Orr.

*J. Patrick, Edinburgh.*

MR. A. GEOGHEGAN

The convener of the *Evening Dispatch* Braid Hills Golf Trophy Committee.

*J. Patrick, Edinburgh.*

MR. H. M. KNIGHT

Hon. Secretary of the Braid Hills Golf Trophy Tournament.



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# *On the Links.*

the respectable total of forty-eight separate clubs was attained. The team that finally emerged, as the result of the recent Saturday's play, were the New Alban, who now hold the trophy for the second year in succession. No fewer than five previous holders—Thistle, Carlton, Whitehouse, Watsonian, and St. Matthew's—went down at one or other of the stages of the contest, which extends over three Saturdays. As a sample of the play it may be stated that the best scores ranged from 73 to 77 for the eighteen holes, the latter figure being quite common on a difficult and well-extended course.

It is not too much to say that the Braid Hills is rearing up a school of young golfers who are bound, as they come to maturity, to make their name in the world of golf. It was a great feather in the cap of Braid Hills golfers when in 1897 Dr. A. J. T. Allan, a young medical student, whose experience of golf had been almost exclusively gained on the Braids, won the Amateur Championship. James Braid, of Open Championship fame, played as an amateur in one at least of the early Braids tournaments, and to-day there are many promising young players, most of whom were engaged in the recent competition, of whom great things are yet expected by those who know them best.

The honour of presenting the trophy to the winning club was performed by Provost Mackie of Leith, the newly-elected captain of the Edinburgh Burgess Golfing Society, and prospective Unionist candidate for the Leith Burghs, who was supported by Mr. James Law, senior proprietor of the *Evening Dispatch*, Bailie McMichael, Councillor Macfarlane, Mr. McHattie, and other prominent officials.

H. M. KNIGHT.

## *Correspondence.*

### PHOTOGRAPHY AND LADY GOLFERS' DRESS.

TO THE EDITOR OF "THE KING."

SIR,—I was one of three golfers in the club smoking-room the other day who were engaged in discussing the changed appearance of lady golfers' dress worn on the links. The subject of debate arose out of the very interesting photographs of lady players which have been appearing in the instructive pages of THE KING, and "when a lady's in the case, you know all other things give place."

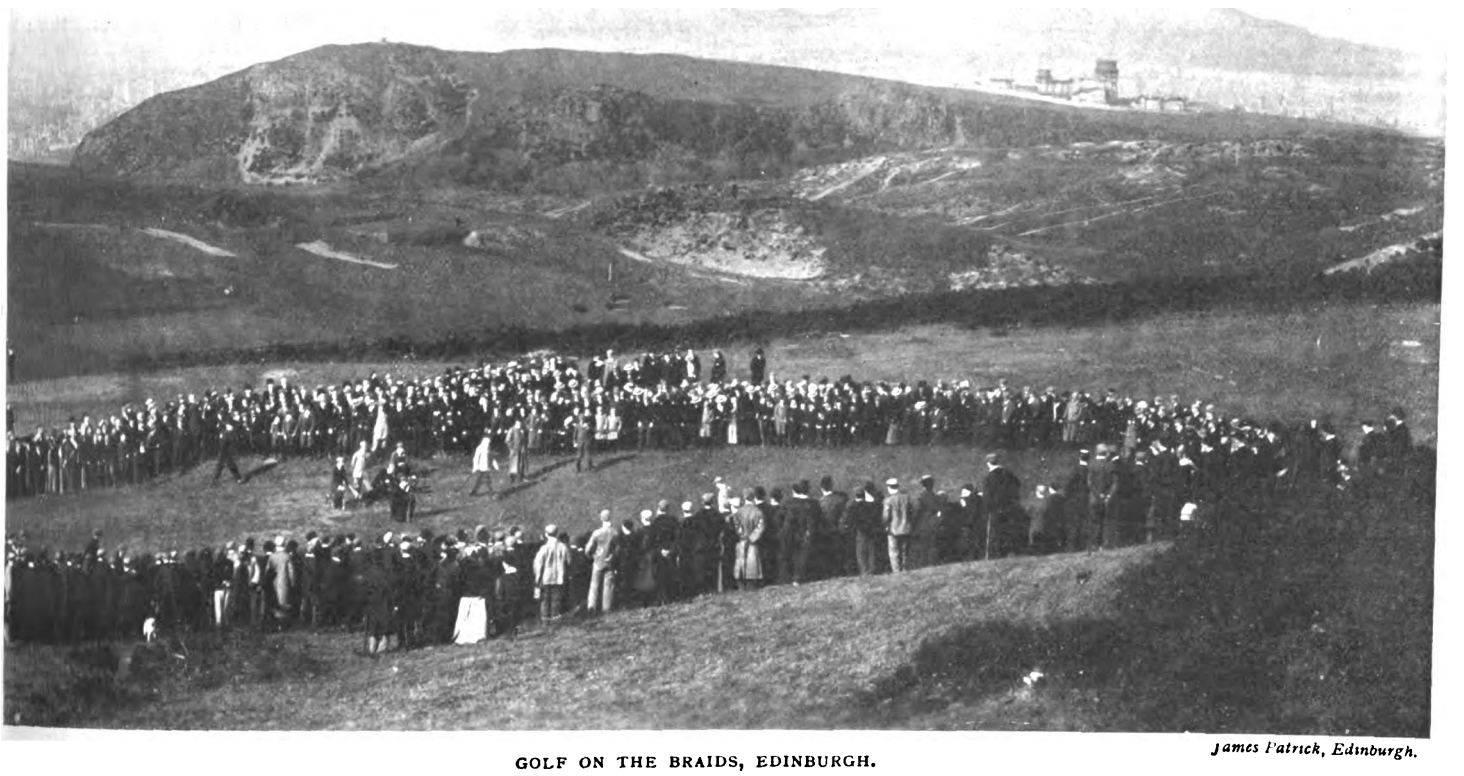
Golfers generally, and lady players in particular, owe you a debt of gratitude for really being the first high-class illustrated journal to show golfers by means of instantaneous photography how they actually play the game. But though that is not the point I wish to enforce, it has something to do with it, for the outcome of our smoking-room discussion was that there had been a great improvement in the dress of lady golfers in late years. Your photographs show that the old cricket sweater, the cloth cap, and the ill-fitting gown have given place to really appropriate and elegant attire, which enhances the grace and the charm of each individual player. Personally, I do not like the big motor-cap and the veil tied over it. I should like to see English lady golfers imitate the French women and play without headgear of any kind. Then the men among the spectators who witness their competitions would have the extreme pleasure of seeing English lady golfers really dressing their bountiful hair with some approach to art, and not in wisps and loose strands. This was the conclusion of our symposium—no hats and veils, and more art in *coiffure*.

After listening to my two fellow-controversialists, both married men, I came to the conclusion that, after all, the best thing to hope for was a Scottish rendering of the old Latin saying, "*Formosa facies muta commendatio est*" ("A bonnie face is aye the best recommendation") in a lady golfer.—I am, etc.

A MERE MAN.

## *FIXTURES.*

**May 20.—England *v.* Scotland (Amateurs), at Prestwick.**
**May 20.—Sundridge Park Monthly Medal (Stroke).**
**May 20.—Hanger Hill, Monthly "Bogey" Winners.**
**May 22.—The Amateur Championship, at Prestwick.**
**May 23.—Tunbridge Wells, Ladies' Open Meeting.**
**May 27.—Sundridge Park Monthly Medal Prize.**
**May 27.—Hanger Hill, "Bogey."**
**May 27-28.—Bar Golfing Society *v.* Le Touquet; Compiègne *v.* Le Touquet.**
**May 29.—Ladies' Championship, at Cromer.**
**June 1.—Bushey Hall, Ladies' Spring Meeting.**
**June 2-4.—Le Touquet *v.* Hythe.**
**June 3.—England *v.* Scotland (Professionals), at St. Andrews.**
**June 3.—Sundridge Park, Summer Meeting.**
**June 3.—Rye, Monthly Medal.**
**June 6.—Royal Blackheath, Summer Medal.**
**June 7.—Mixed Foursomes Tournament, Sundridge Park.**
**June 7-8.—Open Championship, at St. Andrews.**
**June 8-10.—Amateur Championship of France at La Boulie.**
**June 10.—New Luffness, Trayner Cup.**
**June 10.—Cinque Ports, Captain's Prize.**
**June 10.—Hythe, Whitsuntide Meeting.**
**June 10.—Royal St. George's, Whitsuntide Meeting.**
**June 10.—Rye, Whitsuntide Meeting.**
**June 10.—Glasgow, Garroway Cup (at Killermont).**
**June 10.—Frinton, Whitsuntide Meeting.**
**June 10-13.—Tooting Bec, Foursome Tournament.**
**June 10-16.—Bushey Hall, Whitsuntide Open Meeting.**
**June 12.—Portmarnock, Cup Competition.**
**June 12.—Cinque Ports, Scratch Challenge Cup.**
**June 12.—Royal Isle of Wight, Whitsuntide Meeting.**
**June 12.—Royal North Devon, Whitsuntide Meeting.**
**June 12-14.—Le Touquet, Whitsuntide Open Meeting.**
**June 13-15.—Royal Cromer, Whitsuntide Meeting.**
**June 15.—Hastings and St. Leonards, Ladies' Open Meeting.**
**June 15-17.—Bar Golfing Society, Annual Tournament, at Sandwich.**
**June 17.—Bushey Hall, Vice-Captain's Prize.**
**June 17.—Tooting Bec, Victoria Diamond Jubilee Cup.**
**June 17.—Royal Portrush, Midsummer Meeting.**
**June 17.—Wembley, Open Amateur Meeting.**
**June 19.—St. George's Challenge Cup, at Sandwich.**
**June 19-20.—Scottish Ladies' Championship, at North Berwick.**
**June 19-24.—Yorkshire Union Championship Meeting, at Redcar.**
**June 19.—Hanger Hill, Ladies' Open Competition.**
**June 24.—Hanger Hill, Open Amateur Meeting.**
**June 24.—Sudbrook Park, Rube Challenge Shield.**
**June 26.—Highgate and East Finchley, Ladies' Summer Meeting.**



GOLF ON THE BRAIDS, EDINBURGH. *James Patrick, Edinburgh.*

The crowd round the 1st hole in the recent foursome tournament for the *Evening Dispatch* Trophy, showing a portion of Southern Edinburgh, and Arthur's Seat beyond.



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# *The Styles of Eminent Players.*

## IX.—Mr. J. E. LAIDLAY.

MR. LAIDLAY AT THE FINISH OF HIS SWING.

THE THREE-QUARTER BRASSIE SHOT.

THE FINISH OF THE CLEEK SHOT.

OF all our Scottish golfers, no one takes such a prominent place in the history of past and present golf as Mr. Laidlay. Wherever golf is known, he is known, and though not devoting so much time to the game as heretofore, he is still often as invincible as ever, when he appears. There is no need to tell about Mr. Laidlay's prowess, or to give a list of victories and medals won; indeed, the last-named task would be far beyond my owers, for he certainly has won more medals han any player living.

Mr. Laidlay lives near North Berwick, and consequently plays most of his golf there. His knowledge of that and other East Lothian courses is complete. St. Andrews has not seen so much of him of late years, but there are few more deadly opponents to play against there than he. It is a course which suits his style of play perfectly, for it is accurate iron shots that tell at St. Andrews more than anything else.

Mr. Laidlay is the most beautiful iron player in the world, amateurs and professionals all included. This is a big thing to say, but I think I shall have all the first-class golfers at my back to confirm it. He is one of the two players (Mr. Low is the other) who can consistently and accurately keep an iron shot low from any distance within the range of the particular club.

Driving is not the best part of Mr. Laidlay's game. For rounds he drives quite well, then there comes a time when he starts pulling and foundering the ball. But when he is hitting them well he drives a nice low ball, generally with a suspicion of pull, and which runs a very long way. It is all done by the wrist and forearm, for Mr. Laidlay is essentially a wrist player, and very fine wrists and forearms he has. This is the reason, I think, as in the case of Mr. Charles Hutchings, that he finishes on both toes, as will be noticed in photograph No. 1. Of course, to finish on the toes so much as Mr. Laidlay does, must be wrong, and I think it partly accounts for his sometimes indifferent driving. I hope, however, that I have not given the impression that Mr. Laidlay is a bad driver. That would be absurd, but I am writing about superlative golf and its players, and my reference is only comparative.

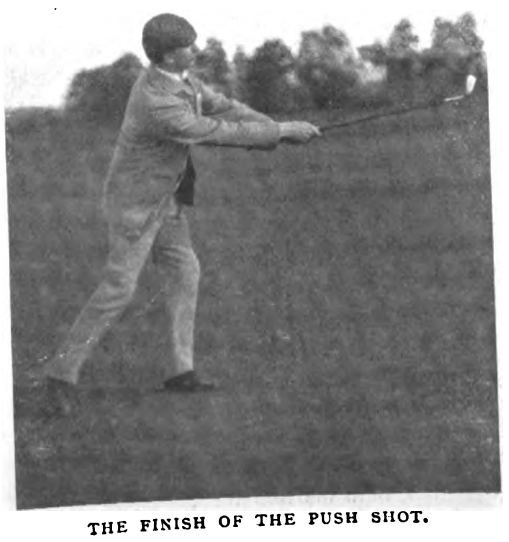
No. 2 is a brassie shot. As will be noticed in this picture, the shot is played entirely by the wrists. In all Mr. Laidlay's wooden club shots he keeps his left knee bent; this is done, I think, to counteract the right leg being pulled up, for Mr. Laidlay has a very wide stance, and his right leg is kept very often right out behind his lett.

In Nos. 3, 4, and 5 we have iron play. This is where, as I have said before, Mr. Laidlay excels. All iron clubs are his slaves, and he can conjure with them as he will. He has two clubs which he calls his "big" and "little" cleek, and his opponent always hates to hear them asked for, as he knows that the ball is going on to the green and pretty near the hole. No. 3 is the finish of a long shot. No. 4 is a three quarter shot; note how the head of the club is turned round, apparently to keep the ball low. In No. 5 we have the finish of the push shot. Mr. Blackwell and Mr. Laidlay finish this shot in almost the same way, with the exception that Mr. Laidlay's left knee is always a little bent. Mr. Laidlay is awfully good at this shot, as often as not holing off it, and always giving himself a chance of doing so.

No. 6, putting. No one can beat Mr. Laidlay on the greens, and the keener, more fiery, and more heart-breaking they are, the better he putts, which he does with an old-fashioned long-bladed cleek laid back a little, and always hits the ball off the heel—I almost wrote socket—so near does he go; notice the short grip and the good high follow through. No one is better at getting out of bunkers than Mr. Laidlay. Often I have been playing with him and chortled with glee when he got in. But it is no good; he happens to be lying fairly well, takes his mashie, and puts the ball on the green. There is no pleasanter opponent or a more doughty partner than Mr. Laidlay. He excels in foursomes, is kind to your mistakes, blames your lie, your stance, keeps you in a good temper, and to top it all, pulls you through at the end of the day.

H. Ferrier-Kerr.

THE FINISH OF THE IRON SHOT.



THE FINISH OF THE PUSH SHOT.

THE PUTTING STANCE AND GRIP.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XLIII.—Colonel A. C. E. Welby, Conservative M.P. for Taunton.**

THE Welbys of Welby, afterwards resident at Ropsley, Harrowby, Harlaxton and Denton, at Multon, Fossdyke, Kirton-in-Holland, and Gedney, are a Lincolnshire family of great antiquity. In the long-distant past, when the Normans were new in the land, Welbys, then "de Wellebis," held fiefs in feudal tenure for knightly service, and a handsome book, recently compiled and privately printed, of "Pedigrees of the Family of Welby," affords interesting reading to those who delight in family records or the domestic history of the distant past. So long ago as 1086 one Rannulf was a military tenant of Wido de Credun in Wellebi, one Ernold or Arnold was granted lands in Wellebi by the Empress Maud, and their successor, John de Wellebi, must have been a considerable landowner in 1166, as is amply evidenced in the Black Book of the Exchequer. His heirs and successors have branched out into different families in the Lincolnshire manors and villages mentioned above; but all down the long centuries Rannulf has never been forgotten, and the little son of a brilliant Parliamentarian and colonel of one of England's most famous cavalry regiments bears the name of his forerunner of 800 years ago, and carries the chain of illustrious soldiers and servants of England from William the Conqueror to Edward VII. The Arms of Welby were borne with distinction in the memorable field of Crecy, the Welbys were in the Bosworth fight, they were on both sides of the Civil Wars, they have been rewarded or attainted, have been litigants and suffered the law's extremest penalty, have been Sheriffs of the County and Members of Parliament in many generations, outlaws or held in great honour, and in all these capacities played a moving part in "this rough island story." To come to modern times, William Earle Welby, who served as Sheriff of Lincolnshire and M.P., was created a Baronet in 1801. His great-grandson, the seventh son of Sir Glynne, is Colonel Welby, late of the Scots Greys, and now M.P. for Taunton. The first Baronet married twice, and a grandson of the second marriage is Lord Welby of Allington, G.C.B., who was created a Peer in 1894 for his eminent services at the Treasury. Colonel Welby's nephew, Sir Charles Welby, Bart., C.B., is M.P. for the Newark Division of Notts, and owner of Denton and Welby parishes. Alfred Cholmeley Earle Welby was born in 1849, his branch of the ancient family having owned land in Denton, near Grantham, Lincolnshire, for 400 years. His mother was daughter of Sir M. Cholmeley of Easton Hall, Grantham. He was educated at Eton, being in the Rev. C. Wolley's house from 1862 to 1866. He obtained a direct commission in the 56th Essex Regiment, 1867; exchanged as Lieutenant to the 90th Light Infantry (now 2nd Battalion Scottish Rifles), 1871; was promoted Captain, and exchanged to the Royal Scots Greys, 1876, became Major 1885, and Lieutenant-Colonel Commanding in 1892, which post he retained until 1896. During his command the Emperor of Russia was appointed Colonel-in-Chief, and a deputation, headed by Colonel Welby, proceeded in 1894 to St. Petersburg to congratulate his Majesty, and offer for his acceptance a picture representing himself as Colonel of the regiment leading the Scots Greys in a "trot past" in the Long Valley at Aldershot. The British officers were most graciously received in private audience when the picture was presented, and afterwards in public with innumerable other corporate and military deputations. Colonel Welby and his comrades were most hospitably fêted by regiments of the Guard, especially by the Red Hussars at Tsarskoe Selo, who are also mounted on greys. They dined with the Emperor and Empress in the Anitchikoff Palace before leaving, and were graciously entertained at the Berlin Schloss, on the return journey, by the German Emperor. Colonel Welby, on returning, was commanded to Windsor Castle, and thus had the singular honour of dining with the three greatest European sovereigns in their own palaces within seven days, viz., the Czar, the Kaiser, and Queen Victoria. In 1896 he made a second visit to Russia to represent the Scots Greys at the Coronation of the Czar in Moscow, and was one of about 600 present in the Uspensky Church when the crowning took place. On the former visit he received the Order of St. Anne, second class, and at the Coronation received the same order set in brilliants. One acquaintance Colonel Welby made at the Moscow Coronation lived to cement his earthly happiness, for the late Bishop of London married him in 1898, at St. Margaret's, Westminster, to Alice Desirée, daughter of A. E. Copland-Griffiths, Esq., grand-daughter of Judge Caillard, and niece of Sir Vincent Caillard of Wingfield, Trowbridge. Colonel Welby in 1880 represented his brother Sir William (who was abroad ill) at his election for the Stamford Division of South Lincolnshire; in 1885 he made a good fight for Grantham, for which his great-grandfather sat a century ago, his grandfather 1807-20, his father 1830-57, and his brother 1857-68, but was unfortunately defeated. He then gallantly stormed the Poplar Division of the Tower Hamlets, and on one of two occasions the "forlorn hope" was nearly successful, Colonel Welby being only 76 votes behind. In 1895 he was returned for Taunton without opposition, and in 1900 there was a contest, when the gallant Colonel was placed at the head of the poll with a majority of 363.

*Elliott and Fry.*

MRS. WELBY AND HER CHILDREN.

Mrs. Welby is the wife of the Conservative Member for Taunton.

As a painstaking politician Colonel Welby visited Canada in 1888 and India in 1889 to better understand their needs. He is very fond of sport, especially of hunting, his early home being in the middle of the Belvoir Hunt, with whose hounds he had a bad accident in 1884, of which, fortunately, the effects have at length entirely passed away.

To the great regret of his supporters, Colonel Welby has announced that he will not again seek the suffrages of the electors of Taunton, but it is strongly to be hoped that some other constituency will avail themselves of the services of an ideal member, who disarms opposition by his courtesy and kindliness, while carrying conviction by means of forceful, persuasive, and statesmanlike speeches. In the House he has been increasingly listened to with the respect his undoubted ability and grasp of his subject deserve, whether it be on Army Reform, of which he has been from the first a consistent advocate, or on social subjects, such as the Deceased Wife's Sister Bill, in which debate his speech the other day on the ideal married life commanded much admiration in the Press from friends and foes alike.



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# The Motor: On Highway and Seaway.

ONE of the many baseless charges levelled against the much-abused motorist is that he is an inveterate and deliberate slayer of dogs. The accusation is one that rankles in the mind of every driver, as it argues that because a man happens to possess a motor-car he thereby becomes devoid of all feelings of humanity. No doubt a great many dogs have been killed by motor-cars, but I do not believe that in one case in a hundred has the motorist been to blame in the slightest degree. The dog is a conservative animal, and anything of an unaccustomed nature seems to rouse his hostility, with the result that he rushes out to show his disapproval, sometimes with unfortunate results to himself. In the early days of cycling the bicyclist was his pet aversion, and the dog generally came off best in the encounter. Even at the present time it is no uncommon occurrence for a bicyclist to meet his death through collision with a dog, although such incidents are rarely considered of sufficient importance to call for any mention in the newspapers.

When the motor was introduced the tables were turned, and for a time the mortality among country dogs was somewhat high. I do not believe, however, that, except in the rarest instances, the accidents were avoidable. Apart from the question of humanity, it is an exceedingly dangerous matter to run over even the smallest of dogs, as there is always the possibility of damaging some portion of the steering-gear and rendering the car unmanageable. Moreover, there is the involuntary impulse, too strong to be resisted, except by a powerful exercise of will, on the part of every driver to try and avoid any obstacle which may appear in his path.

Speaking from a fairly wide experience, I can say that I have known motorists run very serious risks to themselves, and most certainly cause great damage to their tyres, in saving the lives of snapping little curs which have sought to immolate themseives beneath their wheels. For three years I drove almost daily in various parts of the kingdom without hurting a living thing, and my record was only spoilt by a poor little terrier which ran out, fiercely barking, from behind another vehicle, and was killed almost before I had seen it. The owner frankly admitted that it "served the dog right," as it was in the habit of flying at every car, bicycle, or cart that passed. I paid him over and above its value, as he was a poor man, and could hardly afford to replace his pet, but my conscience was absolutely free from any sense of responsibility in the matter.

It may be that now and again some driver of a motor-car runs over a dog, and displays a heartless indifference to its sufferings, but it is absurd to urge such incidents against motorists and motor-cars in general. I see that Lieutenant-Colonel Mark Mayhew, who is a vice-president of the Automobile Club, has related in an evening newspaper an experience of his own that shows that inhumanity towards dogs is not confined to any particular class of road-user, as the anti-motorists would have one believe. To use his own words, he saw "a horse-drawn victoria deliberately drive over an Irish terrier which was standing still in the middle of the broadest part of the Victoria Embankment. The driver must have seen the dog, and after the accident heard its cries, yet he never endeavoured to pull his horses an inch out of the way, nor did he pull up for one moment to apologise to the owner, or to see what could be done."

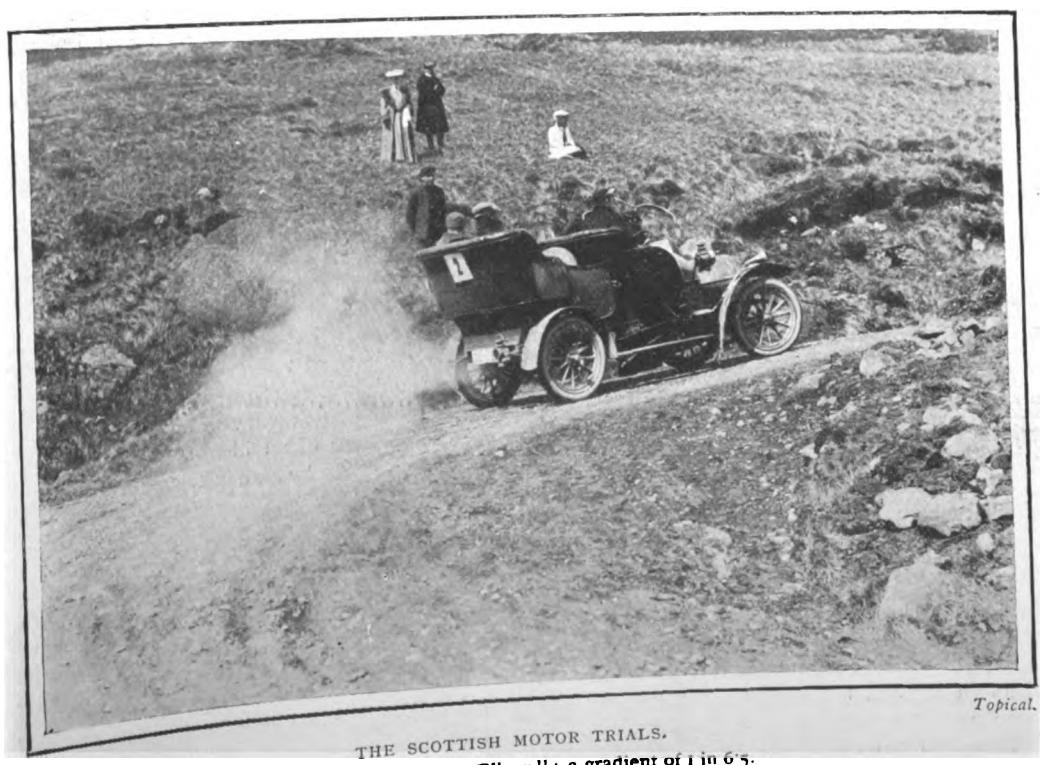
Only recently I witnessed a very similar occurrence. A terrier was run over by a cart, and though the two men in it looked back and saw what had occurred, they made not the slightest pretence of stopping. I was driving some 30-yds. behind at the moment, and it was not until I drew my car up alongside the cart and threatened the men with various pains and penalties that they stopped, and returned to investigate matters. They were in no way to blame for running over the dog, and apparently saw no reason why they should concern themselves in its sufferings. There may be motorists who would take the same view of their responsibilities; but the two incidents related above show that such callousness is by no means confined to one particular class of driver, and, therefore, has not the slightest bearing on "the public and motor-cars" agitation.

If one may judge from the number of open cars which are entirely devoid of any means of protecting the passengers from dust and rain, it is evident that the advantages of the Cape cart-hood are insufficiently realised by the majority of motorists. In my opinion no touring car is properly equipped that is not fitted with this efficient and inexpensive covering. It adds very slightly to the weight, and when folded back in fine weather serves to keep the dust from rising over the back of the tonneau and smothering the occupants. Should occasion arise, it can be opened up in

Aikan Blair.

THE SCOTTISH MOTOR TRIALS.

The starting control at the commencement of the Cairnwell Hill-climb.



Topical.

THE SCOTTISH MOTOR TRIALS.

Rounding the "Devil's Elbow"; a gradient of 1 in 6·5.



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a few seconds and the front curtain dropped, thereby entirely enclosing the rear seats and affording complete protection from rain. It is true that the driver and his companion obtain little advantage from the hood, but there is a pleasant sense of independence derived from the knowledge that, whatever the weather may prove to be, the passengers in the tonneau can be shielded from the wet. Even the front seats can be kept dry if the car is stopped and turned away from the direction of the wind, and the effects of an occasional shower may be entirely avoided in this manner.

There is one objection to the Cape hood, though I think it is wholly outweighed by its undoubted advantages. If fitted to an ordinary tonneau, it renders the back seats somewhat difficult of access. In the case of a side-entrance body the fitting of the hood is a rather complicated matter, and it loses some of the simplicity and compactness that are so attractive in its original form. Various shades of colour are used for the hoods, but the original light khaki-coloured waterproof-canvas will be found to be the most satisfactory, as it does not show the dust and mud in the manner that has been found so objectionable in the darker materials. From £10 to £20 is the price usually charged for fitting a Cape hood, and for that very reasonable sum one obtains many of the advantages and none of the disadvantages of a covered body.

The Board of Trade statistics for the first four months of the present year indicate in a striking manner the importance of the automobile industry. The value of the cars, motor-cycles, and motor parts brought into this country during the first four months of 1904 was £742,854. These figures rose to £1,072,500 in the present year, although there was a slight decrease in the number of vehicles imported. During the same period the value of imported component parts increased from £99,795 to £245,405. Excluding motor-cycles and component parts, 1,897 cars were introduced into this country between January 1 and April 30 last, which were valued at £809,659, or an average of £426 per machine. A year ago the average value per machine was exactly £100 less, which is a proof that the horse-power of foreign cars is largely on the increase, as there is no question that the general tendency of prices has been distinctly downwards.

RADIATOR.

*Rapid Photo Co.*

MISS DELIA MASON ENTERING HER ELECTRIC LANDAULETTE.

Miss Mason, who is an enthusiastic automobilist, is playing in "Lady Madcap" at the Prince of Wales's Theatre.



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# *The Parisians of Paris.*

## THE FIRST COMMUNION.

THE stranger too often takes his impressions of the Parisian from theatres, music halls, *cabarets*, and other so-called places of amusement. Year after year he visits the capital, and although his knowledge of the language may improve, he gets little or no insight into the character of the people. To understand Paris you must study the streets, carefully avoiding the boulevards, with their cosmopolitan stream from every country of the universe. Watch the crowd, the real Parisian crowd, and you will then understand that if everybody gets his share of enjoyment in this brilliant city, it is because in the course of centuries the Parisian—even he of the humbler classes—has acquired taste and tact, and does not allow anything to impart a jarring note into this atmosphere of outdoor pleasure. Spring, of course, is the all-important time of the year, and it is in the month of May—*le mois de Marie*—that we see in our streets those graceful apparitions, little girls dressed in spotless white muslin, their heads covered with long veils, tripping along, escorted by an admiring throng of parents and friends. They are the "First Communicants," and, like everything else in the life of Paris, furnish an occasion for a fête wherein everyone participates. The Paris *flaneur*, be he workman or clubman, smiles good-humouredly as he watches these dainty white moving specks, for they help to put a bright colour into the streets, and he, therefore, looks upon them with an approving eye.

In all classes of Paris Society the function of the first communion is the signal for great rejoicings. When the great day arrives, the excitement reaches a high pitch, and the communicants, boys and girls, trembling with emotion, await to be conducted to the morning mass, generally fixed for eight o'clock. The traditional girl's costume consists of a white muslin dress, with a broad sash tied in a bow at the back. On her head a small cap or a wreath of white roses, over which is thrown a veil gathered round like a shawl. A rosary twined round the left wrist forms a pretty bracelet. The boys are rigged out in a short black jacket, white trousers, and a huge white bow round the left arm. Nor must we forget the wax tapers, from which the Church derives a not inconsiderable revenue. These tapers, sold by the Church, vary in price, according to size, from 1-fr. to 100-fr., and are returned to the priest when the ceremony is over. Rich parents, therefore, buy expensive tapers, thereby not only showing their true spirit of devotion, but their children, too, are treated with extra consideration, and are allowed to occupy the front benches on the day of the first communion. This question of seats is a deep and delicate thing, and gives rise to no end of rivalry and curious intrigues. I know a lady who, having purchased an expensive taper, had been promised for her daughter a seat in the front row. Much to her surprise and disappointment her little girl was relegated to the second one. What had occurred? She enquired, and found that another mother had gone "one better," and had come forward with a magnificent embroidered banner. After that the taper—or rather the child—had to take a back seat.

On the day before the ceremony there is a kind of dress rehearsal in the church, to teach the children to take their proper places in the procession, and everything is done to prevent a hitch. Despite the early hour—and the Parisian of the higher classes is no early riser—the fashionable churches are crammed with an elegant crowd, consisting of the children's parents, godfathers, godmothers, sympathetic friends, and sight-seers. And the Paris churches, with a keen eye to business, charge 2-fr. per chair for good seats. The children of the well-to-do classes, of course, drive to mass and back again, and those who do not own carriages hire a brougham for the occasion. In the afternoon the parents receive their friends, who bring presents to the *communiants* and *communiantes*. At one time these offerings partook exclusively of a religious character: golden crosses, medals, illuminated pictures of saints, and, especially, missals. It is only in the old aristocratic families that this custom is still upheld. The more practical *bourge is* detected a flaw in the system. He looked dejectedly at the dozen costly missals his boy or girl had received from various quarters in the course of the day, and sighed over this waste of money. And now, to the delight of the children and the satisfaction of the parents, the gifts are of a more practical nature.

"FIRST COMMUNICANTS" AND THEIR FRIENDS.

And what about the children of the poor? They not only form the majority of first communicants, but it is they whom we see in the streets, and who offer a far more interesting study than their more fortunate companions. The excitement among the lower classes in connection with this religious function is intense. To the Paris workman every important event in life means a holiday, and he loves holidays. Christenings, funerals, weddings, etc., are his delight, and on them he spends his money recklessly. Moreover, at heart he is something of a snob; and the fear "of appearing mean" before his neighbours makes him lavish with his money. But to the Parisian of the lower strata there is no pleasure unless he can take it *al fresco*. What is the good, says he, of spending money on new dresses and then remain within four walls? Not only the neighbours, but all Paris must see his children in their new outfit, his wife in her new gown, and himself in a wonderful frock-coat and impossible hat. And that is also why you meet so many wedding parties driving through the Bois; and why, even if they can afford a conveyance, the people of the humbler classes want the little communicants to walk through the streets to be seen and admired. This promenade, however, is generally productive of extraordinary incidents. The most frequent occurrence is that one of the children suddenly limps. Has the little one sprained its foot? Do not be alarmed. It is only the wooden heel come off one of the cheap shoes, and a search has to be made for it. Then there is the treacherous gust of wind blowing the veil from the girl's bonnet, undoing the hair, and sending up the skirt over the child's head. All this forms part of the day's enjoyment, and everybody is happy and contented. No, not everybody. To the little boy this day is one of anguish. In the morning he has been taken in hand by the hairdresser, who has crimped his hair and given him an appearance half lamb, half monkey. But his locks, which, until then, have lived in a state of absolute independence, after a while show a rebellious spirit, whereupon a halt is made, and the mother or an obliging friend belabours the boy's head with a not always gentle hand and puts things straight. At last the church is reached, the ceremony gone through, and the fun of the day begins. There is no "reception" nor an "At Home" at the parents' house, but the whole party repair to the nearest *marchand de vin*, where they luncheon, and the child's health is drunk. On that day the poor are not forgotten. Charitable ladies in the parish supply the children with the necessary dresses. To them, also, it is a day of joy. They, too, get their share of Paris.

FRANCES KEYZER.

BOY COMMUNICANTS LEAVING THE MADELEINE.

(*From photographs by Paul Géniaux, Paris.*)



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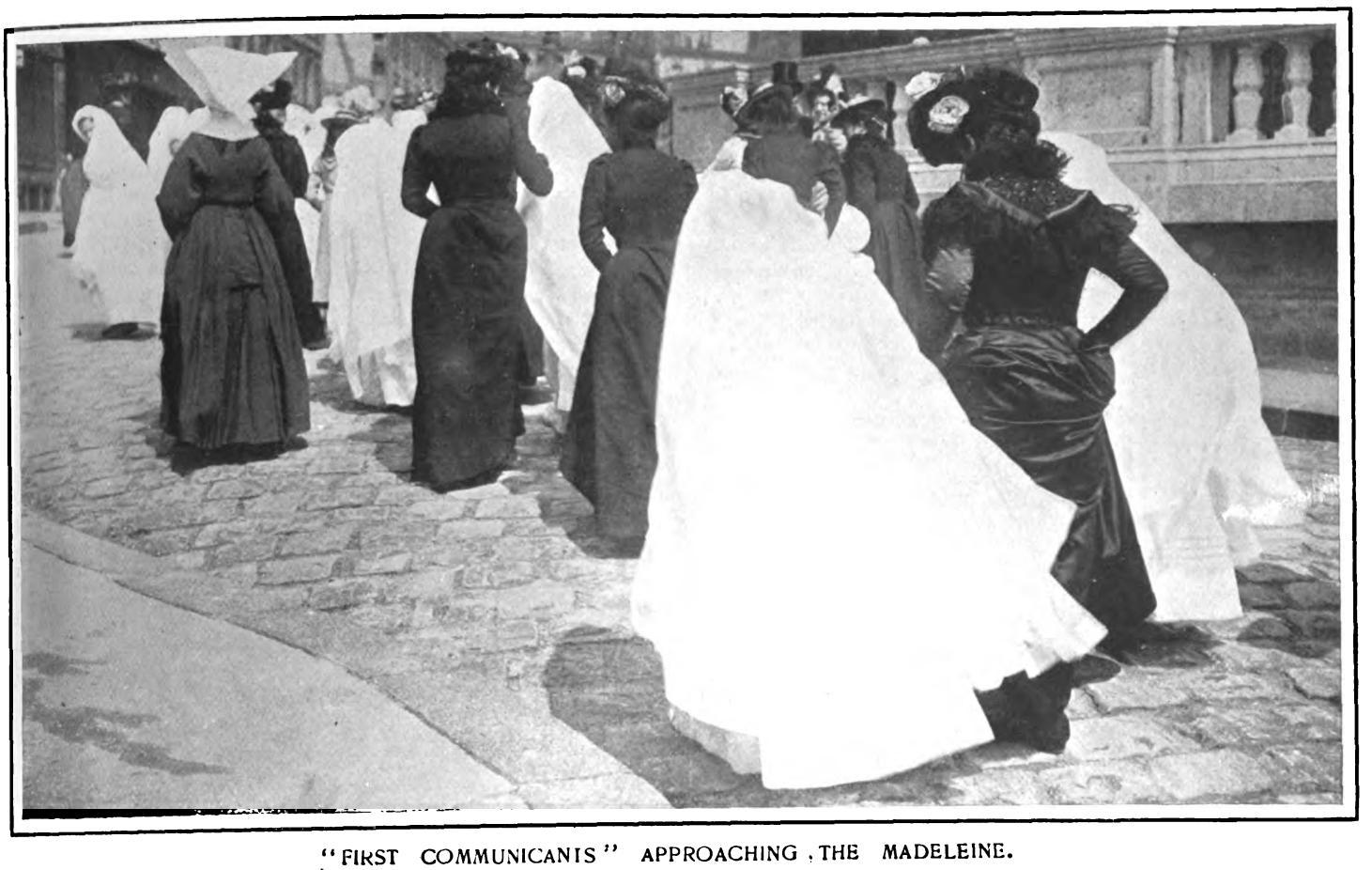
# *The Parisians of Paris.*



"FIRST COMMUNICANTS" APPROACHING THE MADELEINE.

THE OFFICIATING CLERGY LEAVING THE CHURCH.

*(From photographs by Paul Gèniaux, Paris.)*



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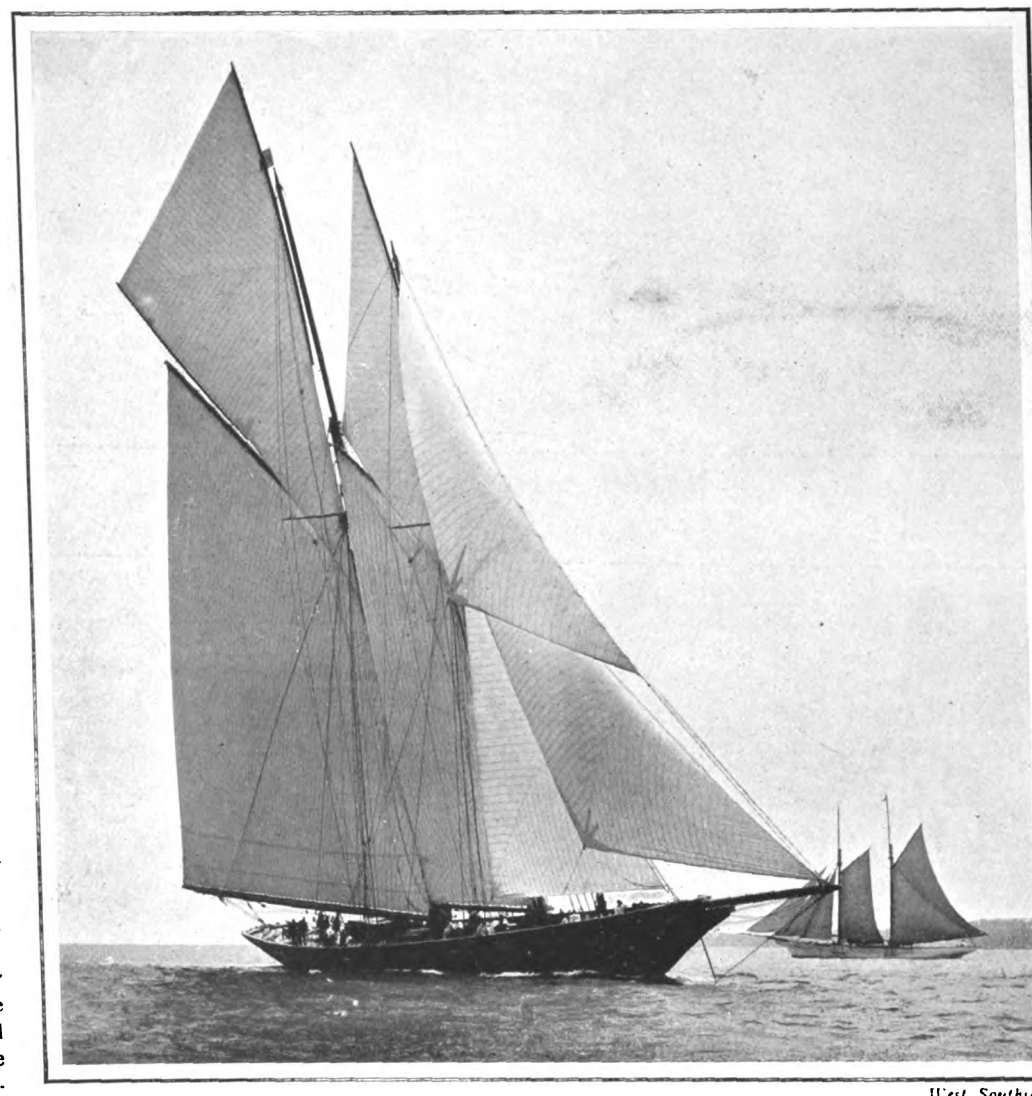
# Under the Burgee.

THE event of the week in yachting circles is, of course, the race across the Atlantic for the German Emperor's Cup, for which the yachts were started on Tuesday from off Sandy Hook. The interest which is being manifested in the event may be gauged by the elaborate preparations which are being made to notify the arrival of the boats off the Lizard, the winning-post. This interest, however, is derived more particularly from the comparative rarity of such contests, as well as the individual histories of some of the boats taking part therein, than from any genuine sporting interest in the race as a trial of speed.

As I have remarked in these columns on previous occasions, yachtsmen do not look upon races of this description with any special favour, and if they were of frequent occurrence entries would probably be difficult to obtain. Those with but a slight knowledge of the sport are, however, often inclined to attach an importance to a long race in open waters out of proportion to its value as a speed test, in the belief that the conditions favour the more healthy types of vessels. This is undoubtedly true to a degree, but there can never be the genuine excitement of a race when the competitors become widely separated, and very probably get into different streaks of wind.

The race now in progress has been talked of for many months, and the Kaiser's avowed object in offering the trophy is the encouragement of healthy cruising types of yachts that can keep the sea in all weathers. In addition to this, however, there undoubtedly is the hope that the yachts taking part in the contest will contribute, by their presence, to the success of the Kiel regattas, more particularly as the prizes will be presented personally by the Emperor during the Kiel Week.

In more recent years the German Emperor has shown a most decided preference for cruising vessels. In the early nineties, when he first became an ardent yachtsman, he became owner of the old America Cup challenger Thistle, and a year or so later he commissioned the late G. L. Watson to design him a racer, and Meteor II. was the fastest cutter of her time afloat. When her rig was altered to that of a yawl, she showed a remarkable turn of speed, under the handling of Ben Parker, with an Itchen Ferry crew. Three years ago, however, his Majesty turned his attention to schooners. He had previously purchased the American yacht Yampa, which, renamed Iduna, now hoists the Empress's flag, and in 1902 Meteor III. was built to his order in America, from designs by Cary Smith. In her earliest races in a mixed class she did not show to advantage, and the German classes were accordingly divided, so that at all the big regattas in German waters there are separate events for racers, cruisers, and schooners. All the two-stickers are fitted as comfortable cruisers, and since the Kaiser has shown his preference for these craft, he has done his utmost to encourage the types of vessels which he deems most seaworthy. Hence, the race now in progress, and the annual race from Dover to Heligoland, are prompted by this idea.



*West, Southsea.*

HAMBURG.

This schooner came out in 1899, being then named Rainbow, and in that season raced under the late Mr. A. L. Orr-Ewing's flag. She is a Watson-designed boat. Her actual powers as a racer have never been fairly tested, as she had no schooners as opponents in English waters, and in the Baltic regattas last year she did not show to advantage, with a German crew on board.

It may be of some little interest to pass in review the vessels engaging in the contest. Lord Brassey's Sunbeam is too familiar to everyone to need description, and from her extended cruises will always be regarded as one of the most famous yachts ever built. Lord Brassey is a member of the Royal Yacht Squadron, as is also the Earl of Crawford, owner of Valhalla. The latter vessel is a magnificent craft, a full-rigged ship of 1,490-tons Thames measurement. She was originally built for Mr. Laycock, who manned her with a crew of Royal Naval Reserve men numbering all told over 100. These are the only English-owned vessels competing, although some of the other competitors were built in this country.

Apache, the second biggest vessel in the contest, is owned by Mr. Edmund Randolph of the New York Yacht Club. She is of British build. The schooner Hamburg, the only German-owned vessel in the contest, was formerly known as Rainbow, and was built on the Clyde. She is a Watson design, and raced in English regattas in 1899 under the late Mr. A. L. Orr-Ewing's flag. Ailsa (yawl) is a Fife-designed 90-footer. She is owned by Mr. H. S. Redmond of the New York Yacht Club. She was originally built for Mr. A. Barclay Walker, and as a cutter engaged in many exciting races with Britannia, both at home and at Mediterranean regattas. Utowana is an American-built three-masted fore-and-aft schooner, owned by Mr. A. V. Armour. She won the race for auxiliary yachts given by the Royal Yacht Squadron in Coronation year. The most modern vessel in the fleet is Atlantic, a three-masted fore-and-aft schooner, built in America two years ago for Mr. Wilson Marshall of the New York Yacht Club. Hildegarde, owned by Mr. E. R Coleman of the New York Yacht Club, is an American built schooner. Endymion, another American schooner, belonging to Mr. George Lauder of the New York Yacht Club, has already a reputation for Atlantic sailing, and holds the record for the passage from Sandy Hook to the Needles, which she accomplished in 13-days 20-hr. 36-min. Thistle (schooner) was built in America in 1901, and is owned by Mr. Robert E. Tod of the Atlantic Yacht Club; while the smallest boat in the contest is the American schooner, Fleur-de-Lys, built in 1890, and owned by Mr. L. A. Stimson.

There will be no time allowance. This fact serves to show that the organising committee regards as futile any attempt to bring vessels together upon handicap terms in such a contest. It would be absurd to attempt to predict a winner, as the element of chance must necessarily enter so largely into the case. Fair winds over the whole journey would favour a vessel like Valhalla, while with a prevalence of head winds, the fore-and-aft craft would leave their square-rigged opponents hopelessly astern.

CORINTHIAN.



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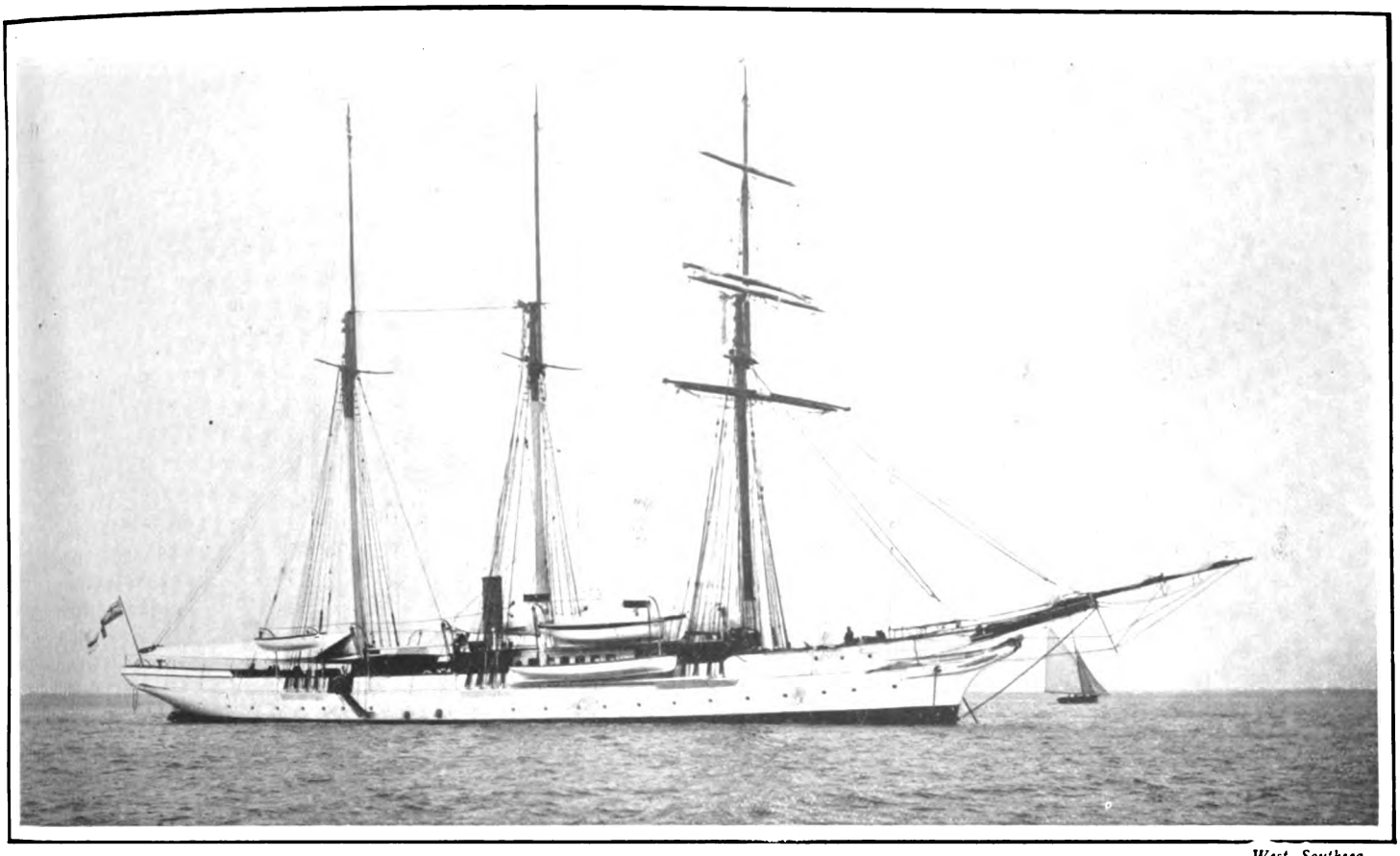
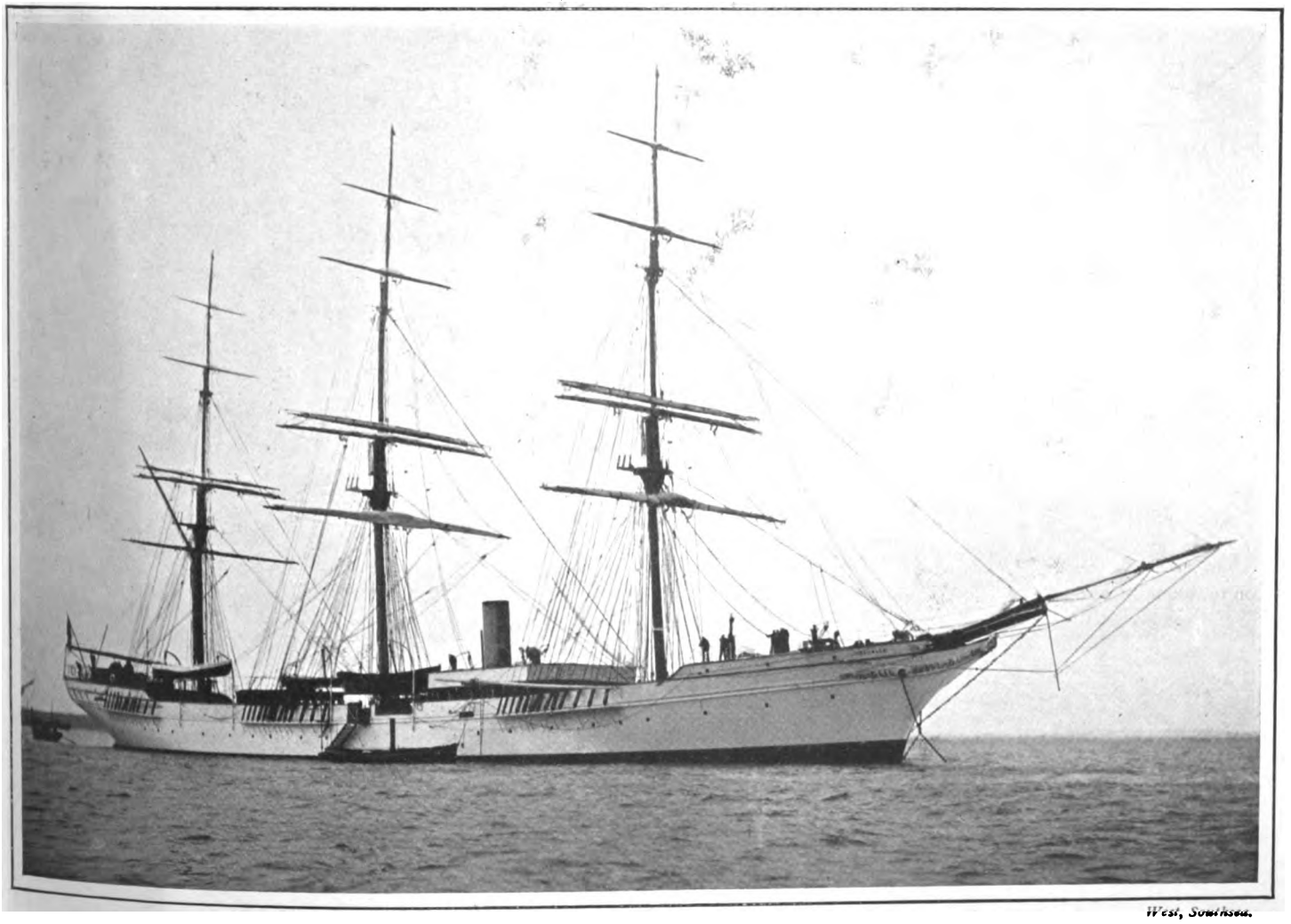
# THE OCEAN YACHT-RACE.



*West, Southsea.*

**SUNBEAM.**

One of the most famous yachts in existence She was built in 1874 for Lord Brassey, her present owner, a member of the Royal Yacht Squadron, and her cruises in all parts of the globe have extended over many thousands of miles. She is fitted with auxiliary engines, but her owner prefers sail-power whenever practicable. Her main dimensions are—length, 154-ft., beam, 27-ft. 6-in., draught, 13-ft. 9-in.



*West, Southsea.*

**VALHALLA.**

This full-rigged ship was originally built for Mr. Laycock, under whose ownership her crew, numbering over 100 hands, was composed of Royal Naval Reserve men. She is the largest yacht taking part in the Atlantic, and measures 1,490-tons Thames measurement. She is fitted with auxiliary power. The Earl of Crawford, her owner, is a member of the Royal Yacht Squadron, and has undertaken some extended cruises in her.



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# A JULIET OF THE NINETEENTH CENTURY.

MISS MARY ANDERSON.

When Miss Mary Anderson made her *début* in Louisville, U.S.A., in 1875, it was in the part of Juliet; and when, nine years later, she came to London, she elected to be seen in the same part, though she did not open her season with the tragedy of the ill-starred lovers. Her Romeo was Mr. William Terriss, of whom a contemporary chronicler said he "had seen no one who in years and good looks was so likely to take captive the heart of Juliet at first sight."



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# A JULIET OF THE TWENTIETH CENTURY.

*Langfier.*

MISS EVELYN MILLARD.

Trained in Miss Sarah Thorne's stock company at Margate, Miss Evelyn Millard essayed Juliet in the early days of her connection with the stage, and to-day she is appearing in the part again, in Mr. Lewis Waller's beautiful revival of the play at the Imperial Theatre. But between her first and her present assumption of the character, Miss Millard has played many parts, and has achieved many notable successes.



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# The Traveller.

## A HOLIDAY ON THE GREAT EASTERN RAILWAY.

Photochrom.

THE DOWNS, NEAR SHERINGHAM.

"Pretty Corner," a picturesque bit of the road leading from Sheringham to Cromer. In the distance may be seen Upper Sheringham Church, standing in the midst of old-fashioned thatched cottages.

FEW English watering-places can boast of having become popular in so short a time as Cromer. At the present day it is unquestionably the most charming and health-giving of spots for a holiday to be found anywhere on the East Coast. As a well-known East Anglian author once remarked, it is the peaceful little hamlets nestling in vales between the cornfields and heather-clad hills and the sea which are the chief charm near Cromer; these and the homesteads, roofed with mossy thatch, the woodlands carpeted with bluebells and anemones, and the country-folk, half-fishermen, half farm-hands, who garner the harvests of land and sea. These are what bring to Cromer those who wish to enjoy the loveliness of Devon scenery without the relaxing air of the South, and they must be made the most of while we have them. For in a little while red-brick terraces will have taken the place of many of the thatched homesteads, and every heathery hillside will have its huge hotel.

Photochrom.

THE SANDS AT CROMER.

The foreshore at this popular watering-place consists of one of the finest stretches of sand to be found anywhere round the coast. Hence the bathing, which is one of the chief attractions of Cromer, may be indulged in with comfort and safety.

Certainly Cromer has grown apace of late, though, happily, up till now it has not been deprived of its air of unconventionality. The good people of Cromer owe much to the late Clement Scott, whose acquaintance with their town first began when it was little more than a simple and primitive small hamlet, and Overstrand and Sidestrand, Cromer's two flourishing suburbs, even smaller still.

The fine, bracing, exhilarating air of this favoured corner of the Norfolk Coast is pretty generally admitted to be the chief cause of Cromer's present-day popularity. It will be remembered that it was almost solely on this account that the late Empress of Austria was ordered there some eighteen years ago, and derived much benefit from her stay.

Although peaceful and quiet, one need never be dull in Cromer, for there is so much to interest and amuse the visitor. The bathing, which can be indulged in with perfect safety, either from a machine or tent, is excellent, owing to the sandy nature of the shore. Then there is sea-fishing, including crab-catching, which forms one of the chief occupations of the Cromer and Sheringham fishermen—a most civil and obliging set of men.

Within the past few years Cromer has become a favourite resort of the golfer. The Royal Cromer Golf Club, formed in 1887 through the initiative of Mr. H. Broadhurst, M.P., formerly had the patronage of the King



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when Prince of Wales. The course of eighteen holes is picturesquely situated on the Light-house Hills. Cromer also boasts a very handsome pier, where a first-class band plays twice each day during the season.

The town is conveniently situated for any number of delightful walks and excursions.

About three miles from Cromer is situated the pretty village of Felbrigg. The Hall, the ancient home of the Felbriggs and Wyndhams, whose name, by the way, is derived from the old market town of Wymondham, contains some fine paintings, and can be visited by special permission.

It should be borne in mind, too, that Cromer is quite handy and convenient for the Broads. Just a few minutes' ride by rail takes the holiday-maker to North Walsham or to Wroxham. At the former is to be seen the old Grammar School where Nelson was educated.

*Photochrom.*

SHERINGHAM FISHERMEN.

Both Cromer and Sheringham are famous for their crabs and lobsters, vast quantities of which are despatched to the metropolis. A good season's catch of crabs has been known to amount to the enormous total of nearly a million and a-half.

No one should miss the short tramp by the beach to Overstrand, and visit the late Clement Scott's original "Poppyland," which has become nowadays quite a household word.

Another pleasant ramble by road can be taken to Sheringham by the Holt Road, passing on the way "Pretty Corner," seen in the illustration at the head of this article.

A pleasant drive by the sea can be made to Mundesley, Cromer's rapidly-growing neighbour. The road runs parallel with the coast, and commands some of the finest sea views imaginable. From Mundesley the drive may be continued to Bacton, with its grand old ruin of a Cluniac Priory, or it may be reached by walking along the cliffs.

For those with a young family East and West Runton, a few miles to the east of Cromer, are highly to be commended. The sands are excellent, while good accommodation is usually to be had at very moderate prices. West Runton is within an easy walk of Cromer, and excellent bathing can be enjoyed.



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# THE SERVICES.

REAR-ADMIRAL CAMPBELL, C.B., D.S.O., who was recently appointed British Member of the Arbitral Tribunal for dealing with the indemnity claims of the French fishermen in Newfoundland, is an officer of singular and varied distinction, and is well known as the compiler of the Vocabulary Signal Book and the Admiralty Secret Ciphers. He was Commander in the "Thalia," which was employed in the Transport Service during the Egyptian War of 1882, and he subsequently saw a deal of hard service on both the East and West Coasts of Africa. For some time he was Captain of the "Philomel," and his services in the operations against the Chief Nanna of Brohemie were so conspicuous that he was given the C.B. Later he won the D.S.O. in the Benin Expedition, obtaining special mention in despatches for having saved the lives of the wounded by his prompt action at the fire which broke out in the city. He became A.D.C. to Queen Victoria in 1899, and attained flag rank in December, 1901.

THERE is a very interesting article in the May number of the *United Service Magazine* on "Chips," by a writer signing himself "Telescope," who has clearly made an exhaustive study of this curious subject. "Chips," it should be mentioned, are, theoretically, only the shavings, sawdust, chippings, and "offal wood" from the sides or ends of timber used in the Royal Dockyards, and these in olden days were the lawful perquisites of the shipwrights in the yards. But the system led to many abuses, which are fully and interestingly described in "Telescope's" article. Eventually the practice of allowing workmen to carry "chips" away from the yards was done away with, as it was found that much valuable timber was deliberately being cut to waste in order to increase the value of bundles which the men used daily to take with them. For some time afterwards officers employed in the yards were allowed "chips" for firewood, but now even this privilege has been abolished, and there seems very little doubt that the waste of timber has sensibly decreased in consequence of the watchful eye kept by the Admiralty on this apparently small, but really serious, item in the national expenditure.

IT is much to be hoped that no attempt will be made to hinder the complete satisfaction of Admiralty requirements as to the control of wireless apparatus and stations. Here is a question in which it is essential that all commercial considerations should be utterly subordinated to Naval demands, and it will be most regrettable if any sort of controversy arises in regard to such a subject even in respect to peace arrangements. As a matter of fact, the term peace is one which can never be safely applied to any serious Naval development, and it will be an ill day for us as an Empire when we forget that the British Fleet is always on active service. There is no possible analogy between Naval and Military demands in the matter of wireless telegraphy, and, if the Admiralty wants a closer grip on the wireless stations along the coast, it should have it, without any fuss or talk about private rights. We cannot afford to play with questions of this sort, and the time seems to have come for the control of a mighty weapon like wireless telegraphy to be primarily in the hands of those who know how best to use it for purposes of Imperial assurance.

THE selection of Lieutenant-Colonel F. J. A. Trench, D.S.O., commanding the Royal Garrison Artillery at Gibraltar, to proceed to German South-West Africa for the purpose of being attached to the Staff of the German Commander-in-Chief in Damaraland, is suggestive, and is doubtless not wholly unconnected with the German Emperor's recent visit to the "Rock." It may be surmised that, even if Colonel Trench goes to Damaraland ostensibly for the purpose of watching the German system of dealing with a native African rising—a system which has not hitherto been very brilliantly demonstrated—his own stock of local knowledge and experience is not likely to be largely increased by anything the Germans can teach him. No fewer than four Trenches served—three of them with marked distinction—in the last South African War; but Colonel F. J. A. Trench in addition made his mark in the Zulu War of 1879, and was present at the battle of Ulundi, a counterpart of which would, doubtless, be extremely welcome to the Germans at the present moment.

THE reduction of the Army of occupation in Egypt does not, of course, affect the number of British officers employed with the Egyptian Army, whose names still occupy three pages of the monthly Army List, and include, by the way, a round score of D.S.O.'s. But changes are taking place here also, and the loss to the Egyptian Army of men like Colonels F. J. Nason and the Hon. M. G. Talbot will be severely felt. Both of these fine soldiers are experienced campaigners, one having five and the other six wars or expeditions to his credit. Colonel Nason is the son of the late General John Nason of the old 49th Foot, and has a brother, a D.S.O. like himself, who retired ten years ago from the Essex Regiment, of which he was a major. An old Harrovian, Colonel Nason joined the old 26th Cameronians, now, perhaps, better known by their second title, the Scottish Rifles, and for four years served as Adjutant. For the last nine years he has been attached to the Egyptian Army, and recently has been Secretary-General to the Soudan Administration. Colonel Talbot is the son of Lord Talbot de Malahide, and before he went to Egypt as Director-General of the Local Intelligence Department had acquired a notable reputation in India as a brilliant and enthusiastic surveyor. He is an old Wellingtonian, a Staff College man, and a Royal Engineer of thirty-two years' standing

*Copyright.*

TYPES OF THE PUNJAB POLICE FORCE, TAKEN AT THE FORT, PHILLOUR.

The Indian Police Force has recently been reorganised and redistributed, and a large number of places formerly garrisoned by English regiments are now to be occupied by the Police. The names of the English officers, reading from left to right, are: Probationers H. T. Wickham and C. P. Sconcia, Inspector MacGregor (late H.L.I.), District Superintendent G. A. Cocks, and Probationers J. M. Misick and V. A. Short.



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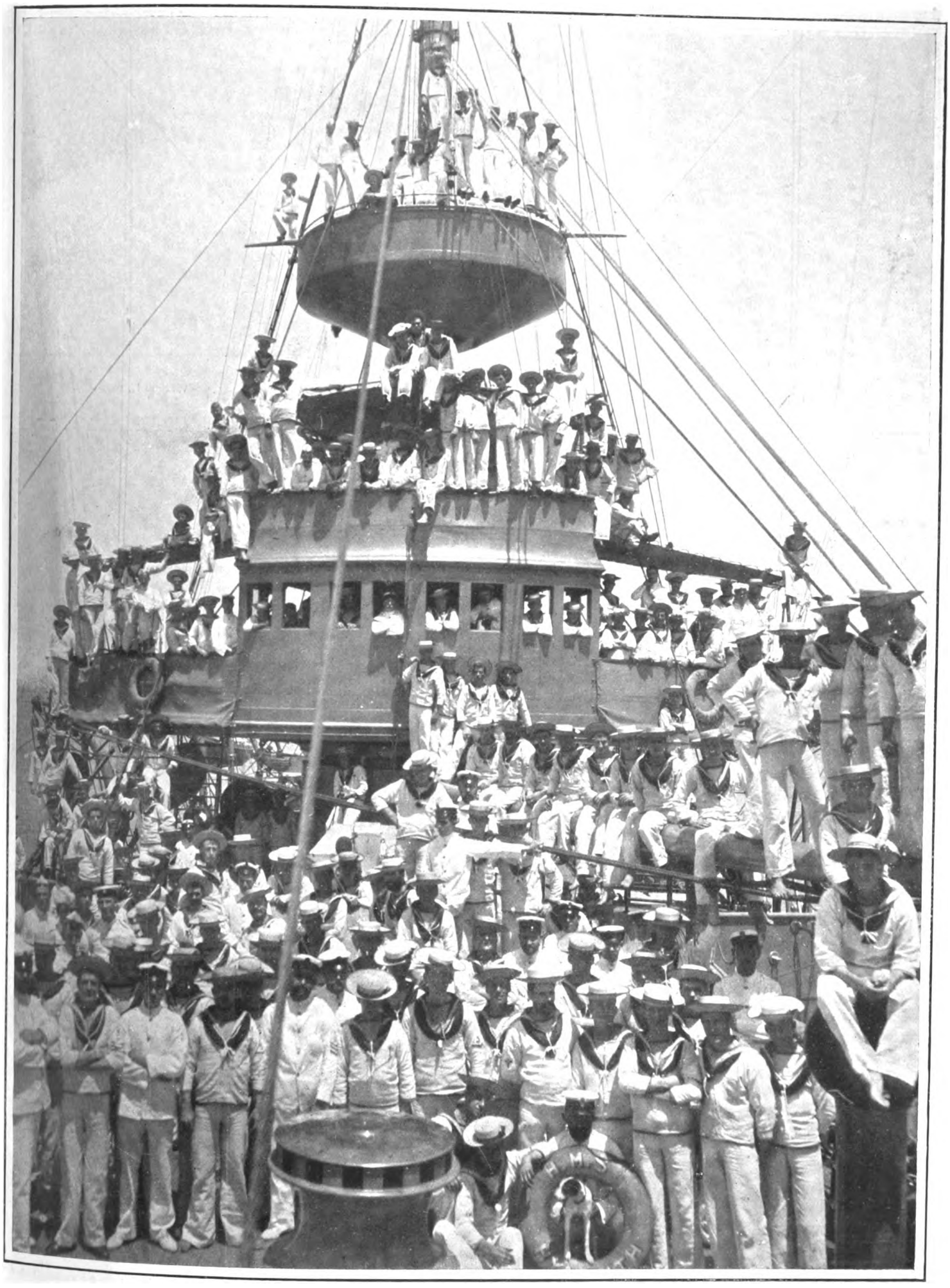
# THE SERVICES.



*Bourne and Shepherd.*

THE CREW OF THE "HYACINTH."

The "Hyacinth" is a protected cruiser of the "Highflyer" class, and the flag-ship of Rear-Admiral Atkinson-Willes, the Commander-in-Chief on the East Indies Station. She was commissioned at Devonport in July, 1903.



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# IN AID OF WESTMINSTER HOSPITAL.

MRS. CALVERLEY BEWICKE.
William I., 1066-1087.

MISS LAURIE.
William I., 1066-1087.

MISS TURNER.
William I., 1066-1087.

LADY HARGREAVES BROWN.
Henry V., 1413-1422.

MISS H. BRIDGE.
Henry III., 1216-1272.

LADY PEEL.
Henry IV., 1399-1413.

MRS. CYRIL SPOTTISWOODE.
Caxton Stall.

MRS. L. BROWNING.
Caxton Stall.

COUNTESS OF YARMOUTH.
Charles I., 1626-1649.

The great historical bazaar, which has been organised by the Duchess of Buccleuch, the Duchess of Norfolk, and other distinguished ladies, in aid of the funds of the Westminster Hospital, in the enclosure of Dean's Yard, will take place next week, and there is every prospect of the event proving a brilliant success. The stall-holders are all to be dressed in costumes representative of the various reigns of Kings and Queens of England.

(*From photographs by Messrs. Langfier, Old Bond Street, W.*)



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# SOME STALL-HOLDERS AT THE BAZAAR.

MRS. ALAN ERSKINE.
Charles I., 1625-1649.

A PURITAN GROUP.
About 1650.

MRS. WILLOUGHBY PEMBERTON.
Charles II., 1661-1685.

MRS. FERRIER-KERR.
James II., 1685-1688.

MISS INA WILSON.
James II., 1685-1688.

MISS LENA FANSHAWE.
George I., 1714-1727.

HON. RACHEL DE MONTMORENCY.
Edward VII.

LADY LANSDOWNE.
William IV., 1831-1837.

HON. KATHLEEN DE MONTMORENCY.
Edward VII.

In our illustrations we are enabled to give portraits of some of the principal stall-holders in costume. The hospital, which has been in existence for nearly 200 years, ministers to the wants of a crowded and busy neighbourhood. But the income of the hospital is annually over £10,000 short of its expenditure, and unless this state of things can be remedied, its work will have to be confined within very narrow limits.

*(From photographs by Messrs. Langfier, Old Bond Street, W.)*



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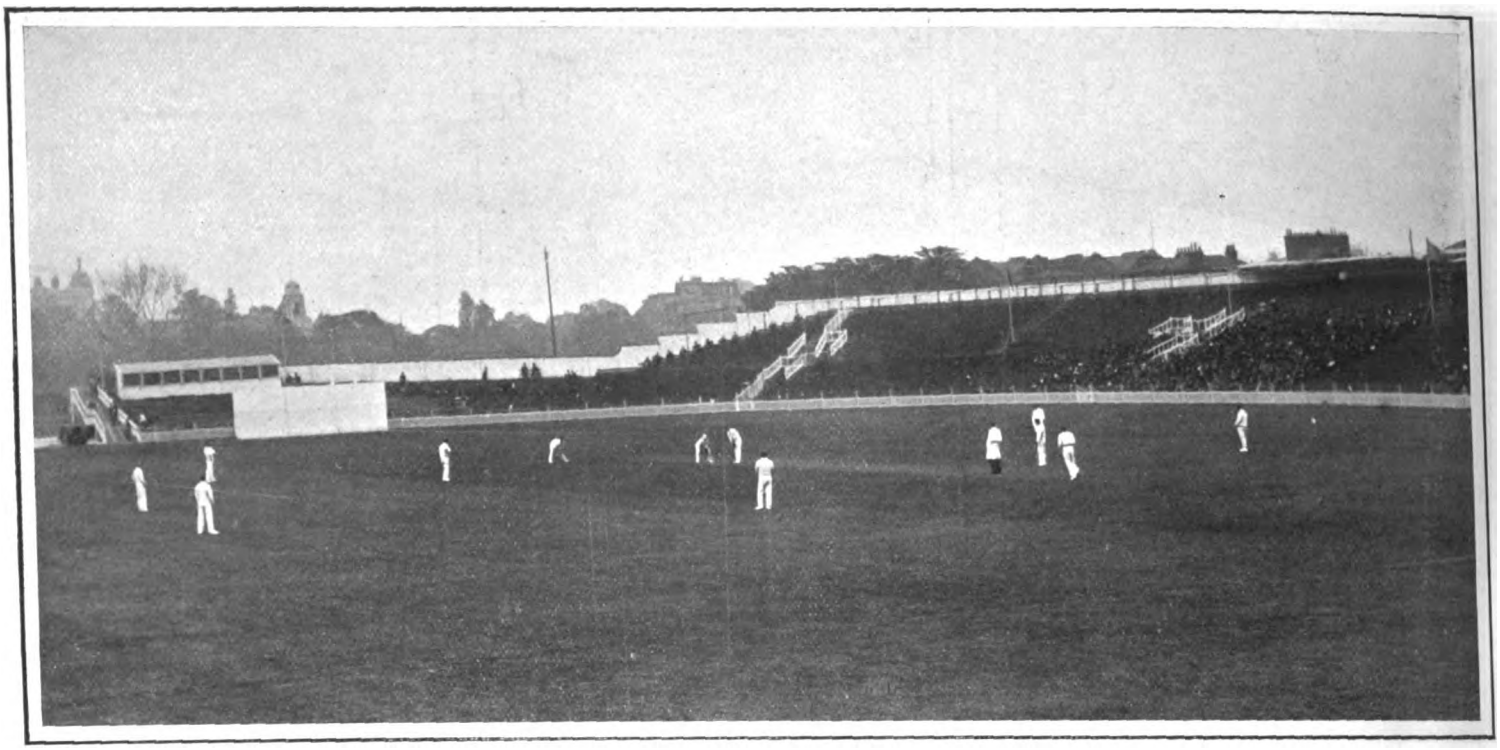
# THE CRICKET SEASON.

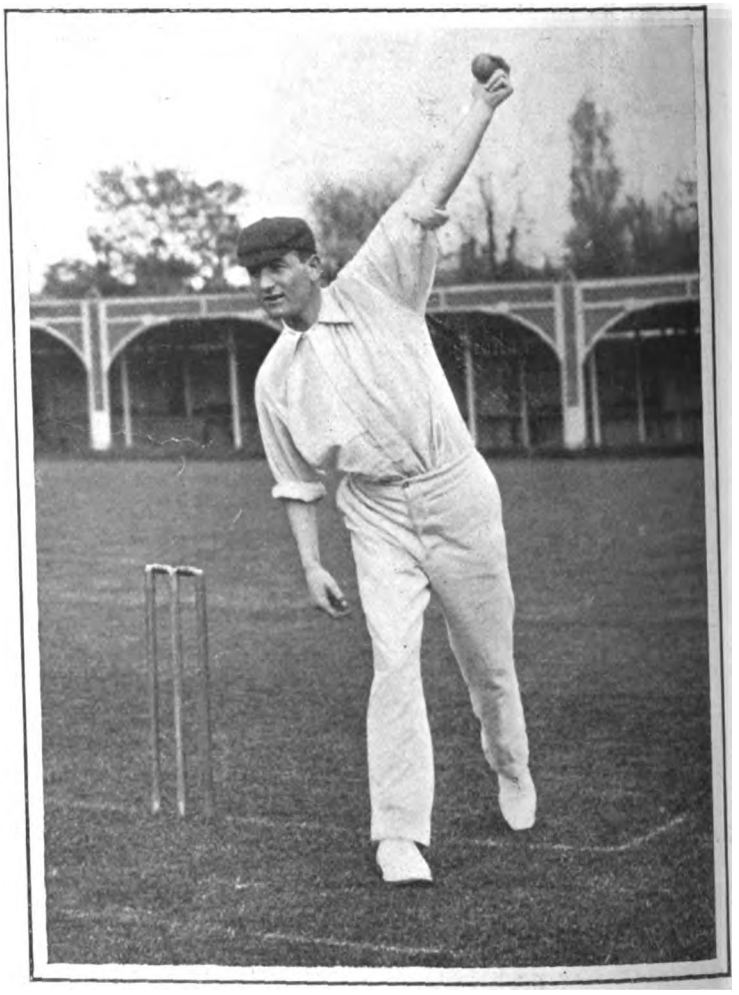


MR. C. B. FRY'S GREAT ACHIEVEMENT.

When the above photograph was taken, Mr. C. B. Fry, the famous old Reptonian-Oxonian, was in the course of achieving a record in the matter of scoring double hundreds in a first-class match. Messrs. W. G. Grace, R. E. Foster, and C. B. Fry had, previous to May 10, achieved the feat three times. By scoring 156 and 106 for Sussex *v.* M.C.C., Mr. Fry now stands alone in this particular matter, his actual figures reading: 1898, for Sussex *v.* Middlesex at Brighton, 108 and 123 not out; 1900, for Sussex *v.* Surrey at Brighton, 125 and 229; 1903, Sussex *v.* Kent at Brighton, 138 and 101 not out; 1905, Sussex *v.* M.C.C. at Lord's, 156 and 106. He has more than once scored a century first innings and 99 in the second. His latest double hundred was made without giving a single chance.

MR. P. F. WARNER.

Such is the irony of cricket! Here we have this well-known old Rugby boy going out with Mr. C. P. Foley to continue his innings after lunch at Lord's on May 9, when he made his record score of 204 for M.C.C. *v.* Sussex. On the next occasion he sallied forth from the same gate on to the same ground, with probably the same bat, boots, pads, and gloves on, he failed to score, and was out in the first over. He would not be a cricketer if he was not prepared for such a happening, for it is just this uncertainty about it that makes men hanker after cricket. In scoring his record score and the highest of this season, "Plum" gave no chance, and has seldom batted in more facile style.



F. TARRANT.

On June 1 another importation from Australia becomes qualified for an English county, Middlesex to wit, in the person of the left-hand bowler above depicted. He hails from Melbourne, and has this season started well enough by bagging Mr. C. B. Fry in each innings of his recent big feat at Lord's, clean bowled in the first and l.b.w. in the second. Tarrant is a good right-hand bat and not a bad fieldsman, so should be a great acquisition to Middlesex, especially now that Trott has begun to show signs of not possessing quite so much sting as of yore. Tarrant, like most slow left-handers, bowls round the wicket, rather wide out, and he has a very good slow ball, which, however, he is rather inclined to overdo.



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# Plays and Players.

*Ellis and Walery.*

"PANTALOON" AT THE DUKE OF YORK'S THEATRE.

Mr. J. M. Barrie's curtain-raiser, "Pantaloon," tells the story of a love match between Harlequin (Mr. Willie Ward) and Columbine (Miss Pauline Chase), and the revenge that Clown (Mr. A. W. Baskcomb), who was in love with Columbine himself, took upon Pantaloon (Mr. Gerald du Maurier). The young couple were turned out of doors, and left to shift for themselves. But when, a few years later, they crept back with a Baby Clown (Miss Ela Q May), Pantaloon forgave them and took them back into their home.

*Ellis and Walery.*

"ALICE SIT-BY-THE-FIRE" AT THE DUKE OF YORK'S THEATRE.

The above scene from Mr. Barrie's play shows the children before the home-coming of Colonel and Mrs. Grey. Cosmo (Mr. A. E. Matthews), the young "Britannia" cadet, and his sister Amy (Miss Irene Vanbrugh) are discussing the way in which they will greet their parents, and Amy's friend, Leonora Dunbar (Miss Lettice Fairfax), is assisting with advice. The opinions of the Baby and the Nurse upon the question are also forcibly expressed.



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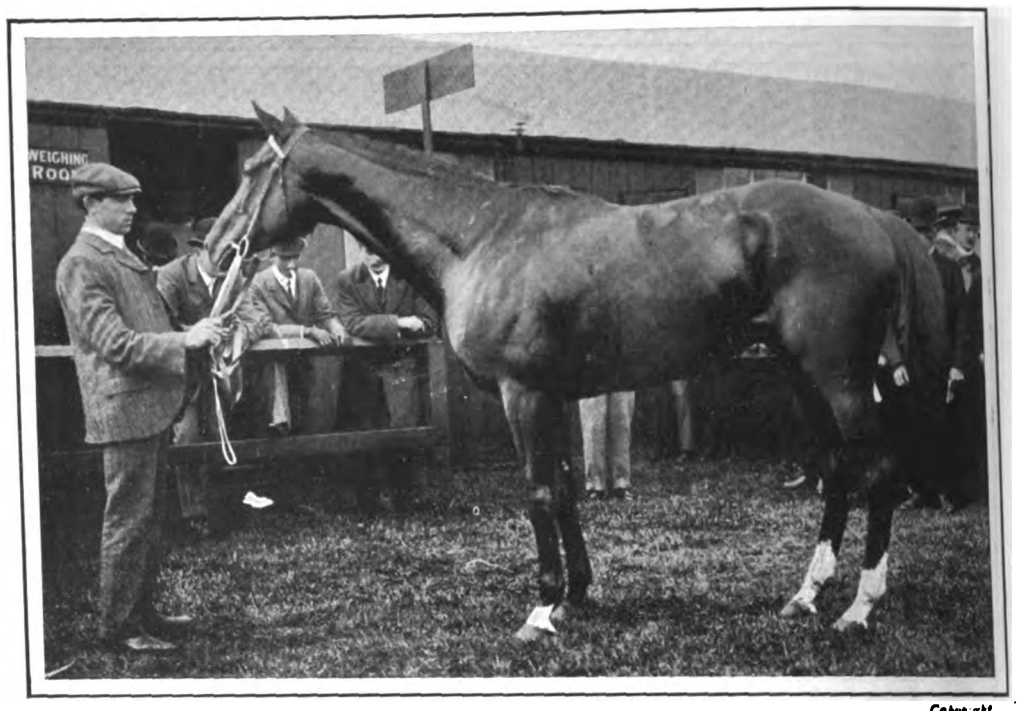
# THE RACING SEASON.

VERY pleasant was the weather at Chester on Tuesday, the 9th, when proceedings began with the easy victory of St. Ives in the Mostyn Two Year Old Plate, and her owner, Mr. Homan, could probably have won the race with his other entry, Noisy Bill, had he elected to start him instead of the filly. Powder Puff had no difficulty whatever in placing the principal race of the day, the Wynnstay Handicap Plate, to the credit of Mr. G. Tod, and old Chon Kina performed what I think is an unprecedented feat, by winning the Cestrian Selling Welter Handicap Plate for the third year in succession.

The Chester Cup is a good old-fashioned race, but its fortunes have somewhat waned with the passing of time. In 1852 forty-three horses came out to do battle for "the Cup," and twenty-six of them carried under 7-st., while to two of the remainder the handicapper had allotted less than 5-st. George Fordham rode Beniton in this race at 4-st. This year but ten horses could be found to gallop the two miles and a quarter round the Old Cup Course, and it can hardly be said that any animal of really high class was included among them. It is true that the glamour of a sensational and perhaps fluky victory in the Ascot Gold Cup of last year still attaches to the name of Throwaway. Palmy Days is a beautiful mare, but hardly yet at her best, and others of the field had been running over hurdles during the winter months. The race itself, however, resulted in a pretty struggle. Lynham on Throwaway (8-st. 12-lb.) was quickest away when the barrier went up, and strode along in front till about half a mile from home, when Imari (7-st. 4-lb.) ranged alongside and proceeded to tackle the leader, who made a gallant fight for victory, but weight told its inevitable tale, and with Mark Time (8-st. 13-lb.) joining in the fray, Imari forged ahead and won by three-quarters of a length, leaving Mark Time and Throwaway to finish second and third for the second year in succession. With regard to future racing it may be worth noting that Throwaway was meeting Mark Time on 11-lb. better terms this year than last. The remainder of the day's racing calls for little comment beyond noting that Eageress scored a popular win for the Duke of Westminster in the Prince of Wales's Welter Handicap Plate; and that in spite of a bad start Mr. Dugdale's Picton, hitherto known as the Hecuba colt, gave Mr. Thursby a comfortable winning ride in the Eaton Maiden (at entry) Two Year Old Plate. The value of the Great Cheshire Handicap, which was the principal item on Thursday's card, has been reduced from 1,000-sovereigns to 500-sovereigns, but no further money has been added to any of the other races, and it is, perhaps, doubtful if a wise course is being pursued by the executive of the meeting, and the addition of an extra selling race on "Cup Day" can hardly be classed as a popular innovation. The Pace Egger colt showed temper at the start for the race under notice and met with a very serious accident, kicking one of his hind legs right over the rails and becoming impaled upon one of the sharp spikes, which inflicted a terrible wound.



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MR. W. LOW'S IMARI, BY RIGHTAWAY—WINSOME CHARTERIS.
Winner of the Chester Cup.

If the attendance at Kempton Park on Friday, the 12th, was not a record one, the enclosures and stands were quite crowded enough for comfort, and the meeting was honoured on both days by the presence of his Majesty, whom everyone was delighted to see in the best of health and spirits. Brilliant racing and a series of disasters to backers were the chief characteristics of the opening day of the meeting; those who had the good fortune to witness it will not readily forget the finish between St. Brendan, Thrush, and Brother Bill for the Stewards' Handicap of 1,000-sovereigns, which resulted in the head victory of St. Brendan, with a short head dividing the other two for second and third places.

Not a few enthusiastic lovers of a good horse fondly hoped that Ypsilanti would carry his 9-st. 13-lb. to victory in the Jubilee Handicap on Saturday for the third time in succession, but it was expecting too much. Minting, it is true, won it with 10-st., but his warmest admirers can hardly claim that Ypsilanti is in the same class as Minting. Victor Wild won the race twice, and, like him, Ypsilanti was cheered by the public as he cantered down to the post to attempt an impossible task. There was some little delay at the start, but the competitors appeared to get off on fairly level terms, and most of the running was made by Housewife, with Fermoyle always handy; some scrimmaging took place at the bend, in which the top weight lost whatever chance he might have had. At the distance Ambition was in front, but was challenged by Fermoyle, and in a desperate race home only just managed to maintain his advantage by a short head, the third place being filled by Union Jack.

As far as future events are concerned, it is difficult to anticipate events a week ahead, but at Gatwick Sweet Mary will win the Worth Stakes, the Mart Plate should go to Giulan, in spite of his penalty of 16-lb., which brings the weight he has to carry up to 9-st. 1-lb. Melayr should go very near to winning the Alexandra Handicap of 1,000-sovereigns, with Airlie and Donnetta his most dangerous opponents.

CAURIRE.

W. A. Rouch.

MR. T. W. BLENKIRON'S AMBITION, BY PRIDE—PEGAWAY.
Winner of the Jubilee Stakes.



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# THE CHESTER MEETING.

W. A. Rouch

THE CROWD IN THE COUNTY STAND, CHESTER.

The Chester Meeting this year took place in the most delightful weather, and the crowd was one of the largest ever seen on the historic course. The County Stand, as will be seen in the picture, was packed to its utmost capacity, ladies in the brightest summer costumes forming a large proportion of the visitors,

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# PLAYS AND PLAYERS.

*Hana.*

MISS FRANCES KAPSTOWNE

Who is appearing with The Drolls and Mr. Herbert Fordwych of Aldwych at the Queen's (Small) Hall.

*Ward.*

MISS GLADYS GLYNN

Who appeared in the successful Irish musical play, "Peggy Machree," with Mr. C. E. Hamilton's company.

*Ellis and Walery.*

MISS SYBIL GLYNN

As Mme. Asani, in "The Darling of the Guards," has, with her sister, been appearing in "Peggy Machree."

*Rapid Photo Co.*

MISS ETHEL OLIVER

Who, it is announced, will make her reappearance in "The Spring Chicken," when that play is produced at the Gaiety.



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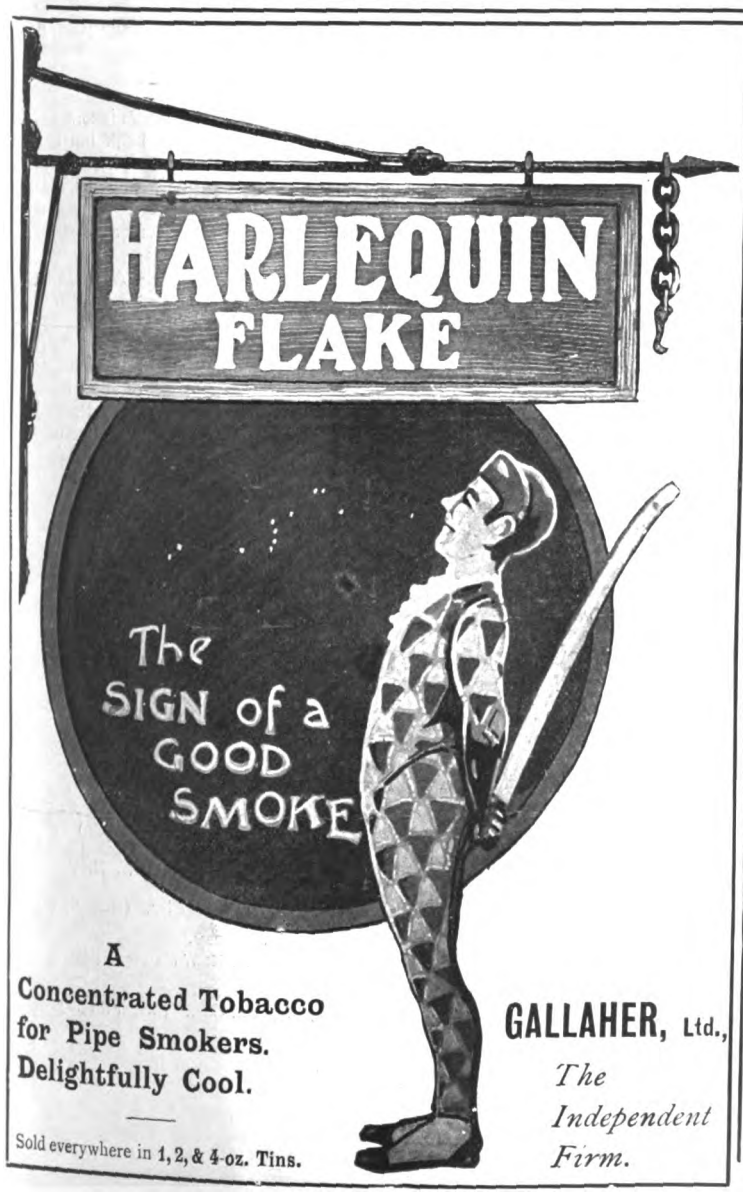


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# LITERARY NOTES.

IT is only of late that Naval officers have begun to write books on their experiences in war. Now we have from Lieutenant C. C. Dix "The World's Navies in the Boxer Rebellion (China, 1900)," published by Messrs. Digby, Long. Mr. Dix tells the story of those exciting times, when the Navies of the Powers set to, both by sea and land, and prevented a fearful disaster to the Europeans in Peking and elsewhere, which at one time was believed to have actually happened. He handles his facts in a plain and straightforward manner, which makes very agreeable reading, and sets everything out very clearly. After a preliminary chapter on the causes of the Boxer outbreak, Mr. Dix describes the capture of the vaunted "impregnable" Taku forts, and the events in Tientsin—its first siege by the Chinese, its relief, its second siege, and the fierce battle by which, after Admiral Seymour had gone down to Taku, the native city was captured. Mr. Dix was not a member of the force with which Admiral Seymour made the gallant but fruitless dash for the relief of the Peking Legations, but he was a member of the force that went to relieve Admiral Seymour, and had ample opportunities of learning the facts; and by no means the least interesting part of his book is the chapter which describes the adventures of Admiral Seymour's plucky little force of some 2,000 men. So far as we know this story has not been told so fully before. Mr. Dix was also engaged in the final advance to Peking and the relief of the Legations, of the siege of which he tells a lucid story. Altogether his book is a most creditable piece of work, and it has the advantage of being illustrated by photographs taken on the spot, which give details of costume and so forth not easily obtained elsewhere.

**The Boxer Rebellion.**

* * *

THE latest volume of Messrs. Newnes's Art Library is "Filippino Lippi." The introduction is contributed by Mr. P. G. Konody, a very interesting writer, who is quite at his best in the present instance. He begins by describing what is known of Lippi's life, supporting, so far as is possible, the authority of the much-criticised Vasari, and making use of the latest discoveries of Lippi's historians and critics. Then, after explaining how difficult it is to give a broad summing up of the work of this master of the Renaissance, he proceeds to write a very able and illuminative piece of criticism, which gives as good an account of the artist's work as could be found in a brief space. The list of the principal works of Lippi in public and private collections at home and abroad is well chosen and representative, and then follows what is, after all, the gist of the matter, some sixty-five reproductions of Lippi's pictures and frescoes. We have nothing but the highest praise for the manner in which these reproductions have been carried out. They are made from photographs, but nothing either of quality or detail is lost, and the book will be of the greatest value, both to students of art and as a work of reference on matters of composition.

**Filippino Lippi.**

* * *

ABOUT November last Captain Klado, while waiting to give evidence before the Paris Commission of Enquiry into the North Sea Incident, occupied his time in contributing to the *Novoe Vremya* a series of articles, attacking frankly and fearlessly the big-wigs of the Russian Navy. These articles have now been collected into a book, which Messrs. Hurst and Blackett publish under the title of "The Russian Navy in the Russo-Japanese War," translated by Mr. L. J. H. Dickenson. It is a plain-spoken book, exceedingly Russian in sentiment, and, indeed, showing the truest patriotism in an author who can so denounce his country's shortcomings. It is not a book that can be read with any pleasure in this country, because the author hates England as much as he loves Russia, and never loses an opportunity of saying so. But it can be read with the greatest interest, and affords an excellent commentary on recent events.

**The Russian Navy.**

* * *

AT this season of the year Spring Poets are rife, and very opportunely for their use there appears "The Rhymer's Lexicon," compiled and edited by Mr. Andrew Loring, and published by Messrs. Routledge. Here the young poet may find rhymes to his hand galore. Supposing, for instance, he desires to end his first line with "cuddle," he need not hesitate for a moment; if he turns to page 697 he will find all these to his hand, "fuddle, huddle, muddle, nuddle, puddle, ruddle, and scuddle." But, alas! even Mr. Loring has not been able to discover any rhyme for "love" but the old ones of "above" and "dove." But we have no desire, nor indeed reason, to make fun of a valuable and exhaustive piece of work, which has great philological interest in itself—an interest increased by the learned and comprehensive introduction by Professor Saintsbury, who contributes a kind of sketch of a subject which he is to treat at greater length and with authority in his forthcoming "History of English Prosody."

**For Spring Poets.**

* * *

A VERY neat and useful little series of art books is the Langham Series, edited by Mr. Selwyn Brinton, and published by Mr. A. Siegle. We have before us two volumes, "Rome as an Art City," by Mr. Albert Zacher, and "Italian Architecture," by Mr. J. Wood Brown. Mr. Zacher traces the history of Art in Rome from the classical period down to the present day, stating his facts clearly and comprehensively, and adding two interesting chapters on Rome as a school of Art, and the value of Rome to the modern tourist. His book is illustrated by sixteen well-chosen reproductions from photographs, a particularly fine one being the church of San Paolo Fuori. Mr. Wood Brown divides his subject into six heads—the architecture of Rome, by which he means ancient Rome, and the five orders—Basilican, Byzantine, Lombard, Gothic, and Renaissance. He, too, writes well and simply, with a full realisation of the connection between the architecture and the social life of a period, and his book is usefully illustrated. Other volumes in this excellent little series concern Bartolozzi, Japanese colour prints, Rodin, English caricature in the eighteenth century, Venice, and Nuremberg; while Mrs. Steuart Erskine has contributed a volume on London as an Art city. A volume on Millet is in preparation.

**Langham Series.**

PORTRAIT OF AN OLD MAN.

From the painting by Filippino Lippi in the Uffizi Gallery, Florence. One of the illustrations in "Filippino Lippi," in the Art Library Series, published by Newnes, Limited.

* * *

THERE is no question that the principle so commonly adopted by Messrs Cassell and Co., of issuing books in sixpenny or shilling parts, is both very tempting and very sensible, more especially when they make liberal provision for the binding of the parts when the work is complete. For this reason we have no doubt that their latest undertaking, a volume on wild flowers, of which we have received the first of forty sixpenny parts, will have an immense success. "Familiar Wild Flowers," by Mr. F. E. Hulme, is not a new book, but it has been revised and enlarged; and the illustrations, which are reproduced in colour, are certainly samples of very beautiful work. This first part contains a new feature in the shape of a valuable colour index, in which, by referring, for instance, to white, you find a list of all the white flowers, with references to the pages of the work on which they appear.

**Familiar Wild Flowers.**

* * *

MESSRS. WARD, LOCK, AND CO. have recently published the twenty-sixth edition, entirely rewritten and reillustrated, of their pictorial and descriptive "Guide to London and its Environs." So far as we have tested the book, it is completely accurate, and it is most interesting reading, for the more one knows of London the more one realises one's ignorance. Not a page of this book but has something of historical, literary, or artistic interest; it is fully and pleasantly illustrated; it has a large number of clear and useful maps; and such humdrum details as railways and hotels, times of admission and so forth, are given clearly and fully. A man who could pass an examination in the matter of this book would be a remarkably learned person. *A propos* of the "Guide to London" we may mention Warrens' "London Cab Guide," an invaluable work, which gives all the information possible about London cabs and their fares, and will enable the most timid of old ladies to resist any attempt at extortion. Extortionate cabmen are rare, as it is only fair to confess; and that Mr. Warrens publishes his cab guide as much in the interest of the driver as of the fare is clear from the inscription "Kindly remember the driver," which he puts in three languages at the top of each page.

**A Guide to London.**

## *BOOKS TO READ.*

**Fiction.**

Roger Trewinion, by Joseph Hocking. (Lock.)
Seth of the Cross, by Alphonse Courlander. (Nash.)
A Cheque for Three Thousand, by A. H. Vesey. (Arrowsmith.)
A Dark Lantern, by Elizabeth Robins. (Heinemann.)

**History.**

The Sword of Islam, by A. N. Wollaston. (Murray.)

**Poetry.**

Cricket Songs, by Norman Gale. (Alston Rivers.)

**Sport.**

Rifle and Romance in the Indian Jungle, by Captain A. I. R. Glasfurd. (Lane.)

**Naval.**

The World's Navies in the Boxer Rebellion (China, 1900), by Lieutenant C. C. Dix, R.N. (Digby Long.)



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# Leaves from a Collector's Note-book.

## THREE CENTURIES OF BRITISH BROADSIDES.

THE term broadside or broadsheet is singularly comprehensive. It includes the proclamations of Sovereigns, the promulgation of weighty measures of State and the declaration of wars, as well as the dying speeches of malefactors, the ephemeral addresses of politicians great and small, and the rudely-printed patriotic ballads, both Naval and Military, which bore the same primitive illustrations in the days of Nelson and Wellington as they did in those of Marlborough and Sir Cloudesley Shovell. The broadside was born of the Spanish Armada, fostered by the literary and political controversies of the Civil War, took a fresh lease of life during our long life-struggle with Napoleon, and finally died of inanition under the combined influence of the introduction of railways, the abolition of the newspaper tax, the ever-increasing prosperity of the cheap Press, and the discontinuance of public executions. The broadsheet, either as a whole, or in one or other of its varied forms, *e.g.*, the political, the poetical, the dramatic, and so forth, presents a subject of great fascination to the collector, who is still able to add to his store from all sorts of out-of-the-way sources. While some broadside collectors classify their treasures according to their subjects, others prefer to arrange them under the reigns or periods in which they were printed. It is in the contemporary broadside that the future historian of English social life will find his principal supply of useful information. It is much to be regretted that their real value was far too little known or appreciated by the writers of the earlier days of the Victorian era. The collection of broadsides in the British Museum is one of the finest in the world, and it is to be deplored that the fruits of the late Colonel Grant's long and energetic labours in the same field were dispersed at his death, although Mr. James Tregaskis vainly tried to dispose of them as a whole, at a much less sum than that which they afterwards fetched when sold singly. From the Caxton Head came the very rare broadside and portrait of the prototypes of the Siamese twins, Lazuz and John Baptist, who flourished in 1637, when they were exhibited in the Strand. In the important sale of the library of the late Mr. John Scott, which took place at Messrs. Sotheby's six weeks ago, figured a probably unique series of Scotch Jacobite broadsides, in addition to a number relating to the Revolution of 1688. Another notable broadside is that published by order of Oliver Cromwell after the battle of Worcester, offering £1,000 reward for the apprehension of the fugitive King *de jure*. It is exceedingly rare, and formed one of a unique set of early Commonwealth proclamations sold by Messrs. Puttick two years ago, and is still preserved unbroken in a private collection. Another remarkable broadsheet is that by which Queen Anne proclaimed a General Fast on the breaking out of the hostilities which were to crown John Churchill with laurels and make him Duke of Marlborough. The broadside hobby is by no means as expensive as stamp-collecting or the accumulation of historic medals. In their recent catalogue Messrs. Maggs offer for sale *en bloc* a broadside collection of a very interesting and representative character. An enumeration of some of its contents may be pardoned, as it will at once demonstrate that variety of subject which forms one of the most agreeable and attractive features of the pursuit of this particular form of collecting. We have amongst the 300 items of this particular collection the following rare examples of the "sheets" which entered so largely into the life of our ancestors of the seventeenth and eighteenth centuries:

Swift (Dean) The Tale of a Nettle in Verse, *Cambridge*, 1710
Wild (R., D.D.) A Poem upon the Imprisonment of Mr. Calamy in Newgate
Purcell (D.) Lovely Charmer, a Song with Music, and others by him
Purcell (H.) A Song set to music
Sir Hugh and the Maiden, a ballad
The Guernsey Garland
The Genius of True Englishmen, a ballad
A Satyre against Mankind, in verse
The New Letanie, in verse
The Jesuit's Justification
Poem to his Majesty, 1679
The Politick Squire, in verse
Prison Groans of Southwark Malefactors
Song of Hunting of Chevy Chase
Poem upon Nothing
The Cook Maid's Garland, and many other interesting items
Rowe (N.) Original Prologue to the Fair Penitent
Carey (Hy.) Ballads, with music
Indulgence Pleniere de Clement XI., 1760
Durfey (T.) The Jolly Miller
Franklin (Dr. Benj.) The Way to Wealth, *Lond., circa* 1750
The Thief Taker Taken, or Jonathan (Wild) Unveiled, *portrait and five views*
The Danger is Over, in verse, 1701
A Poem on the Art of Printing
New Year's Gift for the Rump
Protestant's Petition against Popery, in verse, 168.
Ballad of the Cloak
Divine Poem, by M. Wells, 1684
The Jesuit's Character, in verse, 1679
Martyrdom of Charles I., 1648
The Wine Cooper's Delight, in verse, 1681
Act of the Commonwealth Parliament to appoint Commander of London Forces, 1650
Proclamation of Charles II. respecting the Execution of Charles I., 1660

A true Picture and Story of two Brethren borne in Genoa in *Italie*, 1620. the one called *Lazar*, the other *John Baptist*, both at this present living, and to be seene in the Strand at *London*, 1637. Decemb. 6.

*Historia. Enigmatis de gemellis Genoa connatis, Anno salutis nostræ* MDCXX. *in unum coalescentibus, quorum major* Lazar, *minor* Ioh. Baptista, *ad sacrum Fontem nominati, vivis bodie & miranda London monstratis* An. MDCXXXVII.

Solutio Ænigmatum.

Imprimatur &c. *Baker.* Decemb. 6. 16

See heere two Brothers, Twinnes, yet one they be.
One, yet two heads, three legs, foure hands hath he.
Each hath a body, both but one, two-foul'd
VVhether or no, I dare not boldly hould.
The Childe, a pineous, hideous, Infant blinde,
VVhether the mind wants eyes, or eyes want minde;
Is seene, but sees not, fed, but never eates,
His speechlesse mouth, takes neither drinke nor meates:
Nor eares, nor eyes, nor feet, nor hands, can do
Such offices as Nature fram'd them to.
Ever a burden to his loving brother,
Ever a Childe, nor ere like to be other:
The bigger to the lesse, a servant and Compeere,
A Comfort, and a Porter him to beare.
A friend, a nurse, a mother to him, whom
He beares and fosters at his tender wombe,
The brothers health and life on brother lyes,
The brothers syle with brothers syle complyes.
Such brothers rare, such friendship wondrous rare,
Such as the world can hardly shew a paire.
All the Spectators flocking to this scene,
VVonder, and aske what may this wonder meane.

*The Key and Morall of this Riddle.*

Loe heere th'English of this Latine Monster,
This prodigie, prodigious thus I conster,
See here the lively Picture in this Table,
The clearest Embleme of the Romish Babel:
Clergie and Laity, th'infant hath in one,
Blind both in faith and true Religion.
Both alike foolish, and like wretched live,
VVhat life implicit Colliers faith can give?
Their heads have reason as this Monster hands,
Their heads and reason both for Cyphers stands:
VVhat ever they beleeve or know is nought,
Vnlesse the Pope do ratifie their thought:
His yea, and nay, what ere the Scripture saith,
Must be the standard Canon of their faith:
On him depends their soules, their faith, their all,
His Chaire falling, how can they but fall:
Oh wofull case where blind do leade the blind,
VVho can them helpe, but both destruction find.

London Printed by *A.M.* for *Robert Milbourne*.

THE FAMOUS TWINS OF 1637.
From a very early broadside.

It is curious to note that some of our best-known songs first became famous through the broadsheet, but ballad-collecting will be dealt with in a separate article. It is at present the most popular form of the broadside hobby, and is often subdivided under such headings as Political, Naval, Military, etc. Broadside collecting has certainly one great advantage. Shams and "duffers" are practically unknown, and reprints when they do occur are easily recognisable. The number of known broadsides far exceeds 100,000. Those relating exclusively to Napoleon and the Napoleonic wars run into hundreds, and may very well be made the subject of a separate collection. An American collector is said to possess between 7,000 and 8,000 "dying speeches and confessions," while another confines his attention only to rewards offered for the apprehension of absconding offenders. It would be curious to know if the Charles II. broadside is made to come under that category.

It is a happy coincidence that Oak Apple Day (May 29) should be the date at which commences the sale of the Philbrick Library, with its wonderful series of "Eikon Basilikes" (the book which would have saved the life of Charles I. if it had appeared three months earlier), Walton and Cotton's "Anglers," and the Fables of La Fontaine. Judge Philbrick, has been known for at least a quarter of a century as an ardent and judicious book buyer, and the dispersal of his collection by Messrs. Sotheby should attract purchasers from all parts of this country, the Continent, and America, especially those who are interested in the early and the beautiful bindings of Royer, Payne, and others, works on Art and relating to Napoleon, and last, but not least, such costly volumes as Ravenscroft's "Pinetum Britannicum" and a coloured copy of Griffith's "Palms of British India."

B.



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# THE KING'S COLLECTORS' REGISTER.

I.—Advertisements in this Register must refer to some **specific** object or objects.

II.—The charge for advertising is at the rate of twopence per word, and no advertisement can be accepted of less than twelve words. The price of an article, or group of figures, count as one word.

III.—Should advertisers wish to illustrate their advertisements, blocks will be made free of charge, provided good photographs are supplied, but the space occupied by block must be paid for at the rate of 10s. per inch.

IV.—In all cases name and address must be counted and paid for.

V.—These advertisements must always be **prepaid**, and cannot, under any circumstances, be inserted unless accompanied by remittance for the amount.

VI.—In the event of advertisements being too late, or being crowded out of the ensuing issue, they will be inserted in the following issue.

VII.—**Advertisements must be written on one side of the paper only.**

VIII.—Advertisers can have replies to their advertisements sent c/o THE EDITOR, Antique Dept., THE KING, and in these cases, name and address (which must be paid for) should be written on the **back of the advertisement** sent for insertion.

IX.—If several objects of various kinds are included in one advertisement, it will be put under the heading of **Various.**

X.—Stamps will be accepted for sums up to 2s. 6d. Above that sum Postal Orders should be sent, made payable to George Newnes, Ltd., and crossed Capital and Counties Bank.

XI.—Remittances cannot be acknowledged unless a stamped addressed envelope is enclosed with the order.

XII.—In replying to "Wanted" advertisements, it is advisable to send the fullest particulars of the article mentioned, and, when possible, a rough sketch of same.

XIII.—The proprietors reserve to themselves at all times the right of refusing any advertisement, without giving the reason for so doing.

XIV.—All communications relating to the Collectors' Register must be addressed to THE EDITOR, Antique Dept., THE KING, 3, Southampton St., Strand, W.C.

**Before sending Money or any Article on approval, Advertisers are advised to satisfy themselves as to the *bona fides* of Correspondents, for which the Proprietors cannot be responsible.**

## WANTED.

### AUTOGRAPHS AND LETTERS.

Following autograph letters wanted: — Beau Brummel, Captain Gronow, Frederica, Duchess of York, Mary Anne Clarke. Good prices given.—823, THE KING'S EXCHANGE.

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Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

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Cotton's "Voice from Waterloo," first edition, in original boards.—165, THE KING'S EXCHANGE.

Freemasonry. "The Book of Constitutions," first edition, with frontispiece.—166, THE KING'S EXCHANGE.

Catalogues, in good condition, of the Naval Exhibition at Chelsea in 1891.—167, THE KING'S EXCHANGE.

Guides and Histories of the Isle of Wight.—168, THE KING'S EXCHANGE.

## WANTED.

### CHINA, GLASS, EARTHENWARE.

Old Earthenware decorated with subjects relating to the Navy, Napoleonic Wars, or Freemasonry.—516, THE KING'S EXCHANGE.

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Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co., London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

XVIIth Century Caricatures and Broadsides relating to Baptists.—246, THE KING'S EXCHANGE.

Caricatures illustrating the Attorney-General's Charges against Queen Caroline. Colonial copies wanted.—247, THE KING'S EXCHANGE.

Theatrical Prints by any of the following publishers:—Bailey, 1802-1808; West, 1811; Clark, 1821; Hodgson, 1822-1838; Dyer, 1825-1840; Fairburn, 1800-1837; Straker, 1829; Floyd, 1830; Skelt, 1832-1870; Green, 1834-1860; or Webb, Park, Reddington, and Matthews.—248, THE KING'S EXCHANGE.

Good Impressions with good margins of engravings of old London, especially Covent Garden, the Temple, the Strand, Lincoln's Inn.—249, THE KING'S EXCHANGE.

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A good Specimen of Rock Tapestry. Period about 1640.—410, THE KING'S EXCHANGE.

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Bath Tokens issued by Turner, coach contractor, between 1770 and 1800.—747, THE KING'S EXCHANGE.

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# Motoring Notes.

THE Scottish Trials, which came to a conclusion on Saturday last, proved to be by far the most important motor event ever organised north of the Tweed. It was also remarkable for the fact, somewhat rare in the annals of competitions of this description, that only one car out of the forty-four entrants failed to put in an appearance at the start. As we anticipated, a few of the machines found the celebrated Cairnwell Hill too steep to be surmounted with a full load; but in justice to those who lost marks at this point, it should be remembered that a double S turn, with a gradient of 1 in 6·5, is such an exceptional occurrence on a British road that one might drive for years without meeting so severe an obstacle.

* * *

The first day's run from Glasgow to Dundee, by way of Edinburgh, Stirling, and Perth, a distance of 136-miles, presented no particular difficulties, the route being chosen rather with an eye to advertising the cars, and displaying their controllability in the great cities. Tyre troubles were very numerous, and most of the stoppages were due to this cause. As marks were not deducted for time spent in tyre repairs, unless the total for the four days exceeded two hours, thirty-three cars may be considered to have made non-stop runs, including the De Dion, Cadillac, Darracq, and light Wolseley, the four entrants in the single-cylinder class. The regulations for preventing reckless driving or excessive speed were of a most stringent character and strictly enforced.

* * *

The second stage was from Dundee to Aberdeen, *viâ* Glenshee and Braemar, and included the ascent of the Cairnwell Pass, which rises 2,200 ft. above sea-level. This route took the cars into the heart of the Highlands, and provided a severe test of their hill-climbing capacity and the efficiency of their water-cooling and brake equipment. Forty-two cars started from Dundee, the 16-h.p. Martini having voluntarily retired on the previous day at Edinburgh. All reached their destination within the schedule time.

* * *

Friday's run was the longest in the trials, the cars having to cover the 181 miles of road between Aberdeen and Pitlochry. The roads were again found to be in very bad order, and tyre troubles were very numerous. An accident of a very unusual nature occurred during the day, a car of almost unknown make fracturing its steering gear and upsetting by the roadside, luckily without very serious results to the occupants. The final stage, from Pitlochry back to Glasgow, which brought the total distance up to 595 miles, included some very trying climbs, notably the ascent of Loch-na-Craig Hill, which has a rise of 979-ft. in 3¼ miles, with gradients varying from 1 in 10 to 1 in 50, with an average of 1 in 17. There was also the winding hill between Glen Kingras and Glencroe, which goes by the name of "Rest and be thankful."

* * *

It is impossible in the space at our disposal to more than summarise a few of the results. In the single cylinder class the four entrants mentioned above all made four non-stop runs, so far as the mechanism of the cars was concerned. The Darracq lost one minute owing to a driving stop, and the Wolseley had numerous tyre troubles.

In the two cylinder class only the 16-h.p. Albion obtained full marks, but the 12-h.p. Clement, the 12-h.p. Wolseley, and the 12 h.p. Gladiator showed excellent form, and, excluding tyre troubles, only lost a few minutes each. In the three and four cylinder class the following cars suffered no loss of marks for mechanical defects: 16–20 h.p. Humber, 20-h.p. Ariel, 24-h.p. Mors, 14-h.p. Minerva (five minutes replenishing), 16-h.p. Argyll (driving stop three minutes), 24-h.p. Germain, 24 h.p. Thornycroft, 12-h.p. Richard Brasier, 30-h.p. Belsize, 15-h.p. Brooke, 20-h.p. Vinot Deguingand, 12 h.p. Gladiator, 12-h.p. Argyll. The fastest times in the hill-climbs appear to have been made by the 24-h.p. Thornycroft, the 24-h.p. Mors, and the 20-h.p. Ariel.

* * *

The first stage of the Algiers to Toulon race resulted in an easy win for "Fiat X.," the smallest and lowest-powered boat engaged, which arrived at Port Mahon nearly four hours ahead of any of the other craft. There were seven starters, "Fiat," "Mercédès C.P.," "Mercédès - Mercédès," "Quand Même," "Camille," "Malgrè-Tout," and "Heracles," each of whom was convoyed by a French destroyer. Involuntary stoppages were somewhat frequent, except in the case of "Fiat X.," which is reported to have made the run with only two stops to take in fresh supplies of petrol. The total distance from Algiers to Port Mahon is 195 nautical miles, which the winner covered in 13-hr., or an average speed of 15-knots. The second stage of the race was postponed for a week, but the boats were caught off Toulon in a heavy sea, and the majority were sunk, although at the time of writing it was reported that no lives were lost.

*Underwood and Underwood.*

**IN THE HARBOUR AT ALGIERS.**

Some of the motor-boats which took part in the recent race from Algiers to Toulon. "Fiat X.," the second boat from the right of the picture, was an easy winner of the first stage of the race, although it was the smallest and lowest-powered boat engaged. She is one of the two survivors of the second stage from Mahon to Toulon, when the remainder were sunk by the heavy seas off Toulon.



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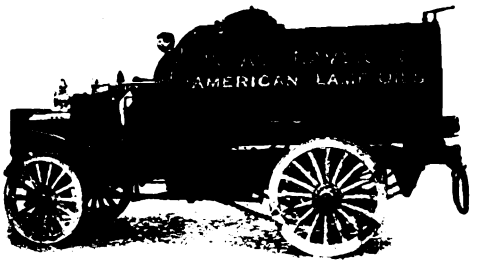


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"I think I have got the carburation of my 15 h.p. as near perfect as possible. Yesterday I ran 81 miles at least, including a run to Southend and back on three gallons of petrol. This works out at 27 miles to the gallon. We went down a hilly, twisty route, via Brentwood, Billericay and Rayleigh, in 1hr. 40mins., and back with the wind in 1hr. 35mins., 38 miles each way, three passengers. I drove easily, letting her sprint on the straight pieces."

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**THE ARIEL MOTOR CO., Ltd.,**
**127—130, LONG ACRE, W.C.**

# 81 MILES ON 3 GALLONS, 27 MILES TO THE GALLON




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# *Fashions of To-day & To-morrow.*

THE approaching summer toilettes have rarely been so fascinatingly graceful and charming. I have seen several most delightful gowns destined for seaside and river wear, all most simply but artistically designed and carried out in deliciously cool and refreshing colourings. This is decidedly an Englishwoman's most advantageous season of the year, for I always think our English type of beauty looks its best in light and dainty colours, especially our young girls, who have such an indescribable air of freshness and charm, rarely met with elsewhere. Certainly the gowns this year promise to be most picturesque.

Some sweet muslins, and embroidered lawns in white and delicate tints, that I saw the other day, were being made for river wear, and are admirably adapted to show off the lines and curves of women who indulge in the healthy and becoming pastime of punting. These were charming in their simplicity, with full, gracefully flowing skirts and fitting draped bodices, with dainty Indian muslin fichus, caught carelessly together with knots of ribbons or bunches of flowers to correspond with the trimmings of the hats, the one in cream embroidered lawn, and the other in tiny white and black check muslin. These are for a well-known puntist who passes her summer at this enjoyable and healthy pastime, and her charmingly developed figure is a welcome sight indeed as she glides past.

For present wear, Mancus of 9, New Bond Street is once more months ahead of other firms in introducing novelties. He has, amongst other gowns, a very fine white faced cloth costume, with full skirt and the new "Mandarin" coat, which is one of the latest designs, trimmed with Irish lace. The front falls straight, and has long wide shaded ribbons which tie at the neck. The black velvet hat and white ostrich plumes make a pleasing contrast to the dead white of the gown.

Another new creation of his is the corselet skirt, which gives the effect of the "princesse" robe, and is moulded to the figure. The pretty short bolero and new sleeve are very quaint and becoming. This is made in dark blue faced cloth; but, carried out in canary cloth with amethyst trimmings, was most novel and artistic, and has been immensely admired.

*A CHARMING COSTUME IN WHITE FACED CLOTH.*
(Mancus, New Bond Street.)

China blue is one of the favourite new shades of blue, which is being very much used just now, and is trimmed with pale rose colour. The combination is very popular. White will, as usual, be very much in evidence; also all the pastel shades. Black and white are always seen, but as the summer grows nearer the white and pale tints predominate.

In reference to the increasing demand for corsets for gentlemen, one correspondent, who signs himself "Small Waist," and has the courage to own that he has worn corsets for fifteen years and feels the benefit therefrom, asks for further information on the subject. I can only say that for evening dress a great many men are wearing these "health supports," and I am told, when once they get accustomed to them, they cannot do without them, for they find such comfort in the wearing of them that they adopt them entirely and dispense with suspenders altogether. Independently of the comfort, they are undoubtedly an improvement to the figure, and reduce corpulency. For men whose occupations necessitate much standing, these supports are really invaluable, as they do away with the inclination to stoop, and they straighten their shoulders and back unconsciously, and find both their digestion and appearance materially improved. If "Small Waist" would like to see the "health supports" I mention and compare them with his "corsets," I will give him the address with pleasure where the same can be seen and made to measure.

The old superstition that opals are unlucky seems to be dying out, for this is decidedly the favourite "stone" just now, both for men and women. An evening dress that was being made for a very special occasion had the bodice studded with these precious stones, and I hear that the jeweller who supplied them had been collecting them for some time, so as to get them all the same size and shape. Jewels and lace of all descriptions are the favourite trimmings for evening bodices. For day wear embroideries, both self and multi-coloured, are very much used for dressy occasions. For morning wear simplicity is the keynote.

At last we have adopted the practical short skirt, even on dressy occasions. In fact, so much has it become the fashion that, in describing some of the toilettes worn at Kempton Park, one of the daily papers mentioned one lady who wore a "short blue serge skirt"—I trust for the lady's sake this was not her "only" article of clothing. There were some very elegant white cloth and serge dresses worn, and plain voiles, trimmed with the same colour silk strappings, were much *en evidence*, with the inevitable feather boas and lace scarves. As for the flowers on the hats, seen *en masse* from above, they resembled huge flower-beds; they certainly made a gay impression, but this rather exaggerated mode makes the head look a little overweighted. However, we must adhere to the extreme of fashion in this, I suppose. A charming Directoire coat in stone grey, with its many caped collars and linings of reseda green satin, looked very *chic* on a well-known Frenchwoman, who knew how to wear this delightful garment, and attracted much attention. The new Russian net flouncings for renovating silk under-skirts are very practical, and in black with coloured velvet ribbons are a very welcome change for wet and doubtful days, and if not worn too long will stand much hard wear, too.

R. D.

*(From a photograph specially taken for this paper by Miss Mabel Lomnitz, 26, Victoria Street, S.W.)*



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# THE KING'S MENU.

### SALADE DE SAUMON A LA PARMENTIER.

For a pound and a-half of cold cooked salmon make half a pint of mayonnaise or mavonnaise verte, meanwhile letting the fish—cut into neat pieces free from skin and bone—marinade in a little fresh olive oil, vinegar, pepper, and salt. When the sauce is ready (and it should only be prepared just before the salad is to be served, or the oil in it will become rank if exposed to the air long beforehand), arrange the fish in a dome shape in the centre of a flat china dish, mask it with the mayonnaise, and arrange round a garnish of small olive shapes cut from new potatoes, cooked carefully, and allowed to get cold before using. Some people like the fish mixed with shredded cos lettuce heart leaves as well as the potato garnish.

### PETITS POULETS AUX LEGUMES NOUVEAUX.

Truss two small spring chickens as for roasting, dust them over with a shallot, and season them inside with salt and powdered rosemary. Have ready a large casserole (if an earthenware one is used one can get them for 2s. or so each at Shoolbred's, Tottenham Court Road, W.C.), melt three ounces of butter or well clarified beef dripping in it, then fry the chickens in this till lightly coloured, turning them about that they may be evenly done. Now pour off the fat, add sufficient good stock, mixed with a spoonful or two of light wine if possible, to reach halfway up the chickens, put the cover on the casserole, and stew gently in the oven till done, basting them from time to time. Meantime have ready some carefully-cooked green peas, small olive shapes of young carrots and turnips, and when the chickens are done these can either be added to them in the casserole and served altogether in this, or the chickens can be dished up and the vegetables arranged round as a garnish, the stock thickened with roux, and a little Lemco added to enrich it, then sent to table separately in a sauce-boat.

### CREME DE RHUBARBE.

Cut up a pound of rhubarb and simmer it with enough syrup (made by boiling sugar and water together first) to cover it, together with the zest of a lemon. When quite soft rub the fruit through a fine hair sieve, melt half an ounce of fine leaf gelatine in the syrup, mix with the pulped fruit smoothly, whip in two gills of cream, whipped till stiff first, then pour into a wetted mould, or, better still, one lined with kirsch-flavoured jelly. Set aside on ice till the cream is firm, then unmould carefully. It is a great improvement if a wineglassful of kirsch is mixed with the syrup.

### OEUFS DE VANNEAU EN CROUSTADES.

Make some little oval cases of pastry (about 2-in. long), pipe them over with green butter, set a cold shelled hard-boiled plover's egg in each, and serve garnished with watercress.

### COFFEE.

Owing to the average Englishwoman's carelessness and indifference where "Kitchen Physic" for her household is concerned, coffee does not at present enjoy the popularity amongst us as a national beverage that it deservedly does amongst Continental nations. Did the Englishwoman realise, as the Frenchwoman does, the value of practical dietetics in keeping a household healthy (and, in logical sequence nine times out of ten, "wealthy and wise" as well), she would have found out long ago that coffee is the best daily beverage possible for a great meat-eating nation like ourselves. The reason, of course, is that animal food, including eggs, greatly increases the introduction and formation of uric acid, and all the evils this gives rise to, and at the same time, unless a great deal of active outdoor exercise is taken, prevents its being thoroughly thrown out of the body. Though it has not yet been determined which of the constituents of coffee it is that has such a curative or preventive action on the formation of uric acid deposits, we have clear proof of its enormous value in this respect by the immunity from all uric acid troubles—which include, of course, gout, rheumatism, gravel, and kidney disease—enjoyed by both the French and the Turks. Both these nations are great coffee drinkers, and they ascribe their immunity in this respect to their free use of the coffee berry.

Against the great national scourge of drunkenness, coffee is also one of the most effective weapons we can use, for, as the late Sir Henry Thompson pointed out, the use of coffee is almost symbolical of temperate habits, and if only really good well-made coffee was as general here as it is in France, there is no doubt we should see a great decrease in the national drink bill. As all smokers blest with a fine palate know, the aroma of good coffee "marries" perfectly with the perfume of fine tobacco, while this is not the case with either wine or spirits. It is only to the dull, callous palates of the uncultured classes of Great Britain and her Northern neighbours that the association of spirits and tobacco appeals.

Hitherto, of course, one great bar to more general coffee drinking has been that few servants can be trusted to take the necessary trouble to properly roast, grind, and blend it. This difficulty can now be met, however, by getting the "Pybal Kope" Rouble brand coffee powder, "fresh and fresh," direct from the Melata Agents, 17, Devonshire Square, London, E.C. It is put up in very convenient square tin canisters at 2s. 4d., 1s. 10d., and 1s. 6d. per pound, while sample tins will be sent, post free, for 8d., 6d., and 4d. respectively.

I would counsel those who suffer from headache, due either to nerves or uric acid (a far more general cause of headaches, by the way, amongst those with any rheumatic or gouty tendency than people generally seem aware of), to try the effect of a cup of this coffee, really strong and hot, before resorting to other less harmless remedies, such as cocaine or phenacetin tablets. I first tried coffee for headaches on the advice of Dr. Fernie of "Kitchen Physic" fame, and it is certainly both pleasant and efficacious in many forms of it. He also recommends a well-made infusion of freshly-roasted and ground coffee as being often a better restorative than alcohol in fever, while for sufferers from constipation a small cup of it, black and strong, should be taken first thing on awaking instead of the nerve-destroying matutinal tea.

### A LITTLE LUNCHEON FOR MAY.

SALADE DE SAUMON A LA PARMENTIER.

PETITS POULETS AUX LEGUMES NOUVEAUX.

CREME DE RHUBARBE.

ŒUFS DE VANNEAU EN CROUSTADES.

### *ANSWERS TO CORRESPONDENTS.*

GATEAU AUX FRUITS A LA CHANTILLY, ETC. (Scarlet Pimpernel). — For the cake you can use any nice cake mixture, one of the white ones flavoured with orange or almond being particularly nice, as is also a chocolate or coffee cake. Also you can obviously use small individual cakes instead of one large one, or make little cake cases, one for each person, out of slices from one of those great square cakes from which one buys pieces by the pound. Given a little time and trouble in preparing the meringue or icing wherewith to coat the cases, an almost endless variety of smart pretty sweets can be evolved by an amateur quite inexpensively. All the cuttings and odds and ends should be crumbled down and used for bavarois, puddings, or trifle. For a large cake cut the top off a nice cake and with a cutter stamp out the inside of the bottom part of it, to make a case with walls from three-quarters to an inch and a quarter thick all round and at the bottom; the thinner walls for a small cake, the thicker ones for a big one, as the weight of the filling of this will be so much greater. For the meringue to coat it with, one of four eggs and eight ounces of sugar will coat a good-sized cake. The whites must be whipped (not forgetting to add a pinch of salt) till so stiff that the whisk can be lifted clean out of them, or till they can be cut through with a knife. If *not* beaten long enough the meringue will be tough, as it will be if the oven was too hot. Pipe the meringue round the cake case, then stand in a slow oven till a pale biscuit colour, sprinkling icing sugar over the meringue just before it is quite done. It is then set aside till cold, and when wanted for table the case can be filled according to taste with a simple compôte or macedoine of fruit, a fruit salad, or a more or less rich fruit fool lightly iced, or to which has been added from a quarter to half an ounce of melted fine leaf gelatine for every pint of fool. Again, you can use ice cream or sorbet for the filling, or a Coupe Jacques mixture, *i.e.*, layers of two kinds of ice with between them shredded nuts, glacé or fresh fruit that has been marinaded first in wine or liqueur, and mixed with walnuts or pistachios. At this time of year a simple but very nice filling is made by peeling some Tangerine oranges, dividing these into sections, freeing these from pith and skin, sprinkling them well with maraschino syrup (1s. a large bottle from any good grocer or stores), putting these on ice and then filling the case with them just before it is to be served. Whipped cream, sweetened and flavoured to taste, piled on the top of whatever filling is chosen gives the cake the additional title of à la Chantilly, as the addition of a garnish of whipped cream does anything thus decorated. Thus if you have a gateau aux fraises (*i.e.*, a cake case coated with either icing or meringue then filled with a strawberry compôte) and you put some whipped cream on the top your cake then becomes a gateau aux fraises à la Chantilly. For the icing or glacé, suppose you have a white cake and an apricot fool or compôte for its filling, make an apricot glacé to coat the cake thus: Stir together on the stove four ounces of cane icing sugar with a tablespoonful of abricotine liqueur or noyeau syrup, and a drop or two of apricot yellow colouring, till warm and smooth, then use to coat the cake. With the orange filling given above you could use an orange glacé made by stirring a tablespoonful of strained orange juice with the four ounces of cane icing sugar and a drop or two of yellow colouring, till warm and smooth, then use.

GELEE D'ORANGE (Hawthorn).—In making this or any other jelly whose appearance depends on its clear brilliancy, be very careful that the pan it is made in, the scale plate, the measure, the jelly bag or straining cloth, and the mould itself are all absolutely free from the slightest speck of grease or dust, and, moreover, that the gelatine (which must be the fine leaf kind) is not touched with hot or greasy hands, as carelessness in any of these respects will prevent the jelly clearing properly. This understood, put into a delicately clean pan, sufficiently large to be only half full when all the ingredients are in, a pint of water, three gills of strained orange juice, and one gill of strained lemon juice, seven or eight ounces of loaf sugar, and an ounce and a-half of best leaf gelatine, and stir this all together over the fire till the sugar and gelatine are quite dissolved, but do not let the mixture become anything like boiling. Now add to it the whites and broken up shells of two eggs, and whip steadily till the mixture is not far off boiling, when stop whipping at once, when scum will begin to work to the top, and the mixture is allowed to boil for about five minutes, after which it is drawn to the side of the stove to stand for another five minutes before straining. Pour a quart of boiling water through the jelly bag or cloth before passing the jelly through it. When this has been done and the jelly cooled a little, stir in a gill or a gill and a-half of orange brandy, rum, or wine to taste, pour into the mould and put aside, preferably on ice, till set. If this jelly is required for filling a border mould, or for lining moulds for bavarois, creams, etc., increase the gelatine to two ounces.

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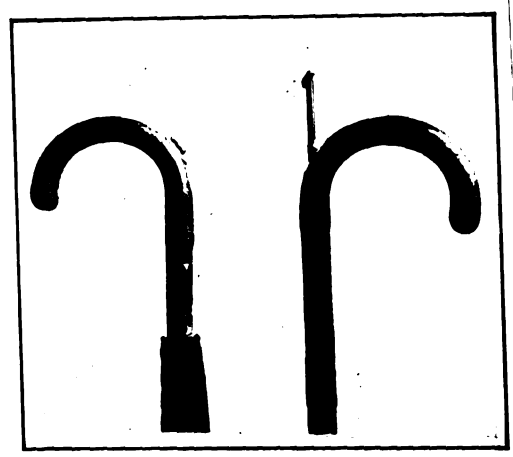

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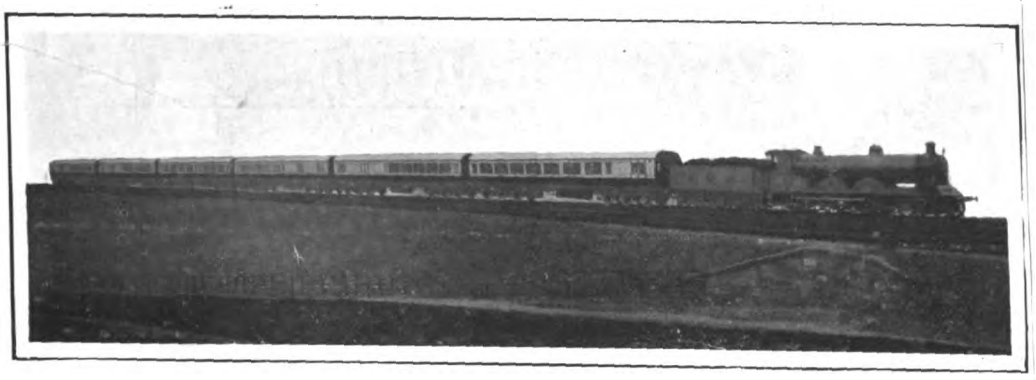

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## FOREIGN HOTELS.

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# THE GOLFERS' GUIDE.

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TENERIFFE
(PORT ORATAVA).

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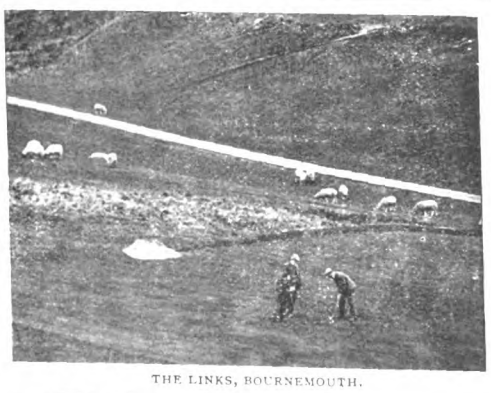

THE LINKS, BOURNEMOUTH.

BOURNEMOUTH.

## HOTEL MONT DORE.

WITHIN TWO MINUTES' WALK OF GOLF LINKS.

TUNBRIDGE WELLS.

## THE SPA HOTEL,

FOR COMFORT, CONVENIENCE, AND LUXURY.
Surrounded by its own Park of 65 acres and with splendid views over the Common. One hour from London.

BATHS of every description, including TURKISH, SWIMMING, AND ELECTRIC LIGHT. MASSEURS and MASSEUSE.

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Terms from MANAGER.

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LADIES' SPACIOUS COFFEE AND DRAWING ROOMS. PRIVATE SITTING ROOMS.

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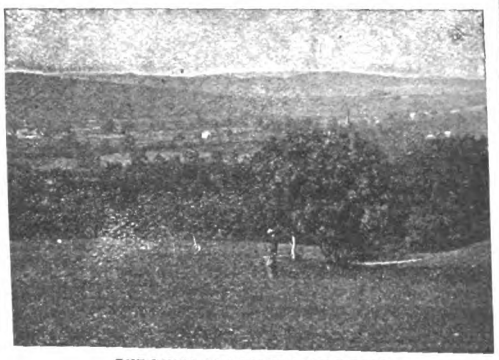

THE LINKS, LLANGAMMARCH WELLS.

LLANGAMMARCH WELLS, Breconshire.

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Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 10s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

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ADJOINING GOLF LINKS (18 HOLES).

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**WESTON-SUPER-MARE**

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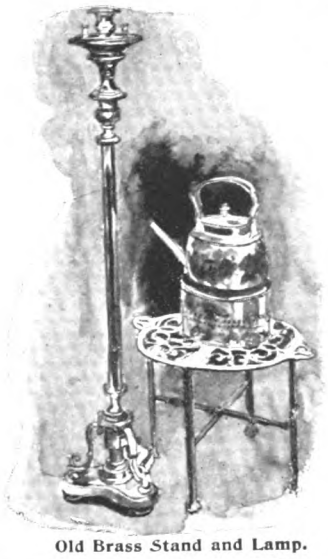

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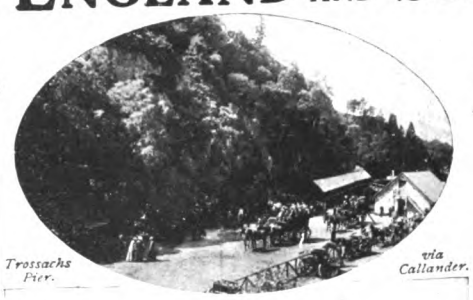

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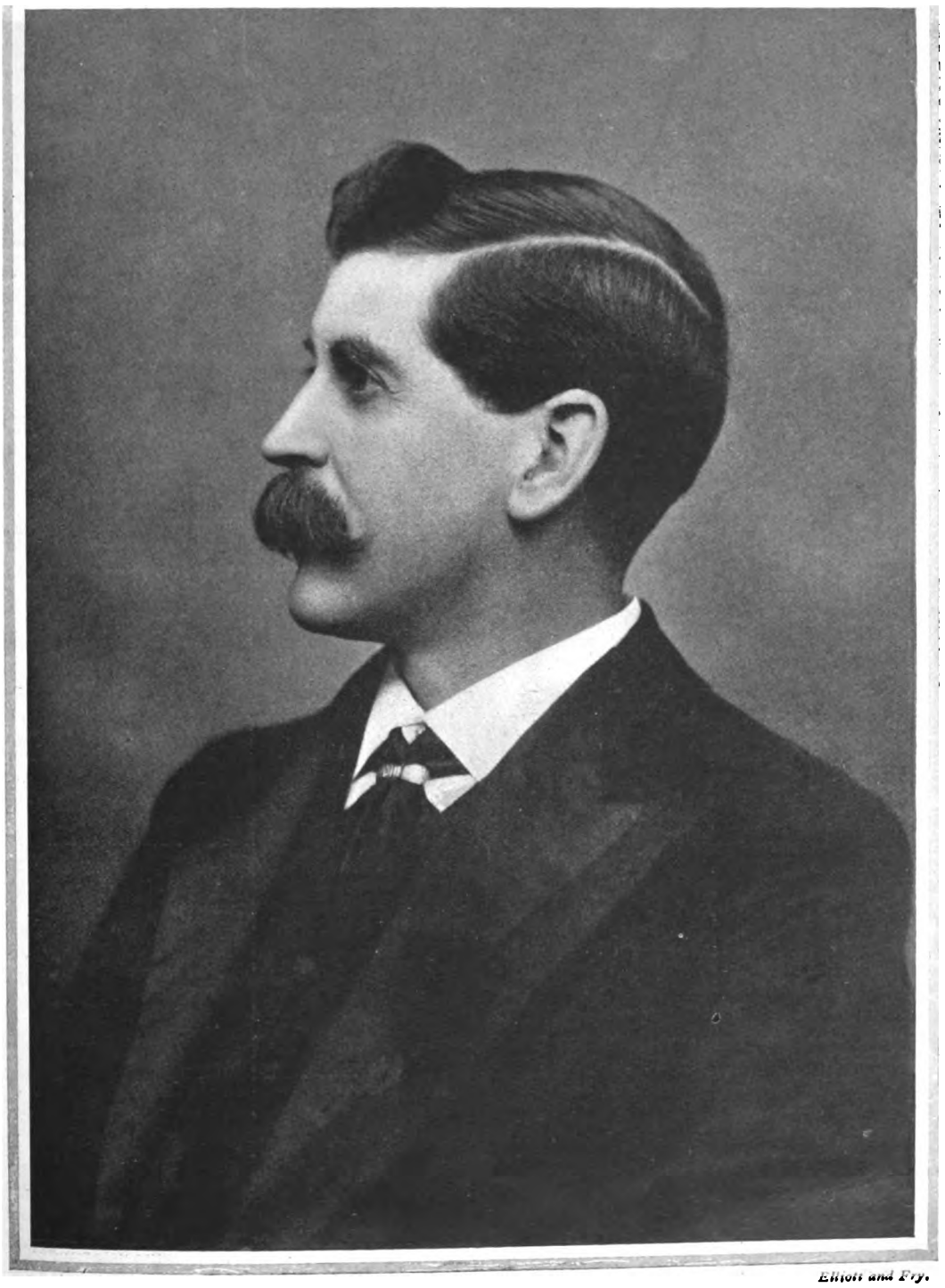
# THE SOCIETY OF FRIENDS AT LEEDS.


# THE KING

*AND HIS NAVY & ARMY.*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 434. SATURDAY, MAY 27th, 1905. PRICE 6d.

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MR. TIMOTHY DAVIES, L.C.C.

Ex-Mayor of Fulham, and Prospective Liberal Candidate for the Borough.

(*See page 259.*)

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY. THE SALON AND THE SERVICES.**

**Vol. XX. No. 434. Saturday, May 27, 1905.**

*Editorial Offices*—3, SOUTHAMPTON STREET, STRAND, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone*—*No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.

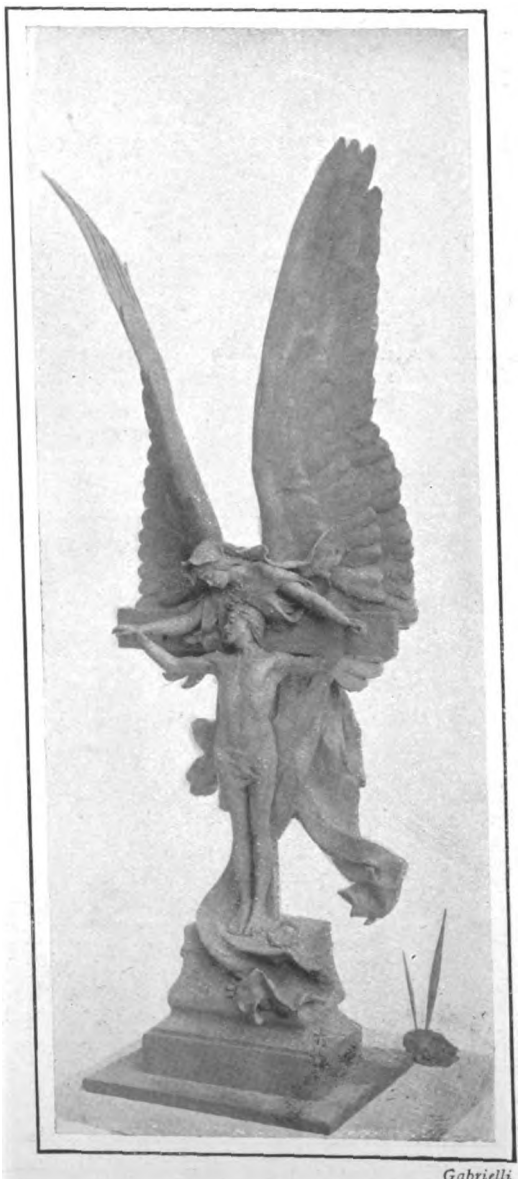
# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND EMPIRE DAY.—Empire Day this year is to be spent by King Edward as he would wish to spend it, among his soldiers, and at Aldershot he will inspect the troops of the Army Corps at work in the field. The open country between Woolmer Forest in Hants and Godalming in Surrey is to be the scene of a great mimic campaign, and the main interest will doubtless lie in the neighbourhood of Tilford and Waverley Abbey, where the King proposes to spend the day. Waverley Abbey was founded in 1128 by William Giffard, Bishop of Winchester, and passed a peaceful and useful existence as a monastery until Henry VIII. literally "played the old Harry" with these establishments, after which time it became the home of many notable people in succession. Tilford is a quaint and quiet wayside village, more notable for its stone bridges and its appearance under the name "Milford" in Edna Lyell's "We Two" than for visits of Royalty. But no doubt the loyal Tilfordians will know how to honour Empire Day with their Sovereign in their midst.

THE KING AS AN ADMIRAL.—The interchange of compliments between King Edward and King Alfonso has put the seal upon the friendly relations between Great Britain and Spain, which have led up to the eagerly-expected visit of the youthful monarch to this country. King Edward is already an Admiral *à la* suite of the German Navy, and holds rank as General and Colonel in most of the Armies of the world, and he will be proud to find himself an Admiral in the Navy with which in the early days of sea power we were so often and so honourably engaged. The fighting traditions of the British Navy prior to Trafalgar, it may almost be said, are those of the Navy of Spain, and there are names of Spaniards, officers, gentlemen, and seamen, in every sense of the words, that rank with those of Britain's sea heroes in the pages of Naval history. For King Alfonso, too, there is honour in his new connection with that Army of ours, which is a perennial subject for conversation with the fireside politicians, but which, when it becomes a case of deeds, not words, knows how to do its duty to-day as it did in the Peninsula, and as it did in all other parts of the world to which it has been sent. History is written, and old enemies are new friends. And the last state of this world is very much better than the first.

THE ROYAL RIVER.—Old Father Thames this year must put on his most smiling aspect, for the river season will be the most brilliant that has been known for many years past. The King's interest in all the pursuits of his subjects and his respect for old customs has led to a revival of the glories of Virginia Water, which has for some years past been sadly neglected, and this year he proposes to reintroduce the Virginia Water picnic with which the Ascot Race Week was formerly closed. And as a result, Windsor and its environs will be more crowded than ever for the great Ascot Sunday. To name the people who have taken houses for the season on the banks of the Thames would be to reprint a miniature Debrett, and lower down the river, in that part where the *habitués* are not pleasure seekers, but money makers, the Prince of Wales will, about the middle of June, inaugurate the steam-boat service. The river pageants which delighted our forefathers and made the Thames at London Bridge quite a gay sight on occasions no longer obtain, but the procession of thirty boats from Westminster to Greenwich, with the Prince of Wales's "flag-ship" in the van, should attract large crowds. And there is this to be said of the new vessels, they are more useful than ornamental. The reverse held good of the State barges in which the Princes of Wales of olden times made their progress on the river.



*Gabrielli.*

THE COLONIAL TROOPS' MEMORIAL.

Designed by Princess Louise, Duchess of Argyll, and unveiled in St. Paul's Cathedral this week by the Prince of Wales.

THE PRINCE AND THE TRAMS.—When he inaugurates the municipal service of steamboats on the Thames next month, the Prince of Wales will travel from Westminster to Greenwich by water, but the return journey will be made by land, transferring his flag, so to speak, to one of the London County Council trams, and thus returning through South London. The Prince, it will be remembered, inaugurated the system from Westminster to Tooting, and on that occasion, being accompanied by the Princess and the elder children, he insisted on paying fares, much to the amusement of those accompanying him. But it is not generally known that both the Prince and Princess have before this incident had experience of riding in public conveyances, and if he could not show enough 'bus tickets to win a prize in a *Tit Bits* competition, he could probably show more than any other member of the Royal Family. And his interest in all that concerns the welfare of the poorer neighbourhoods of the metropolis is once more shown by his determination to inspect the new municipal workmen's dwellings in Bermondsey. When we have the poor housed in the manner the King and the Prince have been working hard to see them housed there will be less work for the hospitals.



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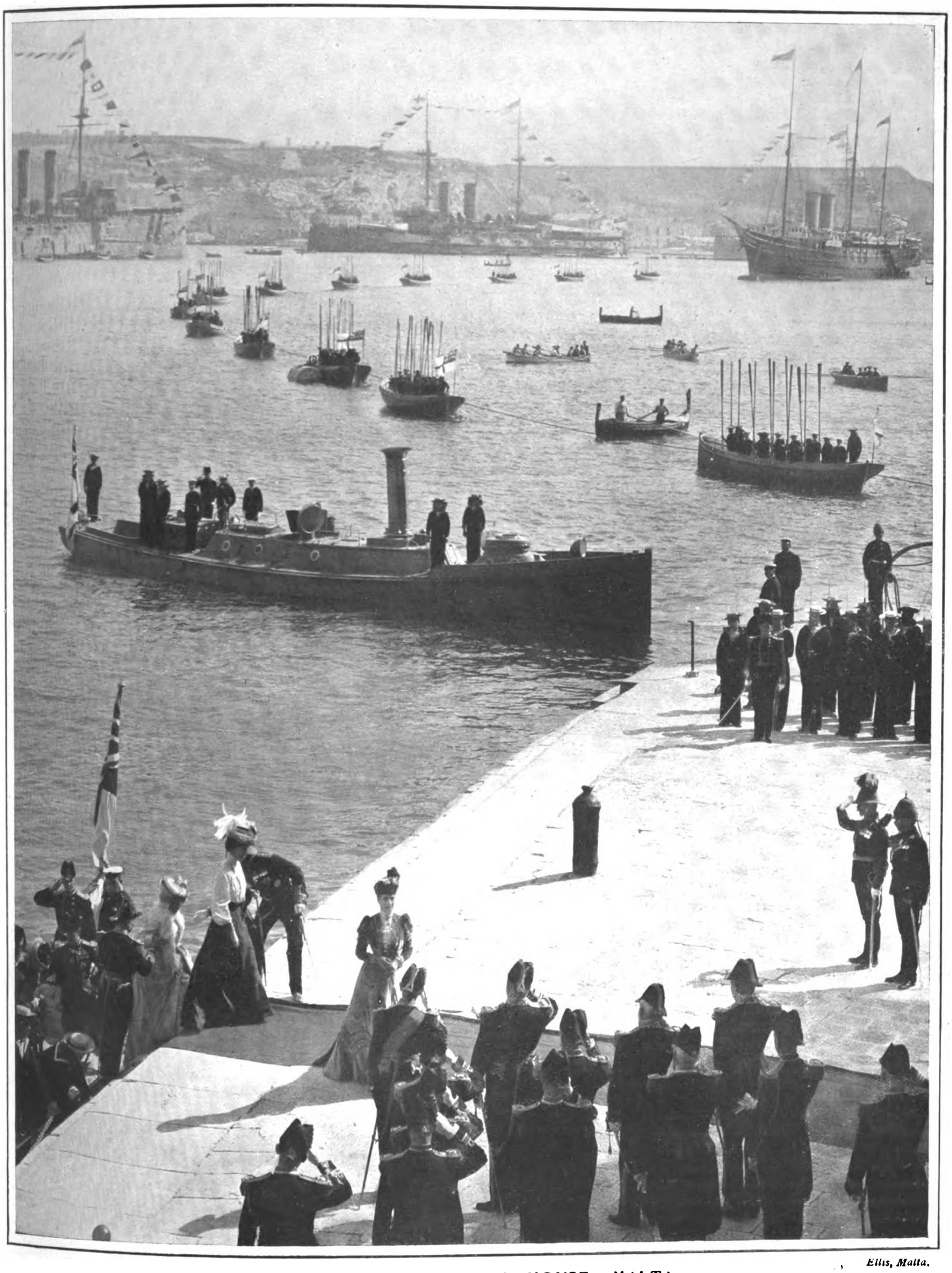
# THE QUEEN'S MEDITERRANEAN TOUR.



*Ellis, Malta.*

## LANDING AT THE CUSTOM HOUSE, MALTA.

The trip which Queen Alexandra has been taking in the Mediterranean in the "Victoria and Albert," with Princess Victoria, concluded with visits to Malta and Gibraltar, at both of which places she was loyally received. The tour has lasted over six weeks, and among the places visited have been Lisbon, Marseilles, Algiers, and Athens. With the return of the Queen to London the social season may be said to be in full swing, and a very busy season it promises to be for the Royal family.



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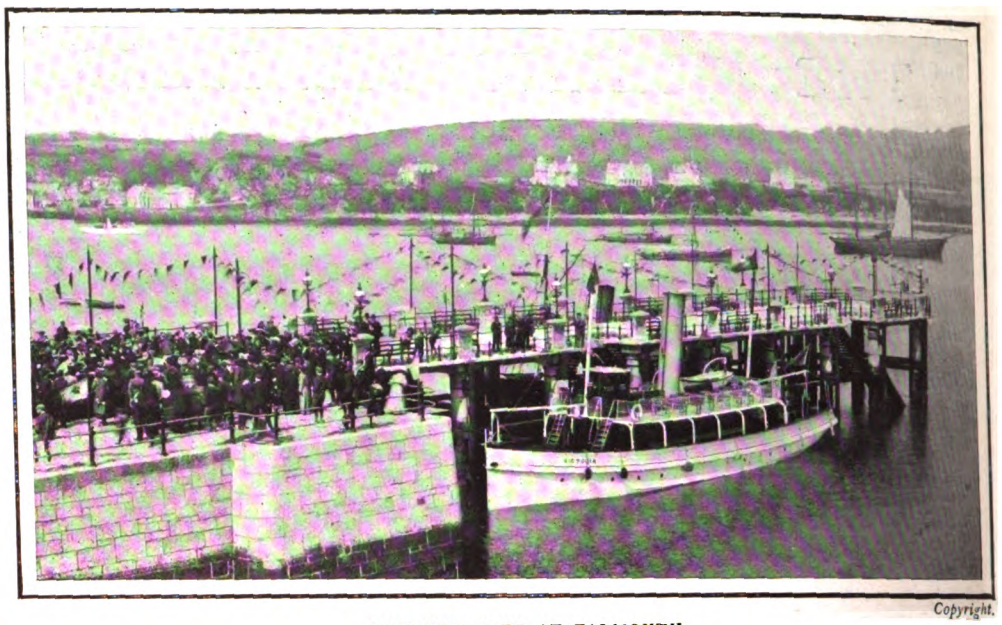
THE AMERICAN EMBASSY.—Next week the new American Ambassador will enter into possession of Dorchester House, which has been aptly described as one of the finest private mansions in London. It is by no means an old building, though it stands on the site and bears the name of a mansion which figured largely in the social history of two centuries. But the present house has played a large part in the social life of the past fifty years, and twice has been lent to the Crown for the reception of official foreign guests, at the time of Queen Victoria's Diamond Jubilee, and for King Edward's Coronation. The picture gallery is full of old masters, among them two Caraccis, which came with many others to England in the collection of the Duke of Lucca, Titians, Vandykes, and Murillos, and the collection is one of the finest in private hands in this country. The owner is, of course, Captain Holford, who has been equerry in waiting to the King since the beginning of the century, just as he was previously to the then Prince of Wales. The representative of the United States could not well find a more palatial residence than Dorchester House, or one in which he could better dispense the hospitality befitting the great country he represents.



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THE NEW PIER AT FALMOUTH.

The progressiveness of Falmouth is well illustrated by the opening last week of the new Prince of Wales's Pier. This handsome structure will be a great boon to the town.

*Hogg, Belfast.*

A YACHT CLUB MOTOR MEET.

To open the yachting season with a motor hill-climbing competition is a very unusual proceeding, but the Royal North of Ireland Club, which adopted this procedure this year, had the most successful opening of its career.

COLONIAL MONUMENTS IN ST. PAUL'S.—The monument to the Colonial soldiers who fell in the South African War is the first of its kind to be placed in St. Paul's Cathedral. It is in bronze, from a beautiful design by the Princess Louise, Duchess of Argyll, and at the unveiling ceremony this week by the Prince of Wales his guard of honour was a detachment of the King's Colonials, a corps unique in history. Not that there are no monuments to Colonials in the Cathedral. There are several, but they are to individuals. The first was a tablet to Captain A. Macnab, a Canadian, who was A.D.C. to General Picton at Waterloo, where they both fell. The next was a bust of William Bede Dalley, the statesman who despatched the Australian Contingent to the Soudan. The third was a bust of Sir John Macdonald, the maker of Canada. The monument to the Colonial soldiers who fell in South Africa has, therefore, noble precedents. It, however, honours all the Colonies equally, marking that epoch-making event in the annals of the British Empire, the gathering of all the British clans before the face of a common enemy on behalf of an Imperial interest.

THE "BREECHES" BIBLE. — Distinctive names have been given to a number of editions of the Bible, in consequence of curious misprints which have crept into them. But the copy of the "Breeches" Bible, which, by the will of Mr. Irving, a Windermere gentleman, has just passed into the possession of the King, has historical connections which make it doubly interesting. It formerly belonged to Henry Prince of Wales, eldest son of King James I., who died at the age of nineteen, and will be placed with the few remaining memorials of that Prince in Windsor Castle. Some of the departures from the sacred text which have given to these Bibles their curious apellations are, "Blessed are the placemakers" for peacemakers, and "The parable of the vinegar" for vineyard. Then, in addition, there are the "Treacle" Bible, which substituted Treacle for Balm, "the Wicked" Bible, which omits the negative in the Seventh Commandment, and the "Printer's" Bible in which David complains that "Printer's (princes) have persecuted me without cause."

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AFTERNOON TEA AT RANELAGH.

Three polo matches were played at Ranelagh on Saturday last in the presence of a distinguished company, and the scene on the ground during the afternoon was a very brilliant one.



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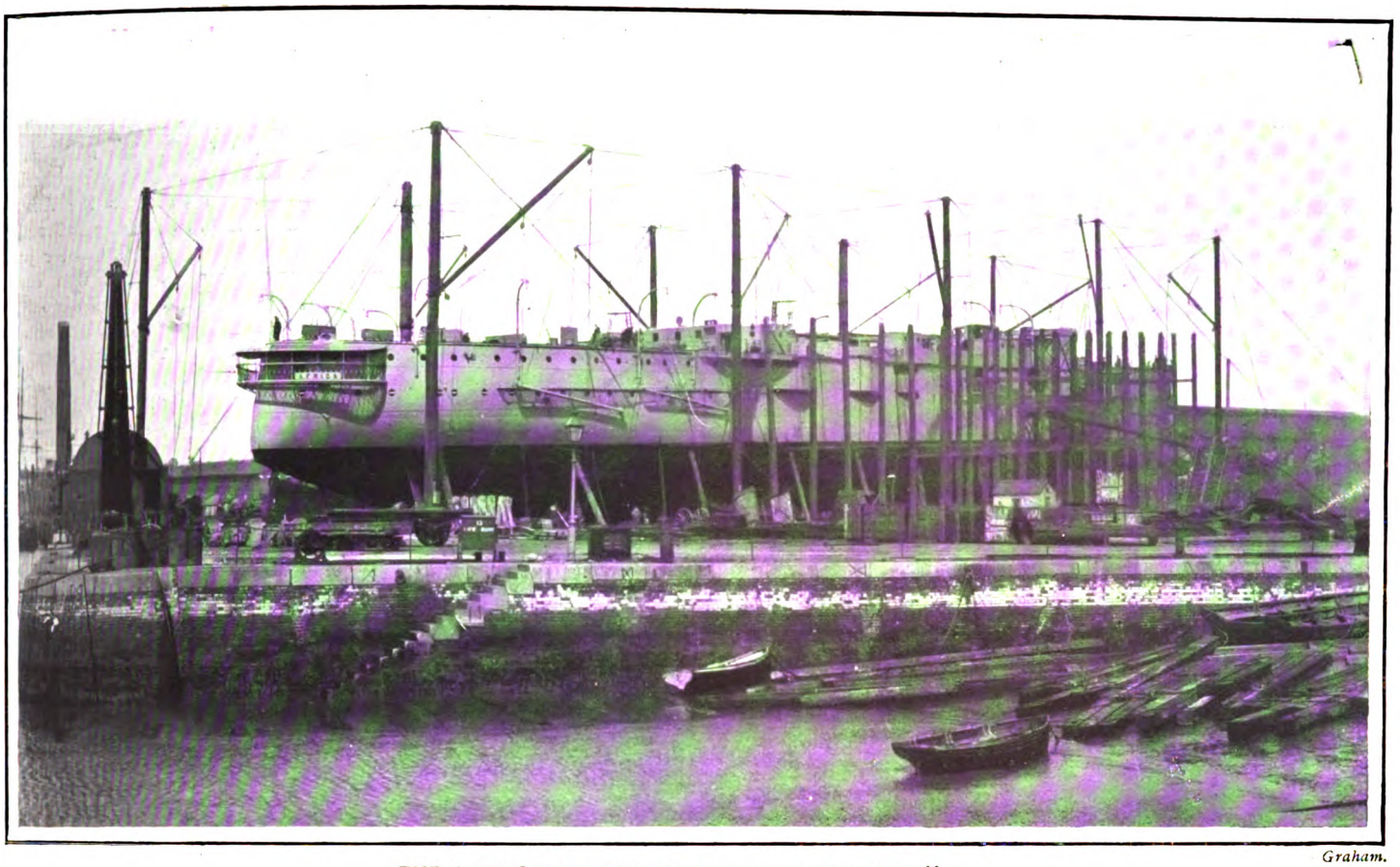
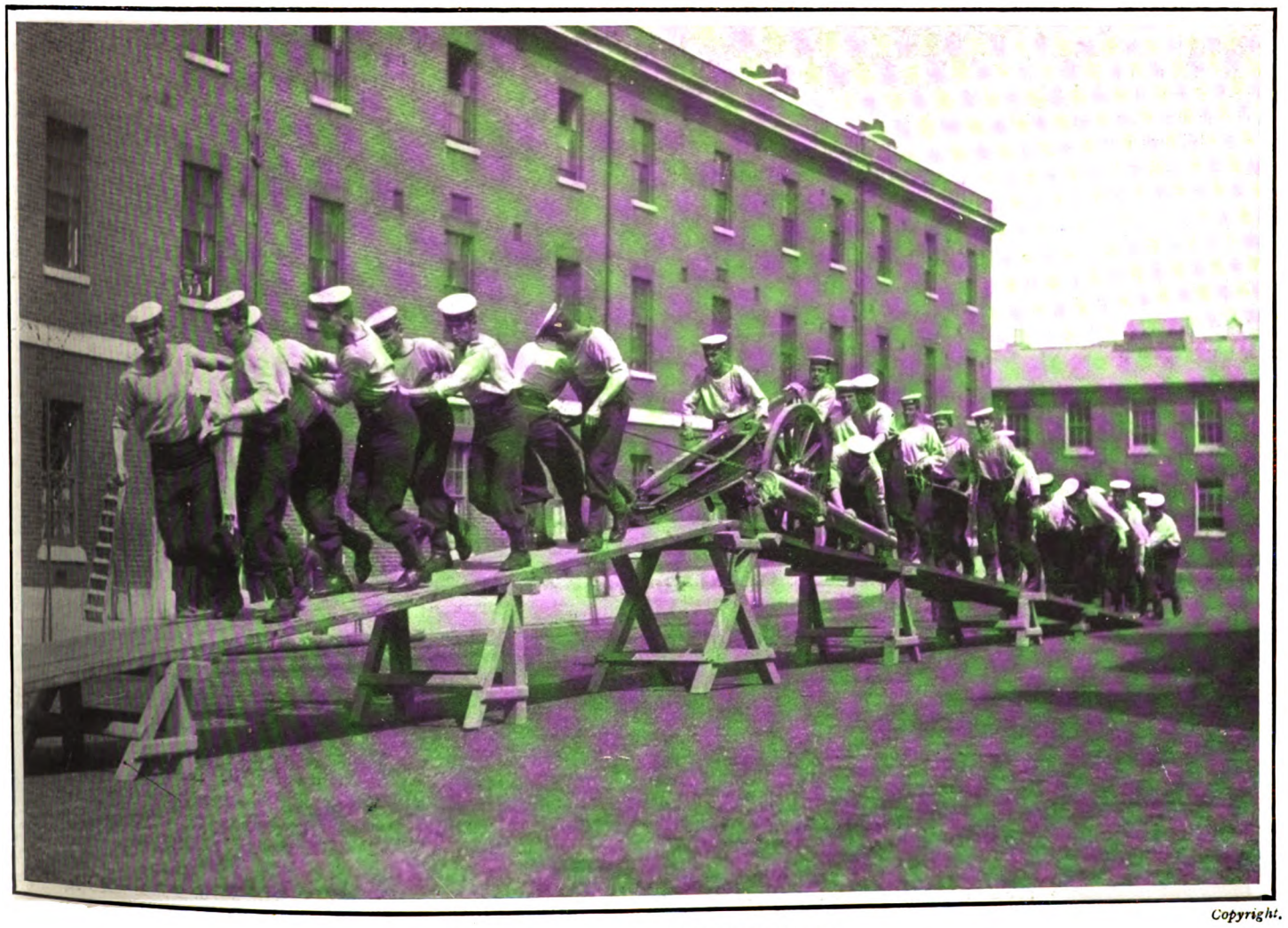
# TWO NAVAL FUNCTIONS.



*Graham.*

THE LAUNCH OF THE BATTLE-SHIP "AFRICA."

On Saturday last the new battle-ship "Africa" was launched at Chatham by Lady Londonderry, in the unavoidable absence of Lady Salisbury, who had undertaken to perform the ceremony. The vessel is of the "King Edward VII." type, and is the seventh of the class to take the water. There have been several previous "Africa's" in the Navy, the most famous of which served with Lord Nelson at Trafalgar on the port beam of the "Victory," and nearly abreast the foremost ship of the enemy. When completed, the "Africa" will probably join her sister ships in the Atlantic Fleet.



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SEAMEN AT GUN DRILL AT PORTSMOUTH.

A new feature is introduced this year into the gun drill which is annually exhibited by a squad from Whale Island at the Tournament at Islington. This is shown in the above illustration, where a narrow bridge is being negotiated by a gun team. As the gun, mounted on two wheels, is too large to be taken across the bridge, the piece has been unmounted, and slung on either side of one wheel, as shown in the illustration. The spare wheel is trundled across the bridge alone.



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SUMMER HOLIDAYS.—It seems yet early to be talking of the holiday season. There is much to be gone through before the halcyon days (they seem such in anticipation) when the cares of office can be put aside are due, but for some people the days of May are the days when the summer holidays loom largest. And those people are the proprietors of boarding-houses in little seaside towns, not the large fashionable resorts which have a winter as well as a summer season, but the small places where cottages are the rule, and where there is certainly not more than one building pretentious enough to call itself an hotel. These early days of May see such a village waking, as it were, into new life. The mystic placard 'partments" reappears in the windows, which have once more been adorned with the best curtains, and in which the stuffed parrot in its glass case has made its reappearance as mysteriously as the swallows twittering in the eaves above. And the beach, which has been so long deserted to the waves, becomes once more studded with that wonderful contrivance the British bathing-machine and the boats, which will shortly be bearing gay parties of holiday-makers for an hour or more on the gentle billows of the summer sea, are luxuriating in the new coat of paint which is to draw the attention of the young man in the immaculate flannels who fancies himself as a seaman.

THE WEST INDIAN MAILS.—Mr. Lyttelton will find it difficult to convince plain business men in this country, and the Colonists in the West Indies, that the Colonial Office has done well in the matter of the mails. In the first place, it is not correct that the lowest tender is always the most advantageous. A hundred things have to be taken into consideration, which may make it desirable to accept a higher one. In the second place, there has been some leakage of information which it is to be hoped will be explained. Then there is the wider view of policy. It seems a little hard that the Colonies, who are still smarting from the withdrawal of the fleet and the garrisons, should be still further tried by tactless officials at home. There has been a lack of sympathy on the part of the Colonial Office with regard to the mails, which is keenly resented in the West Indies. When we remember that the United States is ready to profit by our mistakes, we shall not be content to know that someone has blundered, but must see that action is taken to prevent its recurrence.

LADY FARRAR.—Lady Farrar, who is on her way to Johannesburg to join Sir George, is one of the youngest and prettiest of the South African Colony in London. The daughter of an officer in the Indian Medical Service, she was married in 1892. Her husband is one of the leading magnates on the Rand. Though he lives part of the year in England, he is a member of the Legislative Council. In the South African War he took the field, and for a time was on the Staff of the Colonial Division, which did such good work under General Brabant. In recognition of his services he was made a D.S.O. in 1900. Sir George and Lady Farrar when in England live at Chicheley Hall, Bucks.

*Kate Pragnell.*

LADY FARRAR

Who is a daughter of the late Dr. Charles Waylen, I.M.S., and wife of Sir George Farrar, D.S.O., a member of the Legislative Council of the Transvaal. Sir George served with great distinction during the South African Campaign.

A PREMIER'S RECORD.—Mr. Seddon, who has just entered on the thirteenth year of his Premiership, has received many congratulations. He is one of the most picturesque figures in contemporary politics, the only Australasian statesman who has impressed the imagination of the world. His individuality is, however, sometimes a little overpowering. At present Mr. Seddon holds the Australasian record for length of service as Premier, but it was Sir John Forrest who broke the spell of political frivolity in the South Pacific. Until his ten years' administration of Western Australia promised better things, the changes of Government were so frequent in the various Colonies that older and wiser communities shook their heads; but in no part of the Empire, England not excepted, has a Prime Minister, under a democratic franchise, held office so long as the late Sir John Macdonald. He was in power eighteen years.

TREASURE TROVE.—The discovery of gold coins in Kensington, on land of which Mr. Justice Phillimore is ground landlord, has revived the ancient but ever-interesting discussion on treasure trove. London is a rich storehouse of treasure trove, and it would seem to have been so in the days of Edward I., for he decreed that coroners were to hold inquests where "any be slain, or suddenly dead or wounded, or where houses are broken, or where treasure is said to be found." Coroners are still expected to make enquiries where treasure is said to be found, and some of the most interesting lawsuits of recent years have been fought around hidden treasure. Two years ago, it may be remembered, the British Museum authorities had trouble over some Celtic gold relics—"votive offerings thrown into the sea to placate the sea-god of Ireland," as they poetically described them in their defence; but findings are not keepings, as more than one has found before this to his disadvantage.



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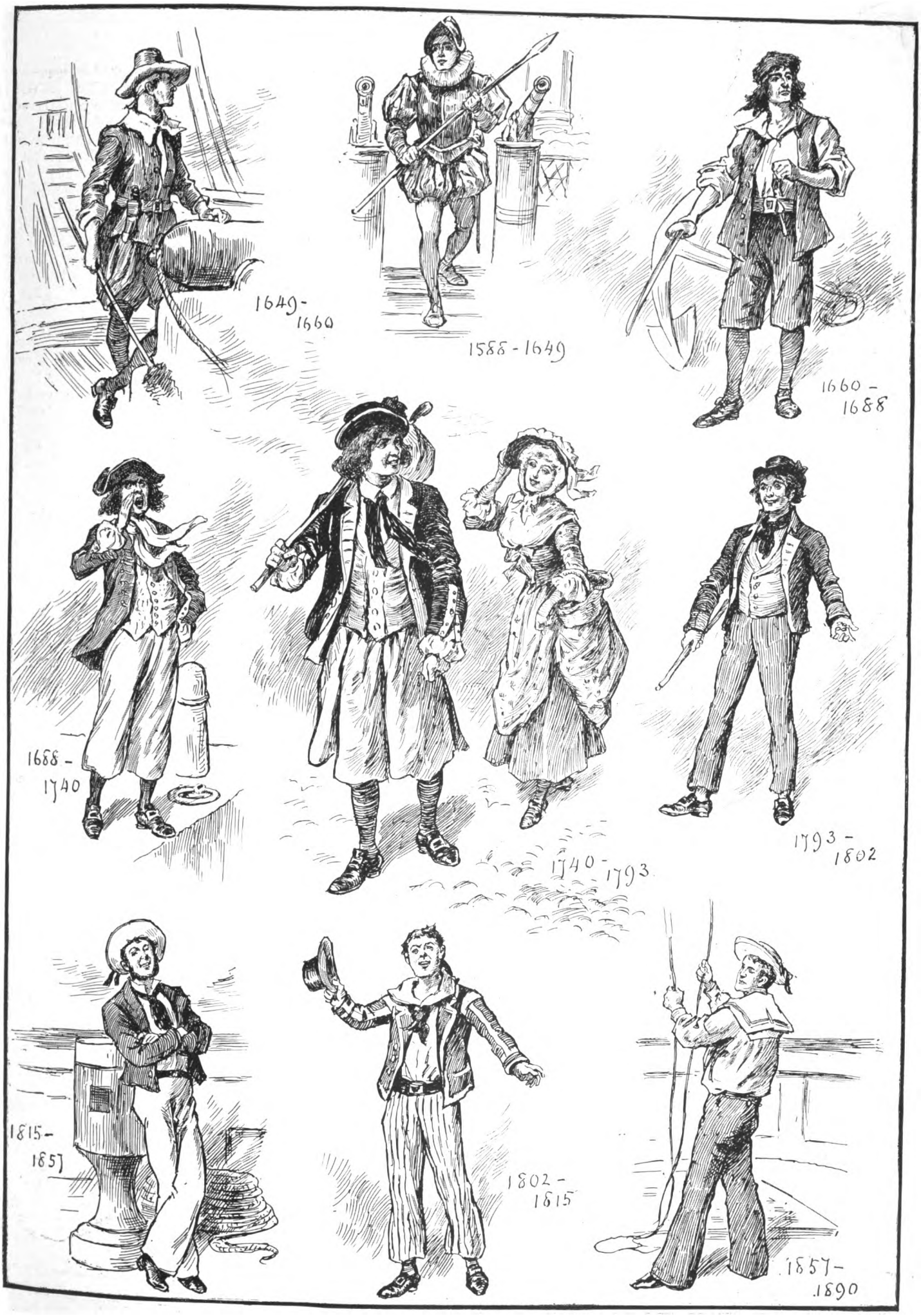
# THE STORY OF SEAMEN'S COSTUME.




AT THE ROYAL NAVAL AND MILITARY TOURNAMENT.

*(Drawn for this paper by J. Jellicoe.)*



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE Professional Tournament arranged by the Bushey Hall Golf Club will in many respects be looked back upon by players as well as promoters as being one of the principal events of the golfing year. Sixty picked professionals had been invited to compete in a seventy-two-hole stroke competition for money prizes amounting to £260—more than double the sum of money distributed at the Open Championship. Altogether there were eighteen cash prizes, with two special prizes of £10 each for the best eighteen holes returned on each day, and two special prizes of £5 each for the best thirty-six holes returned each day by an assistant or professional of not more than two years' standing. The first prize of £100 was won by Braid, with 294, who played splendid golf throughout the two days; the second, of £30, by Taylor, with 296; the third, of £20, by Herd, with 298. Much careful thought had evidently been given by the executive of the club to the arrangements for starting the competitors; and the time-table worked with smoothness. A large number of golfers visited the links in the course of the two days' play, and when the competition was brought to a close about five o'clock on Saturday evening there was a large crowd of spectators gathered at the home hole to see each couple finish. At the close the prizes were presented to the winners by Mrs. Hildebrand Harmsworth.

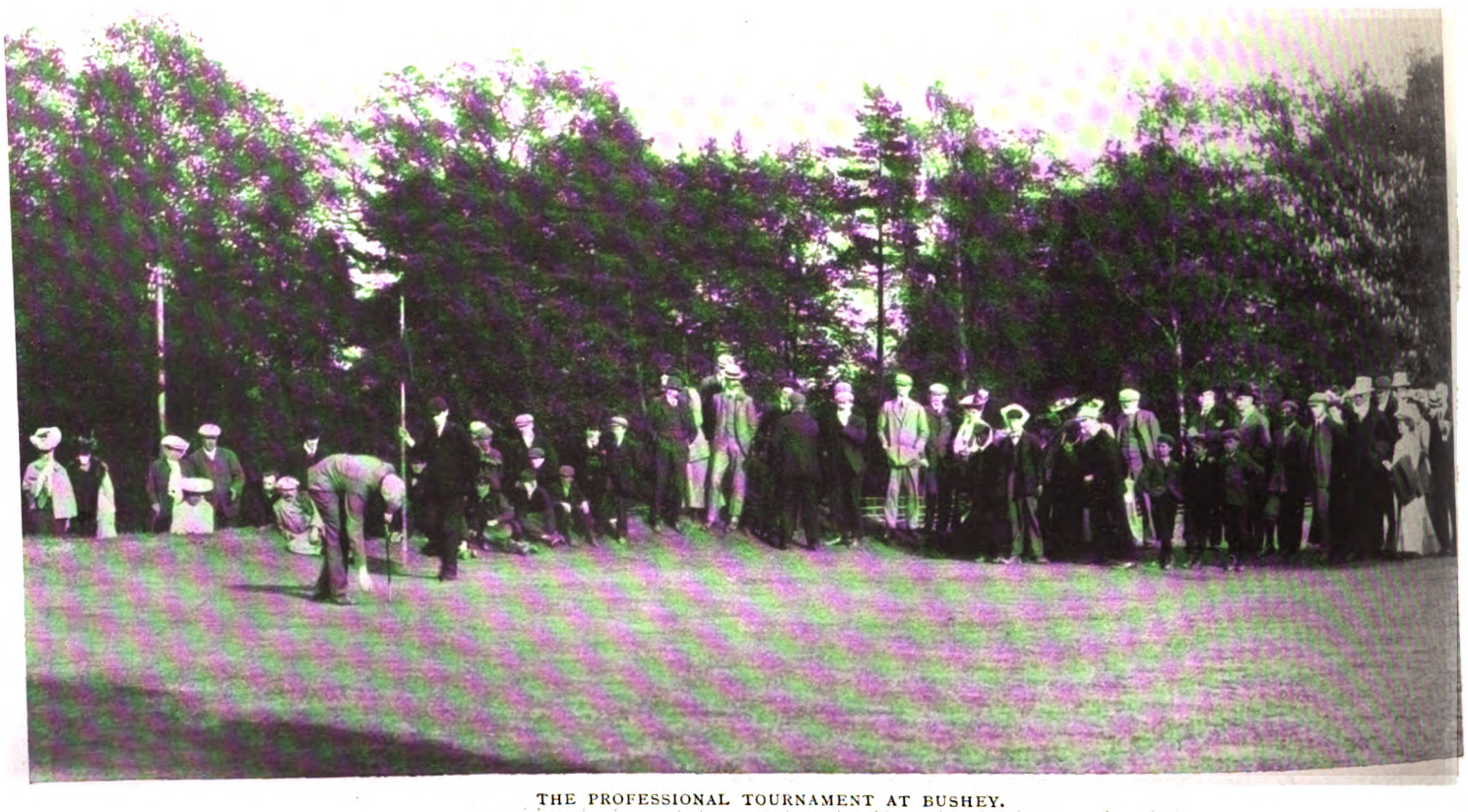
Perhaps the feature of the gathering was not so much Braid's dashing brilliancy, especially on the first day, as Taylor's marvellous steadiness throughout the strain of seventy-two holes. Braid compiled a score of 73, 71 (the record for the course), 74, and 76, while Taylor returned four cards of 74 each. At one time on Saturday it looked as if Taylor would win. At the first hole he drove beyond the green into the ditch, but playing out boldly he holed in 3, amid a round of applause. At the third he spared his approach up the hill. The ball caught the face, stopped dead, and rolled back into a hollow. He took 5 to this hole, which with a little better luck might have been an easy 4. Then at the sixth he sliced his approach, overran his third, missed a pretty long fourth, and got down in 5. Little checks and variations of this kind just hindered Taylor from equalling Braid's record score of 71 on Saturday afternoon, for if he had been able to save a couple of strokes more he would have tied with Braid, while the saving of three shots would have taken him from third place on the opening day to first. As it is, however, Taylor's achievement of sustained steadiness, despite all sorts of ups and downs, over two days' keen and strenuous play, stands out as the great feature of a notable gathering of professionals.

BUSHEY HALL TOURNAMENT.

Taylor, the winner of the second prize, with four fine scores of 74, putting on the 11th green.

* * *

The Bushey Hall course is one of attractive picturesqueness. It abounds in variety of hill and dale, and no two holes can be said to have the same character. The holes have been well laid out, and the bunkers have been ingeniously placed. It possesses the merit also of compactness, as was proved on Saturday, when groups of spectators hung about the converging putting greens and bunkers to see something like a panoramic view of the play both out and in. There was thus no need to follow a couple all the way round, for the crowd following Braid, Taylor, or Vardon was composed of a mingling of groups gathered at



THE PROFESSIONAL TOURNAMENT AT BUSHEY.

Braid, the winner of the first prize of £100, holing out his last putt.



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# *On the Links.*

odd points of view all the way round. If the variety of the course cannot be gainsaid, neither can the exhilarating freshness of the air be doubted, for on Saturday the breeze smote the cheek as if coming from the sea. To see the finish of such a tournament as this, assuredly no better hole could be imagined on any golf course than the home hole at Bushey. The spectator stands on a plateau looking down into a valley intersected by a ditch. He can see the tee shot for the home hole come bounding down from the right, and he can watch the whole flight of the ball played in the second shot up on to the putting green at his feet. From this point also he can watch the groups following the leading players, and he can tell by the echo of the round of applause borne on the breeze that Braid, Taylor, Vardon, or Herd has executed a stroke out of a difficult lie which compels a burst of admiring encouragement. It is a beautiful course, obviously supervised by a body of golfers who know what the golfer most appreciates and give it to him.

* * *

The Amateur Championship has been opened with the playing of the International match between Scotland and England at Prestwick on Saturday. It is the fourth match that has been played, and this year, as at Sandwich last year, Scotland won over the thirty-six holes by 6 matches to 3. Mr. John Ball and Mr. R. Maxwell had a stiff match in the morning, for though the first-named was 4 down at one point he succeeded in halving the first eighteen holes. On the day's play, however, Mr. Maxwell won by 4 and 3. Mr. John Graham beat Mr. Herbert Fowler, who was entirely off his game, by 11 and 10; Mr. Hilton beat Mr. J. Robb by 3 and 2; Mr. S. H. Fry beat Mr. J. E. Laidlay by 5 and 4; Mr. Edward Blackwell beat Mr. H. Hambro by 9 and 8; Mr. R. Andrew beat Mr. Darwin by 7 and 6; Mr. Cecil Hutchison beat Mr. J. B. Pease by 2; Mr. C. E. Dick beat Mr. J. S. Worthington by 5 and 3; and the Hon. Osmund Scott beat Mr. R. Harris by 3 and 2.

* * *

One of the most successful ladies' meetings of the spring months has been the Open Competition at Farnham, on Monday, May 15 Organised by the hon. secretary, Mrs. Eggar, and the members of the men's committee, it introduced new features in the management of a large meeting, innovations which haply may become general, as they added to the interest of the play and the comfort of the player. Competitors who were members of recognised golf clubs were given a free entrance, a novel and welcome piece of generosity on the part of a club. When presented with their cards, players were at once asked whether they wished to put down their names for sweepstakes on the morning medal round and afternoon driving and approaching competitions, and they could also, on payment of one shilling, draw a player for another sweepstake. Each was given with the scoring card a separate and definite copy of local rules, and caddies had to be paid for before starting, thus avoiding all subsequent confusion. A splendid luncheon was served in a large marquee at the modest sum of two shillings, while the prizes presented by the Farnham Club, its president, Mr. G. F. Rommieu, and Mrs. Eggar, and distributed by Mrs. Ryle, wife of the Bishop of Winchester, were exceptionally handsome souvenirs of this first Ladies' Open Meeting on the new course.

* * *

The chief event of the medal round was the best aggregate score from any three members of one club, and was sent in by Winchester with 277, Guildford, Woking, Farnham, Wimbledon, Isle of Wight, and North Hants following in order of merit. The best scratch score was returned by Miss A. B. Pascoe. Miss G. Gowan and Miss Capel made the best under handicap. Miss Lane took the prize for the largest number of holes done in five or under. Mrs. Jillard won the driving and Miss A. Gowan and Miss Lane the approaching competitions. An excellent idea was a previous decision posted in the club regarding ties. A tie between competing clubs was decided by the score of one player from the teams. Nine holes were to be played for a medal round tie, and one hole for others. By this happy forethought for all possible and probable contingencies no one was at a loss what to do, and the committee of management, with Mrs. Eggar, who did not compete, but gave up her time to supervision, have every reason to congratulate themselves on a day whose stream of events ran smoothly and successfully to a close without one untoward event.

THE FARNHAM LADIES' OPEN MEETING.
A view of the Farnham Ladies' Club-house from the links.

FARNHAM LADIES' OPEN MEETING.
Miss Hotham, Captain of the Woking Ladies' Club.

THE FARNHAM LADIES' MEETING.
Miss Lane and her partner leaving the club for the 1st tee.



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# *On the Links.*

## THE IRISH LADIES' CHAMPIONSHIP.

IN glorious weather the twelfth Irish Ladies' Championship Meeting took place at Portsalon, County Donegal. It was a great pity that there was such a small entry, as Portsalon is a perfectly ideal spot at which to hold a championship meeting. The links are all that can be desired, and are surrounded by such beautiful scenery that even if one plays badly the attractions of mountains and lake draw attention from the fact and administer consolation. The course, although not very long, is undoubtedly a difficult one, and every quality of good play is required to overcome the different bunkers, straightness above all things being an absolute necessity. The greens are natural, undulating, and very true, and the holes are of such varied and sporting character that they can never become monotonous.

The meeting began with a preliminary medal competition for two scratch prizes kindly presented by Colonel Barton, and the trophies took the form of two very pretty little shamrock pendants, one set in diamonds and one in pearls. The first place was tied for by Miss May Hezlet and Miss F. Hezlet returning the same score—87, the next best return being 96, made by Miss Tynte and Miss Dickson. It was decided that another eighteen-hole medal round should be played by the Misses Hezlet, and at the finish great amusement and excitement were caused, as the result was again a tie, the scores this time being 90. Another attempt was made, only five holes being played, and this time Miss May Hezlet managed to win, her sister getting into trouble and starting with an 8, which made it practically impossible for her to pull up on the narrow margin of five holes. A handicap sweep held in connection with the morning round was won by Miss Dickson, after playing off a tie with Miss Tynte. Both players are members of the North-West Club, and play for the Donegal County team.

On Tuesday the first round of the championship was started at 10.30 a.m. The best match was between Miss F. Hezlet and Miss Dickson, the former eventually winning by 3 up and 1 to play. Miss Issette Pearson suffered defeat at the hands of Miss L. Martin, the latter

MISS FLORENCE HEZLET

Who is making a reputation as one of the best match players among the ladies.

playing perfect golf. Miss M. E. Phillips and Miss M. Murray had a close struggle, victory resting with the former on the seventeenth green. Miss M. E. Stuart and Miss V. Hezlet had byes, while Miss May Hezlet won her match somewhat easily from Mrs. Knox. In the afternoon two very exciting matches took place, between Miss M. E. Phillips and Miss Tynte, and Miss M. E. Stuart and Miss F. Hezlet, both being carried to the twentieth green. At the eighteenth tee Miss Phillips was 1 up, and had a good chance for the match, but she failed to get down in two putts on the eighteenth green, and a tie was the result. On playing off both got good fours at the first hole, and at the second Miss Tynte missed her drive, made a splendid recovery, and eventually holed out in 5 to her opponent's 6, thus winning the hole and the match. Miss Stuart and Miss F. Hezlet had a most curious match. Miss Stuart led by 4 up at one point, but then Miss F. Hezlet won five holes in succession. Afterwards the play was more even, and by a little weak putting Miss Stuart threw away a couple of chances and left Miss F. Hezlet dormy at the eighteenth tee. The latter, however, missed her drive at the last hole, and Miss Stuart, being quick to seize the advantage, won the hole, and so tied the match. Both made good drives at the nineteenth, and halved in 4. At the twentieth Miss F. Hezlet missed her drive, but made a brilliant recovery and got down in 5, while Miss Stuart, having a series of bad lies, failed to halve, and so lost the match.

On Wednesday, Mrs. Hezlet and Miss Murray had a close struggle, the latter winning on the nineteenth green. Miss Tynte and Miss F. Hezlet also had a good match, the latter being successful on the seventeenth green. And, finally, the three Misses Hezlet and Miss Murray were left in to play in the semi-final round. Miss Murray and Miss May Hezlet were opponents, and the first-named lost the match by 6 up and 5 to play. Miss V. Hezlet and Miss F. Hezlet had a close struggle for supremacy. The former led at the start, but lost coming home, and at the fourteenth tee was in the uncomfortable position of 4 down with 5 holes to go. From that point, however, she played a splendid

MIDLAND COUNTIES LADIES' TOURNAMENT AT HOLLINWELL, NOTTINGHAM.

Mrs. Blakesley driving; her partner watching the flight of the ball.



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# *On the Links.*

THE ROYAL ST. GEORGE'S LINKS, SANDWICH.

(1) The club-house. (2) Mr. Eric Hambro, M.P., and Mr. Mure Fergusson crossing the bunker to the 7th hole. (3) Mr. Eric Hambro, M.P., the captain. (4) Mr. W. Ryder Richardson, the secretary of the club. (5) A fore caddie showing the line to a blind hole. (6) Mr. Hughes playing out of the rough at the "Maiden." (7) Mr. P. Hughes playing out of the bent.



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# On the Links.

uphill game, reducing the lead to 1 up and 2 to play. Unfortunately she missed her drive at the seventeenth, and Miss F. Hezlet, making the most of the opportunity, won the hole and the match.

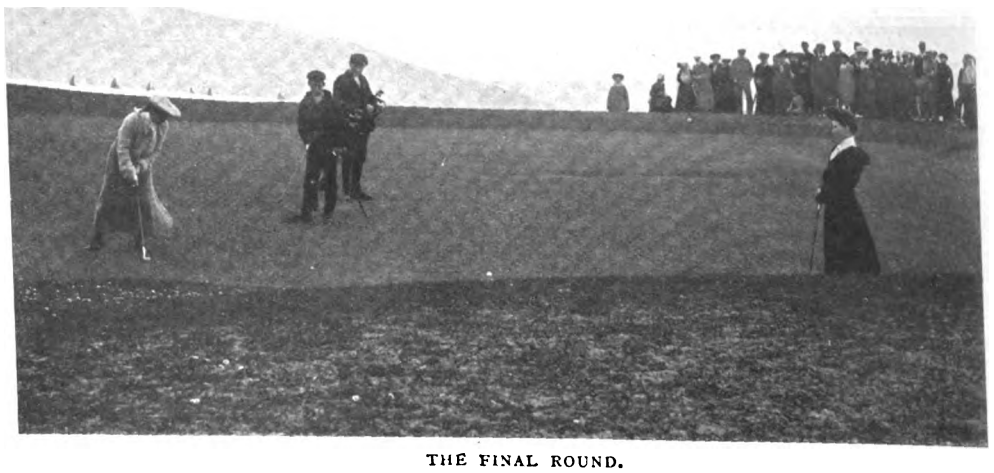
A number of spectators came from Buncrana and Derry to watch the final round between Miss May Hezlet and Miss Florence Hezlet. The weather was glorious, and an excellent match took place. They were all square at the turn, but coming home Miss May Hezlet gradually got the lead and stood 2 up and 5 to play—that number which is popularly supposed to be so unlucky. The fourteenth was halved in three, Miss F. Hezlet making a beautiful putt. The fifteenth fell to Miss F. Hezlet, her sister missing her approach. At the sixteenth a sudden squall and shower of rain came on. The wind caught Miss F. Hezlet's approach and blew it very much to the right into the river. Miss May Hezlet was on the green in 4, and finally gained the hole, making her dormy 2. At the seventeenth both got good drives, Miss May Hezlet's, however, being very much to the right, and in playing her second shot she pulled into the river, and so lost a stroke. Miss F. Hezlet was on the green in 4, and appeared to be practically certain of the hole; but Miss May Hezlet, in playing two more from about 30-yds. off, holed her approach and so snatched a half and the match, her sister just failing to get her putt down for the hole. Miss F. Hezlet had by far the hardest work during the meeting, as she was in the worst corner of the draw and had to encounter all the best players.

At the conclusion of the meeting the prizes were presented by Mrs. Barton. Miss May Hezlet received the championship cup, replica, and gold medal, Miss F. Hezlet a very pretty silver cup as runner-up, and Miss V. Hezlet and Miss Murray, as semi-finalists, smaller editions of Miss F. Hezlet's cup.

All the arrangements for the comfort of visitors and competitors were most ably carried out by Miss Leah Garrett and Colonel Barton, and both are to be congratulated on the successful result of their efforts. The meeting was one of the most successful and most enjoyable yet held.

On Thursday afternoon the final of the county team contest took place, and resulted in a win for County Donegal, their defeated adversaries being County Dublin. The members of the teams were as follows: County Donegal—Miss Dickson, Miss Tynte, Miss K. Gillies, and Mrs. Baird; County Dublin—Miss Martin, Mrs. Chaytor, and Miss Lane.

The 1906 Irish Ladies' Championship Meeting will be held at Newcastle, County Down. MAY HEZLET.



THE FINAL ROUND.

Miss Florence Hezlet putting in the Irish Ladies' Championship final against her sister, standing on the right of the green. The herring fleet is seen in the distance going seawards through Lough Swilly.

THE IRISH LADIES' CHAMPIONSHIP.

The Hezlet family. The names, reading from left to right, are: Miss Violet Hezlet, Miss Florence Hezlet, Mrs. Hezlet, and Miss May Hezlet.

THE IRISH LADIES' CHAMPIONSHIP.

Miss Florence Hezlet driving at one of the tees in the final round against her sister.

## FIXTURES.

May 27.—Sundridge Park Monthly Medal Prize.
May 27.—Hanger Hill, "Bogey."
May 27-28.—Bar Golfing Society *v.* Le Touquet; Compiègne *v.* Le Touquet.
May 29.—Ladies' Championship, at Cromer.
June 1.—Hanger Hill, Competition for Medal Winners.
June 1.—Bushey Hall, Ladies' Spring Meeting.
June 2-4.—Le Touquet *v.* Hythe.
June 3.—England *v.* Scotland (Professionals), at St. Andrews.
June 3.—Hanger Hill, Annual Meeting.
June 3.—Sundridge Park, Summer Meeting.
June 3.—Rye, Monthly Medal.
June 6.—Royal Blackheath, Summer Medal.
June 7.—Mixed Foursomes Tournament, Sundridge Park.
June 7-8.—Open Championship, at St. Andrews.
June 8.—Hanger Hill *v.* Wembley.
June 8-10.—Amateur Championship of France at La Boulie.
June 10.—Hanger Hill, Medal.
June 10.—New Luffness, Trayner Cup.
June 10.—Cinque Ports, Captain's Prize.
June 10.—Hythe, Whitsuntide Meeting.
June 10.—Royal St. George's, Whitsuntide Meeting.
June 10.—Rye, Whitsuntide Meeting.
June 10.—Glasgow, Garroway Cup (at Killermont).
June 10.—Frinton, Whitsuntide Meeting.
June 10-13.—Tooting Bec, Foursome Tournament.
June 10-16.—Bushey Hall, Whitsuntide Open Meeting.
June 12.—Hanger Hill, Whit-Monday Competition.
June 12.—Portmarnock, Cup Competition.
June 12.—Cinque Ports, Scratch Challenge Cup.
June 12.—Royal Isle of Wight, Whitsuntide Meeting.
June 12.—Royal North Devon, Whitsuntide Meeting.
June 12-14.—Le Touquet, Whitsuntide Open Meeting.
June 13-15.—Royal Cromer, Whitsuntide Meeting.
June 14.—Hanger Hill, Evening Fête.
June 15.—Hastings and St. Leonards, Ladies' Open Meeting.
June 15-17.—Bar Golfing Society, Annual Tournament, at Sandwich.
June 17.—Hanger Hill, "Bogey."
June 17.—Bushey Hall, Vice-Captain's Prize.
June 17.—Tooting Bec, Victoria Diamond Jubilee Cup.
June 17.—Royal Portrush, Midsummer Meeting.
June 17.—Wembley, Open Amateur Meeting.
June 19.—Hanger Hill, Ladies' Open Competition.
June 19.—St. George's Challenge Cup, at Sandwich.
June 19-20.—Scottish Ladies' Championship, at North Berwick.
June 19-24.—Yorkshire Union Championship Meeting, at Redcar.
June 22.—Hanger Hill *v.* Wembley.
June 24.—Hanger Hill, Open Amateur Meeting.
June 24.—Sudbrook Park, Rube Challenge Shield.
June 24-25.—Le Touquet *v.* Press Golfing Society.



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. XLIV.—Mr. Timothy Davies, L.C.C., Ex-Mayor of Fulham, and Prospective Liberal Candidate for Fulham.**

ALTHOUGH the able representative of the Progressives of Fulham in the London County Council has found both fame and fortune on the banks of the Thames, he is, like his friend and compatriot, Mr. Lloyd-George, every inch a Welshman, and a Welshman who glories in the historical associations and old-world traditions of the land of his birth. He has named the pleasant house he lives in at Putney Pantycelyn, after the home of the great Cambrian hymnologist of the eighteenth century; and though a Free Churchman to the backbone, he does not think a whit the less of his old school at Llanpumpsaint (Church of the Five Saints) because it derives its name from its early connection with the pious ministrations of SS. Ceitho Gwynoro, Gwyn, Llawddog and Teilo. Mr. Timothy Davies comes from the very heart of the Country of Castles and Saints, for he was born at Pantyfedwen, some three miles from Carmarthen. As he talks to you in his modest library at Pantycelyn, he speaks with evident pride of the fact that his grandfather and namesake, Timothy Davies, was one of the sturdy pioneers of Calvinistic Methodism in Wales—a cause which from modest beginnings in the past has grown to be a great and powerful factor in the religious developments of the present. Timothy Davies did not remain long at the excellent school built by William Williams, M.P. for Coventry and Lambeth, in the village "of the five stones and five crosses." He was not yet fifteen when he put his books aside and went out into the world to buy experience and climb the ladder of success. Having learned all that there was to know of the drapery trade in Liverpool, he came South and found employment with the well-known firm of Tarn and Co. of Newington Causeway. He was then still in his teens. Exactly twenty years ago he went into business on his own account in Walham Green, Fulham. From comparatively small beginnings the enterprise then started has grown into one of the great commercial landmarks of South-West London.

Lafayette.

MRS. DAVIES

Wife of Mr. T. Davies, the Prospective Liberal Candidate for Fulham.

In 1893 he had the good fortune to marry Miss Elizabeth Jenkins, a fair compatriot from the neighbouring shire of Cardigan, a promising Associate of the Royal College of Music, whose fine contralto voice had been carefully trained by Signor Vizetti and Mr. Daniel Price. Few singers can interpret Welsh airs more effectively than Mrs. Davies, and it is obviously in the fitness of things that the home she presides over so gracefully should be named Pantycelyn. Mrs. Davies's talents are ever at the command of the cause of charity in Fulham, where her popularity as president of the Women's Liberal Association is sure to play an important part in the coming struggle, which, in all human probability, is likely to very largely extend Mr. Davies's sphere of public usefulness by giving him a seat in Parliament.

Few men have accomplished more in a short space of time than has Mr. Davies, who won his first municipal battle as recently as May, 1896, when he gained the seat in the Fulham Vestry, which he has retained ever since. At the end of four years he succeeded in giving his constituents the benefits of electric light, and twelve months later (1901) was chosen as Fulham's second Mayor. During the year of his Mayoralty he was returned to the London County Council at the head of the poll, with a majority of no less than 1,840 votes, and his success repeated itself in 1904, when the Progressives defeated Lord Lytton and Major Skinner, notwithstanding the strong influence of the Bishop of London, who, as a resident in Fulham, is one of Mr. Davies's future constituents

In the London County Council his name has been closely identified with every movement that can increase either the health or the happiness of the community. He became a member of the Parks Committee, and set himself the task of developing and maintaining the open spaces of South-West London, for he understands very well how much the "lungs" of London will do to secure the well-being of the future citizens of our great metropolis. After the usual blind opposition from those who cannot understand the necessity for these recreation grounds in order to maintain the stamina and nervous vigour of our race, he achieved his end, and added Fielder's meadow to the beautiful river-side grounds extending towards Hammersmith known as Bishop's Park, and twenty-two acres of land known as Sand's End in South Fulham, for which the County Council undertook to contribute £42,000.

Notwithstanding the multiplicity of his public and private avocations, Mr. Davies always sets aside a portion of his time for religious and social work. He was Moderator of the Welsh Presbytery in London in 1900; takes a deep interest in the cause of temperance, and has been to a great extent the mainspring of the activity which has lately given the Welsh Presbyterians in London churches at Clapham Junction, Walham and Willesden Greens, and Deptford.

Mr. Davies has travelled largely in nearly every part of the world, and seven years ago was received in private audience by Pope Leo XIII. As might be expected, Mr. Davies is a convinced Free Trader, and a vigorous opponent of the Education Act now in force. Since he became the prospective Liberal candidate for Fulham, his meetings may be fairly described as a series of signal successes. His fairness almost disarms his most relentless political foes, while his unselfish devotion to duty and his fearless denunciation of wrong have given him the rare distinction of being regarded as a prophet in the country of his adoption. He has little time nowadays for those enjoyable golfing afternoons over the Lewes links in the congenial society of Mr. Lloyd-George, and one or two other muscular Welshmen in London. Nevertheless, Wales has always the first place in his affections. His eldest son, Idris, born at Putney, is now at school at Barmouth.

Besides being a member of the Cymru Fydd Society, he belongs to the Cymmrodorion Society, which has for its object the propagation of Welsh literature and history, and the preservation of the wonderful folk-lore of the Principality, which is soon likely to find one more sturdy champion at Westminster, in the person of the future member for Fulham.



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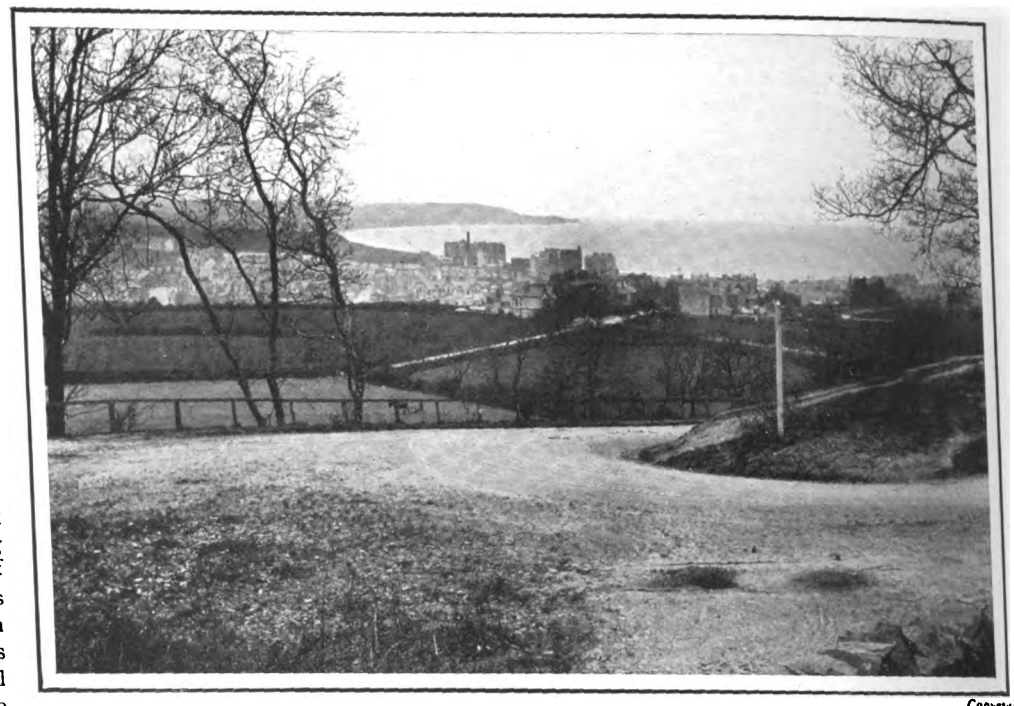
# The Motor: On Highway and Seaway.

MOTORISTS, as a class, seem strangely oblivious of the fact that the automobile movement is passing through a most critical period. Mr. Scott Montagu, the leader of the motoring party in Parliament, has expressed the opinion that if the present Act were to come up for revision this session the speed limit would probably be halved and the penalties doubled; in other words, automobilism—so far as pleasure cars are concerned—would be absolutely killed in this country. The situation, as it is, is sufficiently irksome, and many motorists are beginning to hesitate to undertake tours beyond their own neighbourhood now that police traps are springing up all over the country, and magistrates are again ceasing to discriminate between the innocent and the guilty, even more entirely than in the old days before the present Act came into force. It is a fortunate thing that the Act does not expire until the end of 1906, as, perhaps, by that time the reckless and inconsiderate drivers will have been eliminated from the ranks of motorists. It is true that an amending Act might be introduced during this session, but it would have little chance of becoming law, except with the assistance of the Government.

Such assistance is hardly likely to be forthcoming in view of an answer recently given in the House by the Prime Minister, which clearly indicates the views of the Government on the subject, and incidentally sets forth the stringent nature of the present Act, which is more than sufficient to safeguard the interests of the public if administered in a common-sense manner. Mr. Balfour stated that in the opinion of the Department concerned there was no reason to think that the fines inflicted for the furious driving of motor-cars were inadequate. The Act enabled substantial fines to be exacted, viz., £20 for the first offence, £50 for the second, or imprisonment not exceeding three months. In addition to this the driver's licence might be suspended, the holder being thus disqualified for such a time as the Court thought fit.



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THE BRITISH ELIMINATING TRIALS IN THE ISLE OF MAN.
An awkward corner near Ramsey.

He also pointed out that the motorist is further liable under the ordinary law to all civil and criminal consequences of his acts. Mr. Balfour might have added that several drivers have recently had their licences suspended for a long period, and in this effective manner the roads may be cleared of the motor hooligan. In any case, it behoves every motorist to use the utmost care and consideration, and avoid giving the slightest offence to the other users of the highway, if the present crisis is to be passed successfully.

In spite of assertions to the contrary, the Algiers-Toulon fiasco has as little bearing on the question of the utility of the internal-combustion engine for marine purposes, as the collapse of the over-powered and flimsily-constructed racers at Monaco. It is easy to be wise after the event, but anyone who has had experience of the treacherous waters of the Mediterranean will agree that it was foolhardy in the extreme to start a number of small craft, of a more or less experimental type, on a long open-sea run when the glass was falling and the weather in an obviously unsettled condition. The subsequent *mistral* was quite sufficient to test severely the seaworthiness of the French destroyers, and at least one of the cruisers was obliged to heave to for several hours. The loss of the motor-boats, except the "Fiat X.," which was hoisted on board her escort early in the gale, was inevitable under the circumstances, and it was a piece of marvellous good luck that all the crews were saved. Judging from my own experience of the short steep seas of the Mediterranean and its startling changes of weather, I should say that had the competing craft in the Algiers-Toulon race been ten times as large they would have had great difficulty, whatever their motive power, in making port without serious damage. The French makers, in their desire to advertise the motor-boat and to efface the recollection of their failure at Monaco, attempted a sensational defeat, and met with a disaster which quite unjustly is placed to the discredit of the new type of vessel.

Particular interest attaches to the result of the Scottish trials, as no other competition of a similar character will take place this year, the Automobile Club having decided to abandon the touring-car trials originally fixed for the coming autumn. In some respects this decision is to be regretted, as, although the Scottish Club mapped out a course which tried the competing cars more severely than any roads in the South of England could do, the duration of the competition was insufficient to afford any information on the all-important question of durability, even had the rules taken this matter into account. Nevertheless, some useful data are forthcoming in regard to the reliability of the modern car, and the comparative hill-climbing capabilities of most of the well-known makes on the market. Forty-three cars, twenty-two British and twenty-one foreign, started, and thirty-six completed the four runs within the schedule

Topical.

THE MOTOR UNION MEET AT NOTTINGHAM.
The cars leaving the Victoria Hotel for Welbeck.

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time. Of the absentees at the finish, one retired voluntarily on the first day; on the third run, one car met with an accident owing to a defect in the steering gear; and two others retired owing to damage sustained by their transmission gear striking the high crowns of the small bridges over the mountain burns. This is an occurrence which could be easily prevented in the light of experience. The final stage was fatal to two more competitors, the cause of whose retirement was not stated. It should be mentioned, however, that three out of the seven failures were cars hitherto quite unknown in the motoring world. Of the thirty-six successful vehicles, eleven made absolute non-stop runs on all four days. These were the 8-h.p. De Dion, 9-h.p. Cadillac, 16-h.p. Albion, 24-h.p. Mors, 24-h.p. Germain, 24-h.p. Thornycroft, 12-h.p. Richard Brasier, 30-h.p. Belsize, 15-h.p. Brooke, 20-h.p. Vinot and Dequingand, and 12-h.p. Argyll. If one excludes delays for tyre troubles, which did not involve loss of marks, and the momentary and accidental halts recorded as "driving stops," the number of cars which got through with an unblemished record is increased to eighteen, the additions to the above list being the 8-h.p. Darracq, 6-h.p. Wolseley, 12-h.p. Clement, 16-h.p. Beeston Humber, 20-h.p. Ariel, 16-h.p. Argyll, and 12-h.p. Gladiator. In a category by itself must be placed the 14-h.p. Minerva, which only failed to obtain full marks by running out of petrol, a piece of carelessness which entailed 5-min. delay. Nineteen cars out of the thirty-six have now been accounted for. Of the remaining seventeen no fewer than ten lost, on an average, less than 5-min. per day, a matter which would hardly be noticed when on tour. These were the 12-h.p. De Dion, 10-h.p. Ford, 14-h.p. Wolseley (1-min. only), 12-h.p. Gladiator, 8—10-h.p. Humber, 18-h.p. Chenard and Walcker, 12-h.p. Sunbeam, 18-h.p. Siddeley, 16-h.p. Clement, and 12-h.p. Pipe. For some of the unlucky remainder legitimate excuses can be found.

The above results appear highly satisfactory when one considers the abnormal conditions under which the trials were run. Not a bolt or a nut could be touched without loss of marks, and as a result the mechanism of the cars did not receive a moment's attention from start to finish of the 600-miles, except in those cases where involuntary stoppages occurred on the road. The only exception to this rule was made in the interests of the competitors, 5-min. being allowed every morning for the adjustment of brakes. Moreover, the course itself was mapped out with the express purpose of testing the cars to the utmost, and hills, which the majority of English motorists would take the greatest pains to avoid, were encountered and successfully surmounted almost every few miles. In one respect the rules appear open to objection. No deductions were made for stoppages caused by tyre troubles unless the time spent in this fashion exceeded four hours in all. Of course, punctures and bursts are largely a matter of luck, but I think that some greater inducement should be offered to makers to fit tyres of suitable dimensions to their cars. Under the present rule a puncture is rather a blessing than otherwise, as it gives the engine time to cool down while repairs are being effected, and this is no mean advantage when running over mountainous roads with a full load in the tonneau.

RADIATOR.

*Argent Archer.*

LORD AND LADY NEWPORT
In their 22-h.p. Crossley touring car.



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# The Parisians of Paris.

## PRIMA-DONNAS' HUSBANDS.

ONE night, dining at the house of an operatic star, a guest who had remained very silent over dinner came out with the startling question, addressed to the gentleman at the head of the table, "Don't you find it rather awkward to be the husband of a prima-donna?" There was a moment's silence, and then somebody promptly steered the conversation into another channel. This occurred a few years ago, but up to this day I regret that I was prevented from hearing an official opinion on a matter which always interested me. We all have our particular hobbies, and I make no secret that I have made a special study of that curious specimen of humanity, the prima-donna's husband, who lives in our midst, and about whom the world knows so little.

*Tempora mutantur.* The law of evolution affects every species of mankind, and there is as much difference between the prima-donna's husband of to-day and his progenitor as between a mediæval knight and a captain of dragoons. In days gone by, when circumstances impelled a French prima-donna to seek refuge in matrimony, she would select from among her *entourage* a gentleman—by preference a ruined nobleman—and propose to him to become her legal protector, a delicate yet simple transaction. In return for his name the lady undertook to pay off his most pressing debts, and to supply him with sufficient money to cut a figure worthy of his rank and time of life. Age was an important point to be considered, for, strange as it may seem, the older the gentleman the more money he claimed for what was called by courtesy his services. Yet, the lady would rather make pecuniary sacrifices than enlist a younger and, consequently, more exacting partner. Once married, things generally went on comfortably for a long time. Madame did as she pleased, Monsieur likewise, and no awkward questions asked on either side. This idyllic happiness ought to have lasted for ever. But it did not. The combination invariably terminated in a catastrophe, and always through the same cause. As Madame grew older she would become imprudent, and, like Elsa in "Lohengrin," would put indiscreet questions which her knight would resent. Or sometimes it would be the knight who wanted to know more than was good for him to hear. In either case the result was the same—the love-knot was cut.

A PARIS TOILETTE.

A black tulle robe, with white satin foundation: Maison Bechoff-David.

(*From a photograph by Reutlinger.*)

To-day the relations between husband and wife in that *milieu* have, like other things, undergone a transformation, and, in that fierce competition called the struggle for existence, sinecures have been abolished. This the poor prima-donna's husband has found out to his cost. The past has taught the professional lady a lesson; she has become eminently practical. No more elderly, dissolute noblemen. Their place is now taken by young, active men, not kept in idleness, but who earn their salt. It is no longer a *pro-forma* husband she has secured; it is a valuable assistant, whom she works like a factory hand. Do not think that youth and good looks are sufficient recommendations for that most delicate position. The qualifications are of a much higher order. For, like some men are born poets or musicians, Nature has also fitted the prima-donna's husband for the post. Try what he may, he will do no good at anything else, although his unsuspecting parents may have given him a classical education, and made him, as they thought, a barrister, a doctor, or even a clergyman.

**Frenchwomen** have strong business instincts, and are of a **saving disposition.** The up-to-date prima-donna has inherited these characteristics, and, with the view of not wasting money, she compels her partner to take over the functions formerly performed by a maid or a courier. I have several times had occasion to witness artistes start on tour, and have wondered how those ladies whose staff only consisted of a cook and a housemaid managed their affairs. One day I discovered that Paris boasts of an institution, unique in its way—"an academy for prima-donnas' husbands"! Someone had given me the address of a former actor, who, I was told, could supply me with some professional information. It was in an apartment on the second floor, a few minutes from the Conservatoire. The man was out, and I awaited his return. The office led into a spacious room, and through the open door I beheld a puzzling sight. A gentleman, faultlessly dressed, a gardenia in his buttonhole, was on his knees depositing in a basket-trunk a quantity of ladies' wearing apparel, carefully folded up and placed within his reach. Near him a cross-looking elderly woman was carefully watching him. All at once the woman called out, "Ce n'est pas cela; vous faites des plis. Recommencez!" and, with an impatient gesture, emptied the contents of the trunk on the floor. I heard something that sounded like a suppressed oath, and the victim started refolding the clothes and repacking them. At that moment my friend, the ex-actor, returned. "Who is that man in the other room," I asked, "and what on earth is he doing?" He first closed the door, and then said, "He is Madame P.'s *fiancé*. The lady in the other room is my assistant, and, at Madame's request, he is being taught many useful things. When he knows how to fold and pack dresses, I go into the question of contracts, and show him how to deal with tricky impresarios and theatrical managers. I have made a special study of this. Have I had many pupils? Yes, I have had a few, and they pay me exceedingly well. I am afraid, however, that Madame P. will have a little trouble with the man she is going to marry. He is intelligent, but very awkward with his fingers, and a prima-donna's husband does not require brains. He must be handy."

From a social point of view the prima-donna's husband's position is not an easy one. It is he who sees the journalists who come to interview *la grande artiste*, for which purpose he keeps a box of expensive Havannas of enormous size, known among Paris Pressmen as "prima-donna's husband's cigars." He is the Minister of Finance, that is to say, it is he who keeps the keys of the cash-box, having, of course, to give a careful account of all moneys spent. It is he, too, who receives the visitors on the days when Madame, in order not to tire her voice by needless talk, lies on the sofa in her bedroom reading a novel. The conversation in the drawing-room rarely varies. It is generally about Madame, and constitutes a record of that lady's latest triumphs. Etiquette demands that in these cases the husband should use the first person plural: "In Lyons we were recalled three times!" or "We are tremendous favourites in Bordeaux," or "The Queen gave us a brooch." On other questions, however, he relapses into the first person singular. The cook comes to him for orders, and the weekly bills are settled by him. Madame sings, he does the rest.

Sometimes it happens that the lady makes a mistake in the choice of her helpmate. I know one who sits all day smoking cigarettes, and that once his four-year-old boy asked his mother: "I say, Ma, what's the use of a father?"

FRANCES KEYZER.



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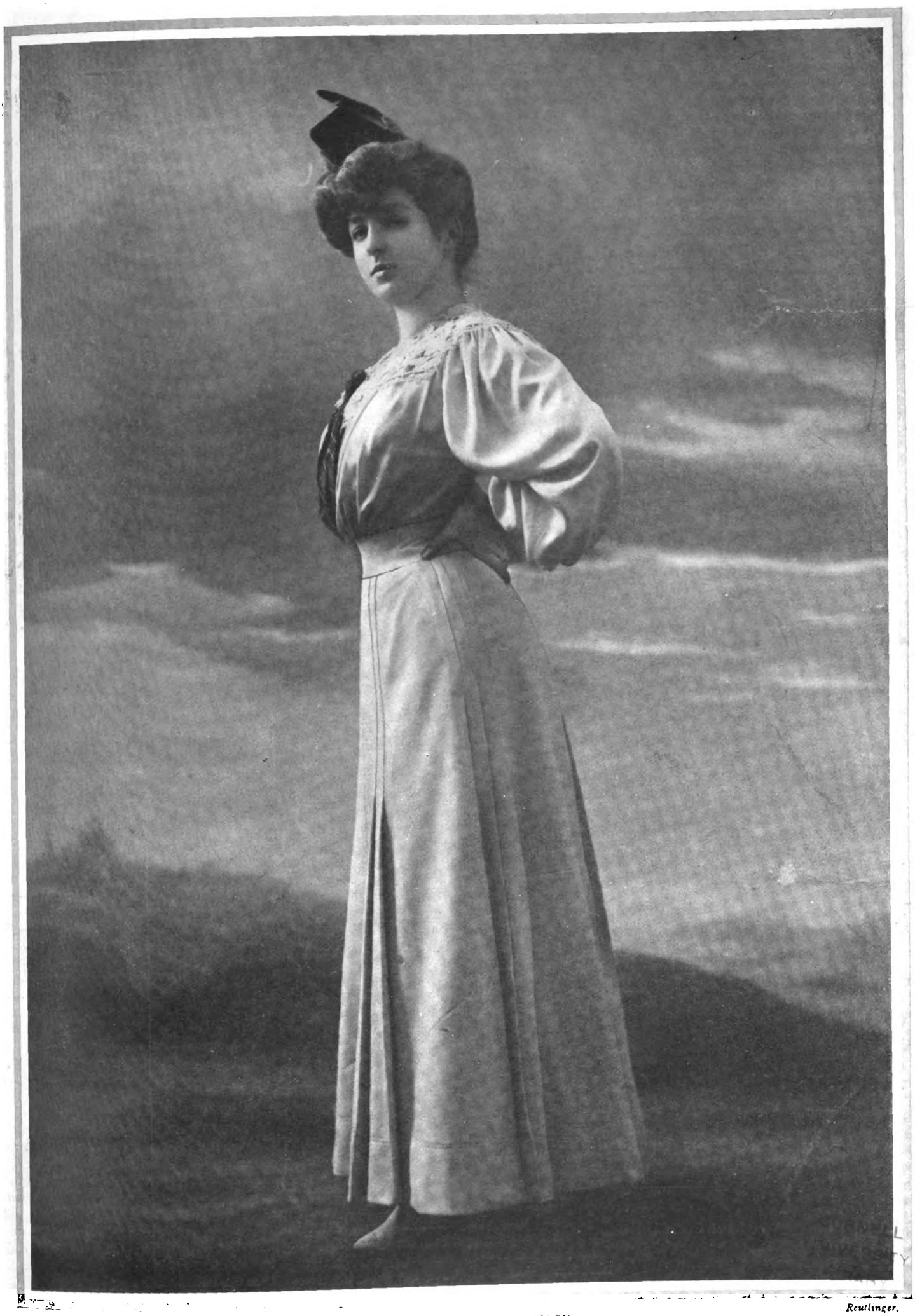
# PARISIAN PLAYERS.



*Reutlinger.*

## MLLE. MARTHE REGNIER

Who is at present appearing at the Com die Française. Mlle. Regnier, it will be remembered, appeared in London last year with M. Tarride and Mme. Dorziat in a repertoire of French plays. It is only six years since she gained the first prize for comedy at the Conservatoire, and her *début* followed almost immediately at the Odéon.



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# The American Lawn Tennis Challengers.

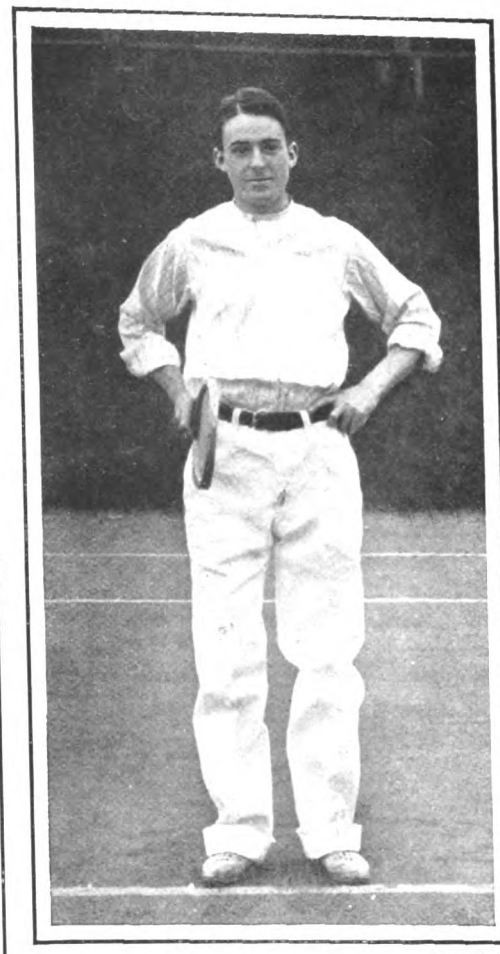
*By J. PARMLY PARET.*

THERE was much disappointment among American lawn tennis players when the authorities of the United States National Lawn Tennis Association, as our organisation is cumbrously called, decided a year ago not to challenge for the Davis Cup. Dr. Dwight, who is the leading spirit among the American legislators, has always felt that it would be unwise to send any but a representative team, and the few players who were really representative were not available last season. Ex-Champion Whitman was unable to leave his business for such a trip, and without him Larned declined to make the trip, and no satisfactory team could be made up without these two.

In selecting the American team this year, then, the U.S.N.L.T.A. committee had a materially stronger field to choose from, and it was probably quite as well that neither Wrenn nor Whitman were available. On the official rating of last season the leaders in singles were Ward, Clothier, Larned, and Wright, and there was little or no difference of opinion as to the choice from this list. As all were ready and glad to make the trip, the committee had no hesitation in selecting the four.

Larned is the oldest and most experienced of the American experts now in competition. He has been considered for many years to have the best form and to show in streaks the most brilliant play of all the players on this side of the Atlantic. He has won the American Championship twice, the second time (in 1902) beating R. F. Doherty three sets to one in the challenge round. The same year he beat Dr. Pim three straight sets in the Internationals, and won the first two sets from R. F. Doherty, only to lose the match, after a postponement for rain. He was badly beaten by H. L. Doherty the following season in the challenge round for the American Championship at Newport, and in one earlier tournament, while in the Internationals he lost to the younger Doherty only after the closest kind of a five-set match.

Ward, who now holds the national championships in both singles and doubles, is a player of the younger school, and, perhaps, the most progressive of all the Americans. He is a quiet, studious man, to whose painstaking study of the game Americans owe much of their recent advancement. Although it was Whitman who first served the "reverse twist" service, it was Ward who first perfected the straight twist service that has since proved so effective. Curiously enough, this peculiar delivery was hit upon partially by accident, since Ward developed this method of serving in order to help him get to the net quickly, and then discovered its double usefulness when he found that the ball broke so badly to the side from the remarkable twist he gave it.



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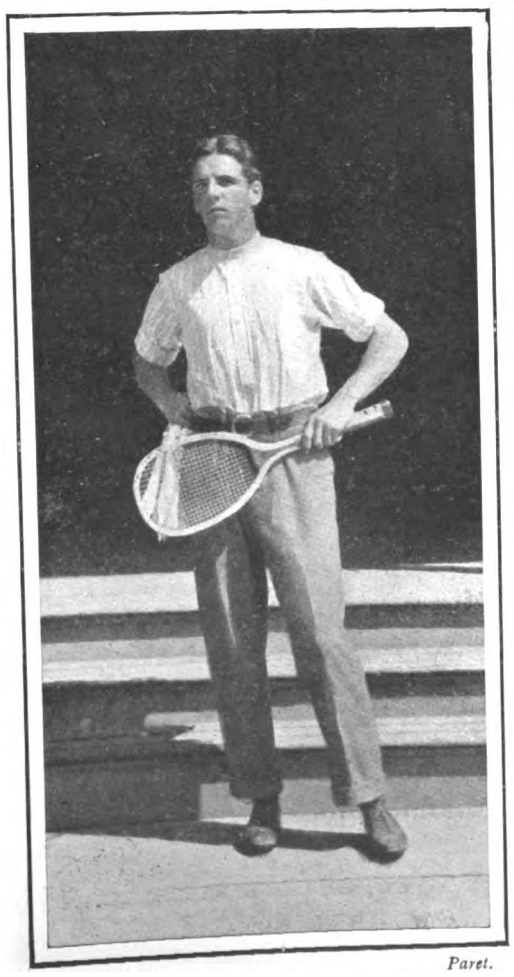
HOLCOMBE WARD

The present U.S. Singles Champion selected for Doubles.

Ward is a fast volleyer of the most extreme type. He plays every stroke possible on the volley, and uses every method to get to the net for his favourite position for attack. His ground strokes are comparatively poor, on the back-hand side at any rate, but he is a past-master in lobbing, and very clever at killing overhead balls.

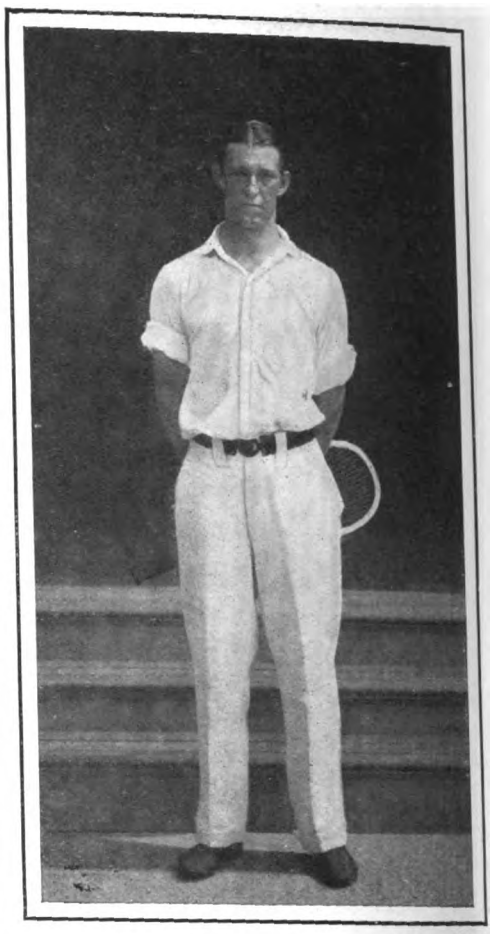
Clothier is another player of the younger school, and of a peculiar type, unlike any other American player I know. He is well-built,



*Paret.*

BEALS C. WRIGHT

Who will represent America in the Doubles.



*Paret.*

WILLIAM A. LARNED

American Ex-Champion, who will play in the Singles.

and naturally gifted for the game, but his style is far from perfect. His strokes all lack the long free swing that characterises Larned's play, and the snap that makes Ward so dangerous. His overhead volleying is very strong, despite the short swing, but his low volleying poor in comparison. He is very quick at the net, and volleys from a close position, preferring that style to back-court play. Off the ground, his passing strokes are excellent, but in driving he is not so strong, and his play often lacks length.

Wright's play promised great things at one time, but fell off two or three seasons ago, and he has never quite reached the top rank in singles. He is one of the best low volleyers in the country, and drops his passing strokes and his return of the service better than any other American. He "chops" the ball a trifle too much for the fastest kind of play, and particularly in singles his skill suffers from this drawback. Overhead he is very fast, and his service, though straight, is effective and well-placed.

Of the chances of the American team, I imagine they should beat the Belgian and French players, and meet the Australians in the finals. The Antipodeans are an unknown quantity over here, and, I predict, will prove more formidable than is generally expected. The chances of the Americans ought to be a bit the better for the finals, but with H. L. Doherty and Riseley in the singles and the Doherty brothers in the doubles, if that should prove to be the team selected to defend the Davis Cup, I fear the challengers, no matter which country plays against the English holders, will have the smaller chance for the victory.



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# PLAYS AND PLAYERS.

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Bassano.

## MISS MABEL GREEN

One of the Two Little Michus at Daly's Theatre. Commencing her stage career less than two years ago, Miss Green has been rapidly promoted to the front rank, and though the new play is only the third in which she has had a part (the others being "The Cherry Girl" and "The Cingalee"), her fine voice and unaffected acting admirably fit her for the part she is playing.



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# Under the Burgee.

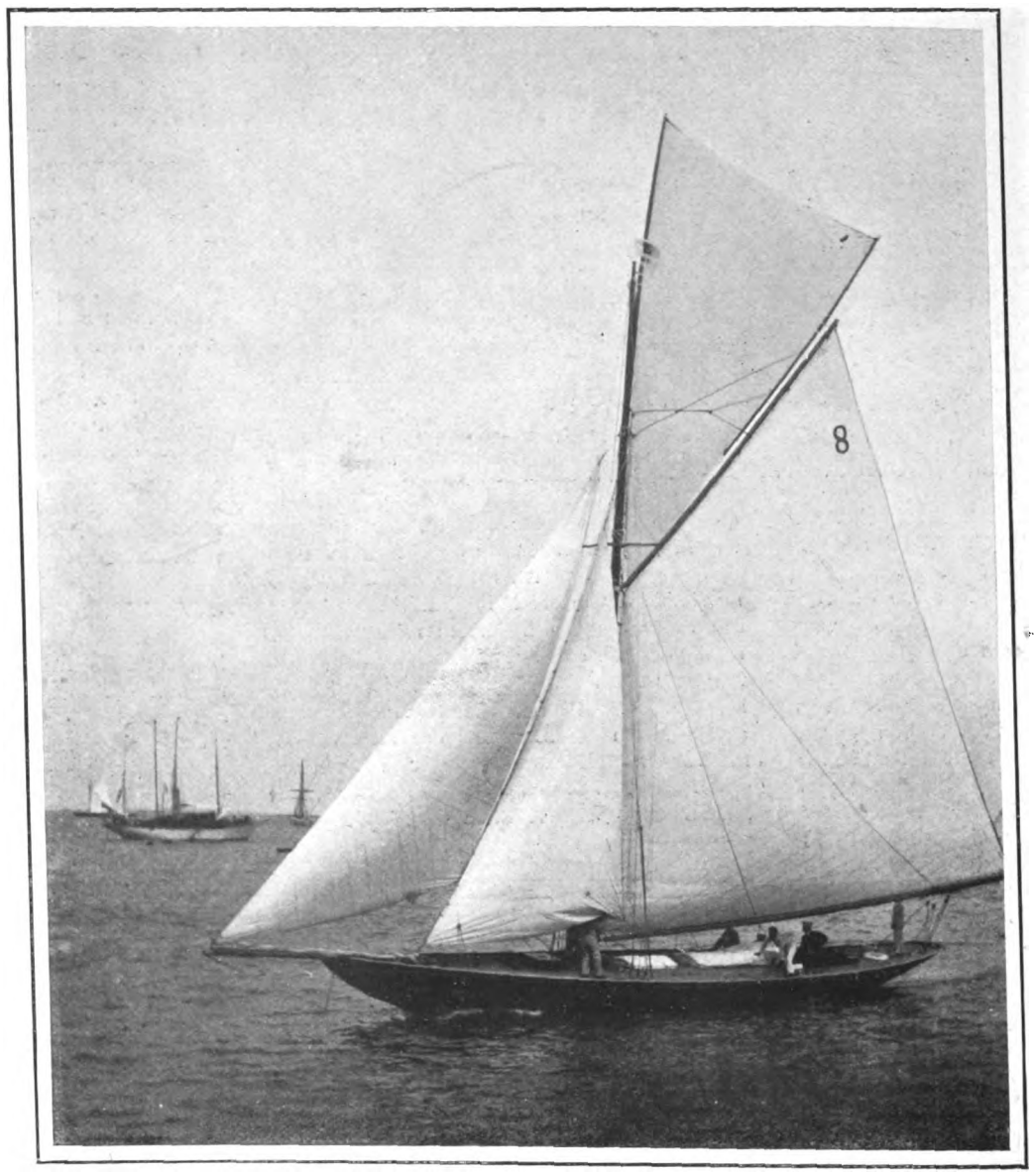
THE Solent racing season opens to-day with a series of matches under the flag of the Royal Southampton Yacht Club. The races will, in accordance with the custom of more recent years, start and finish off Hythe. The course is not entirely in favour with Solent yachtsmen generally, owing to the fact that, with a south-west wind, there is too much plain sailing, and but a very little turning to windward. It, however, provides a variation from the other and more open courses over which the majority of the club's races are sailed. A few years back, the Southampton club matches started and finished off the pier, but recent extensions to docks and quays have rendered such courses unsuitable for any but very small craft, although in the Southampton Town Regatta, held annually under the auspices of the West Quay Club, the old courses are adhered to.

The list of fixtures for the season is a fairly lengthy one, comprising, as it does, fifty-four regattas, so that there will be no lack of sport if only the classes fill well, which is, however, somewhat doubtful up to the present.

Although the season cannot be said to commence particularly early, it is seldom that all the boats are in commission for the first few matches. During more recent years, while most of the classes have been declining in numbers, the one-design class has turned out by far the strongest, and at one time they were so numerous that at many regattas they were started in two divisions. This year there does not appear to be any prospect of the class being exceptionally strong. Owners will be permitted to make certain alterations in their sail plans, so that, strictly speaking, the one-design idea will cease.

It would not be in any degree surprising if this class soon became discarded as one of the regular classes. It has served a useful purpose, and provided some excellent sport. A one-design class, while providing the keenest of racing, inasmuch as everything depends upon handling in a match, has the disadvantage that the boats, after a few seasons, become old in type. Although this may not detract from the interest of the actual racing, the class fails to attract when the boats composing it come to be regarded as old in type. Should the Solent one-design class show any definite signs of decreasing in interest, it is hardly probable that any serious attempt would be made to revive it. More probably a new one would be established.

The performances of the new Payne 36-footer will be watched with some interest, this being the first important order turned out by this young designer, who is a son of the late Arthur E. Payne, whose name will always be associated with Solent racing, notwithstanding his successes in bigger craft.



EILEEN

South Coast class, owned by Captain the Hon. A. Greville and Mr. Brinsley Fitzgerald. Eight boats were built to this class from A. Mylne's design. They are about 42-ft. rating and 24-tons.

Next Saturday the big class season will open with the annual "down-Swin" matches, under the New Thames burgee, followed on the Monday and Tuesday by the Harwich Regatta. The chief interest of the day will, of course, be the race for 52-footers. There has been ample opportunity during the fine weather of the past few weeks for sail-stretching, and all the vessels should come to the starting line for the first race of the season fairly well tuned up. Sonya, Mr. Turner Farley's Herreshoff boat, has been fitted out and done her preliminary spins at Tollesbury, and, at the time of writing, but few persons, other than those associated with the craft, have had an opportunity of judging of her under way. It is understood that Gauntlet will race occasionally in the 52-ft. class during the season. She has sailed in the class once or twice during the past two years, and made a very good show in one race against Lucida and Camellia. At some of the regattas the boats of the South Coast class may sail in company with the ex-52-footers. Their rating comes out at about 42-ft.

The ex-racers of the 52-ft. class have hitherto sailed upon handicap terms, with a limit of time allowance of one minute per mile. The inclusion of the South Coast boats in the handicaps would not be productive of much interest. The class has never been quite the success that was anticipated. It originated in a desire to establish another one-design class in the Solent, and the first proposal was for boats of about 16-tons measurement. Several alterations were subsequently made in the designs, and ultimately the existing type was decided upon, the boats being built at various yards from Mr. A. Mylne's drawings. There were eight boats constructed, and amongst the owners are several of our best-known yachtsmen. When the class took definite form, the Solent Classes Racing Association refused to admit it as a Solent class. Many enthusiastic sailing men were of opinion that it would injure the Y.R.A. classes, more particularly the 36-footers, which at one time formed a fine class in the Solent, and consequently the proposal to include it as a Solent class met with very considerable opposition.

The annual May meeting of the Royal Yacht Squadron was held last week. The business was chiefly of a routine order. The new members elected were the Earl of Cork, Mr. E. M. Mundy, Sir John Baird, Mr. A. H. G. Caulfield, Mr. C. H. Bibby Hesketh, Mr. Crosier Bailey, Colonel Philip E. Pope, and Mr. E. R. Whitwell.

CORINTHIAN.

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OPENING REGATTA FIXTURES.

June 3.—New Thames Yacht Club, Southend to Harwich.
June 5-6.—Royal Harwich Yacht Club Regatta.
June 9.—Royal Thames Yacht Club River Matches.
June 10.—Royal Corinthian Yacht Club.
June 13.—Royal London Yacht Club.
June 14.—New Thames Yacht Club River Matches.
June 17.—Royal Thames Yacht Club, Nore to Dover.
July 14.—Royal Cinque Ports Yacht Club Regatta.



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# YACHTS OF THE YEAR.

*Stuart.*

GAUNTLET.

This photograph was taken in her second season, when she sailed under the flag of Mr. A. L. Pearse. She was built for Mr. W. P. Burton in 1901 from designs by the late A. E. Payne, is now painted black on the topsides, and owned by Messrs. J. R. Payne and H. Goldie. Her record last season in the handicap class was an excellent one.



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# The Traveller.

## A HOLIDAY ON THE LONDON AND NORTH WESTERN RAILWAY.

THE lovely warm spring weather which all of us have been enjoying of late has not unnaturally set many people thinking about the holidays, and how and where to spend them. Probably the majority of holiday-makers have heard of such famous continental spas as Carlsbad, Marienbad, and Homburg, but how many could define exactly the locality of Llandrindod, Llangammarch, and Llanwrtyd? That these three watering-places are in Wales is pretty clearly indicated by the very first syllable of each; but beyond that fact but little is known to the majority of health seekers. As a matter of fact the neighbourhood is one that abounds in names commencing with "Llan," and for that reason has been aptly termed the land of double L's.

Llandrindod Wells, which ranks probably first in importance, boasts of a series of mineral springs whose efficacy in certain maladies has long since been proved both by analysis and actual results. The town itself is delightfully situated at an elevation of over 700-ft. above the sea level. All around are hills of various heights. To the east lie the Radnor Forest Range, while on a clear day one can discern the tops of the Black Mountains. Again to the westward lie the Brecknock Hills, behind which the sun sets, and to the north and north-west are the hills of Cardiganshire, with that giant Plinlimmon towering above all.

Llandrindod, like its neighbours Llangammarch and Llanwrtyd, is situated in the heart of wild, romantic scenery; it can be reached in comfort by the expresses of the London and North Western Railway a little over five hours from town. The distance is not far short of 200 miles, and the route is by way of Stafford, Shrewsbury, and Craven Arms. To many of the North Western trains through carriages are attached; moreover, one can dine comfortably *en route* if desired in the company's restaurant cars.

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ON THE BANKS OF THE RIVER WYE.

Close by is the little town of Builth, or Llanvair-yn-Maullt, as it is locally called. In the neighbourhood of Builth, celebrated for its mineral springs and picturesque scenery, is the Cwm Llewellyn, where the unfortunate Prince Llewellyn was slain in his final struggles with the English.

Although Llandrindod is famous chiefly on account of its medicinal waters, which are rigorously consumed by those suffering from dyspepsia, liver complaints, skin diseases, and certain gouty disorders, it is, nevertheless, a most charming spot for those in search of a quiet restful holiday. The springs are divided into two classes—sulphur and saline. At the old pump-house there is one of each kind, while the Rock Park Pump-room boasts two of each kind. The latter also contains a magnesium spring, discovered a few years ago. In cases of tuberculous troubles it has proved especially efficacious. The waters of Llandrindod are held in high repute by the medical profession, such eminent physicians as Sir William Broadbent, Sir Herman Weber, Sir John Williams, Sir Lander Brunton, and a whole host of other members of the profession being strong supporters of this delightful Welsh spa. "Why," asked a recent visitor to Llandrindod, "should holiday-seekers ever risk the intolerable heat of Ems, the fashion of Homburg, or the deserted gaiety of Baden, when in a few hours they can drink the waters till they are tired of them on the hills of lovely Wales? Why not believe that there is 'no place like home,' and try the health-cure of Llandrindod Wells?"

Llangammarch Wells is also most picturesquely situated among the hills of Central Wales. It is a comparatively small village, yet holds a high place in the opinion of the medical profession on account of its fine mineral waters. The spring is the only one in this country known to contain chloride of barium, which is a most valuable agent in the treatment of heart affections, as well as cases of gout and rheumatism. Situated at an elevation of about 560-ft. above sea-level, the air is naturally very bracing and exhilarating; even in the hottest weather the atmosphere here is never oppressive. Visitors to this delightful resort are, indeed, fortunate in having so comfortable a hotel as the Lake Hotel to put up at. The hotel, standing in its own grounds of nearly 700-acres, affords every comfort and convenience to those wishing to undergo a course of the waters. The springs and pump-house are in the hotel grounds, which also contain a pretty lake, well stocked with fish. The golf links, which have been recently laid out, are also close by.

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A PRETTY WELSH WATERWAY.

A view of the River Wye and the famous Dolphin Rock. The scenery along the banks of this winding stream, which rises in the mountain of Plinlimmon, is exceedingly varied and beautiful, and has been a source of inspiration to some of our greatest poets and artists.



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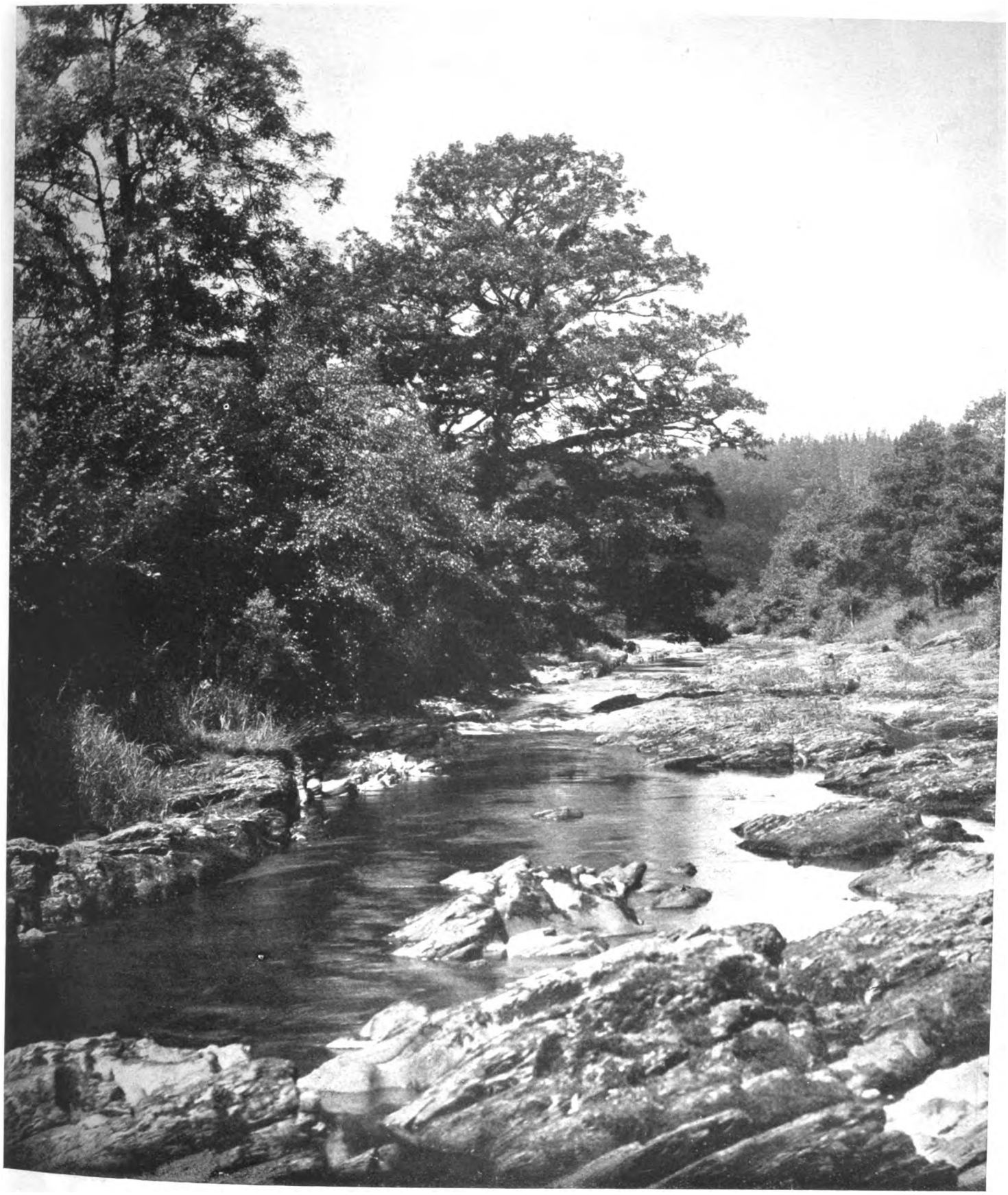
Builth is also celebrated for its mineral springs, which are said to closely resemble those of Harrogate. The town is even more favourably situated as a centre for the excursionist than either Llandrindod or the surroundings are. Among the rambles that may be taken on foot we should mention those to the Lover's Leap, from the summit of which, tradition has it, two lovers' courtship was rudely interrupted by their being forms a delightful bicycle run, as also the one to Rhayader Gwy, which means "the cataract of the Wye," though no cataract exists at the present day. On the road to Rhayader is passed Doldowlod, the home



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IN PICTURESQUE WALES.

A scene on the River Irfon, near Llangammarch Wells. The Irfon is a tributary of the Wye, and both rivers are famous for their excellent trout-fishing and wild romantic scenery.

Llangammarch, for it is at this point that the Cambrian System connects with the Central Wales line of the London and North Western Railway.

Those who make Llandrindod their centre, however, will quickly discover how delightful precipitated suddenly into the rushing waters below and drowned. Some nine miles north of the town is Abbey Cwm Hir, once the site of a Cistercian monastery; it is also declared to be the place where Llewellyn, the last of Welsh Princes, was buried. This little excursion of Watts, the inventor of the steam-engine. Many other places can be visited from Llandrindod, including Presteign, Knighton in the Teme Valley, and Llanthony Abbey with its old priory and memories of Landor.



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# THE SERVICES.

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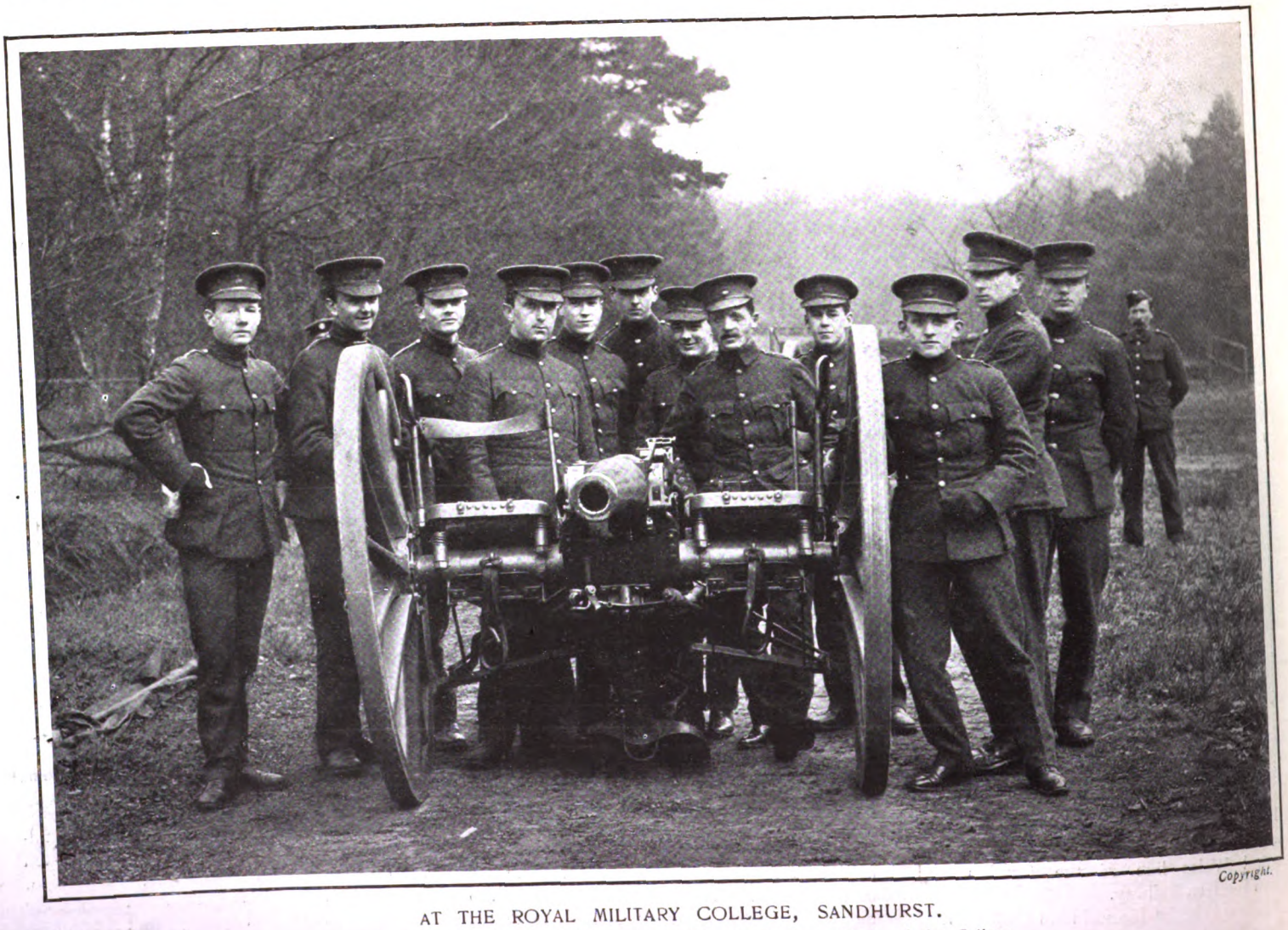
THE NEW GUNS FOR THE ROYAL ARTILLERY.

The 12-pounder pieces brought from Woolwich for the King's inspection are samples of the guns with which it is proposed to rearm the Horse and Field Artillery.



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AT THE ROYAL MILITARY COLLEGE, SANDHURST.

Gentlemen cadets at drill with a 15-pounder gun in the grounds of the College.



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# The Yearly Meeting of the Society of Friends.

## LEEDS: MAY 23—JUNE 1, 1905.

THE first Yearly Meeting or General Assembly of the Society of Friends took place in London as far back as the year 1672. For more than a century Devonshire House (not in Piccadilly, but in the still more ancient thoroughfare of Bishopsgate Street Without) has been the scene of an unbroken series of these interesting and influential gatherings. The holding of the annual Synod of Quakerism away from London is a new and startling departure on the part of a body whose conservatism in matters of "ministry," "discipline," "oversight," and organisation is unimpeachable. Yorkshire has played an all-important part in the history of the Society of Friends, and is still the home of many of the great families who strictly adhere to the traditions of their forefathers. Ackworth School was established in Yorkshire in 1779; York was the scene of the labours of John Woolman, who died there in 1772, and it was in York that the "Retreat" was opened in 1796.

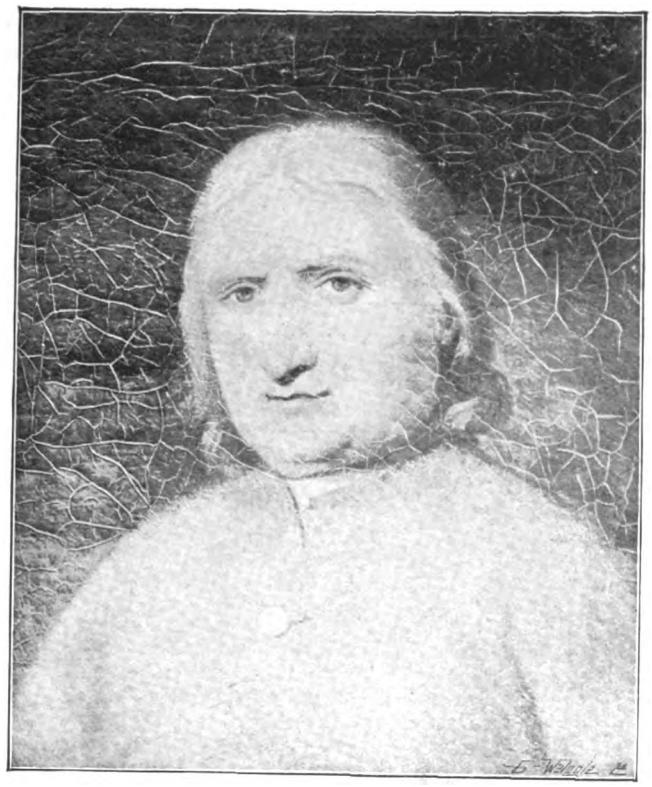
In 1829 the Boys' School, founded in York six years before, was taken over by the York Quarterly Meeting. The Clerk or President of the Leeds Meeting is Mr. Henry Lloyd Wilson of Birmingham. Mr. Isaac Sharp, B.A., the Secretary of the Society of Friends, is the "Recording Clerk." Mr. William Whiting of Leeds is the Secretary of the local organisation, which has issued an elaborate booklet giving every kind of useful information to strangers. Amongst other prominent Yorkshire "Friends" who have assisted in making the necessary arrangements for the comfort and convenience of their co-religionists while sojourning in Leeds, are Mr. William Harvey, Mr. John Stephenson Rowntree, J.P. (one of York's most popular Lord Mayors), and Mr. Joseph Rowntree. The commodious and picturesque meeting-house, or houses, in Woodhouse Lane, Leeds (of the entrance to which an illustration is given) is admirably suited for an assembly of this kind.

Excursions during the Yearly Meeting will be made to Ripon and Fountains Abbey, Scarborough (including a visit to the Guest House and Throxenby Hall), Bolton Abbey, Ackworth School, York (comprising Bootham, the Mount School, and the Retreat), and Rawdon School. On Wednesday, the 24th inst., the programme includes a reception of the members by the Lord Mayor and Lady Mayoress. The Yearly Meeting will, of course, be in telephonic communication with the outside world, and "Friends' Meeting-house, Leeds," is declared to be a sufficient telegraphic address. On Sunday, the 28th inst. (or "First Day, 28th of Fifth Month"), solemn "meetings for worship" are to take place either in Leeds or within a radius of ten miles of the city.

The eventful history of the Society of Friends (and none of the Free Churches of England can boast of a more splendid record of trials, tribulations, and triumphs than the once-persecuted Quakers) may be said to commence in 1647, when George Fox, born three-and-twenty years previously at Fenny Drayton in Leicestershire, began his "ministry." As Carlyle wrote two centuries later, "No grander thing was ever done than when George Fox went forth determined to find truth for himself, and to battle for it against all superstition, bigotry, and intolerance." Fox himself, in all probability, never foresaw the far-reaching consequence of his teachings and his sufferings in England, America, and Holland. Having been freed by proclamation from his last term of imprisonment in Worcester Gaol, he lived till 1691, when he died within a few days of preaching "a long and wonderful sermon" at the Gracechurch Street Meeting-house. Fox, as Bunyan had been three years previously, was laid to rest in the Friends' Burial Ground at Bunhill Fields.

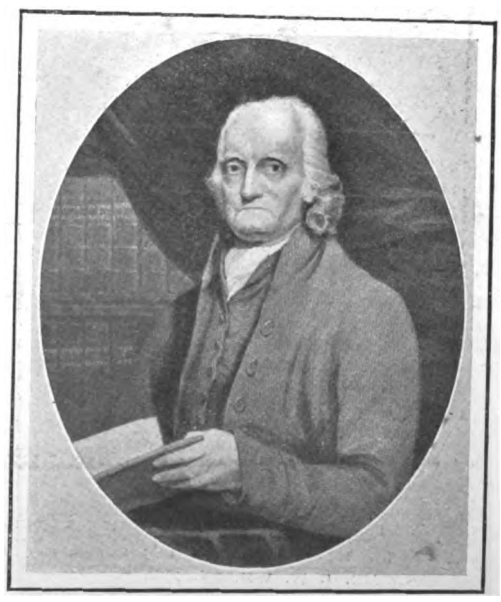
George Fox, William Penn, and John Bunyan were to the religious life of England in the seventeenth century what John Wesley, George Whitefield, and Selina, Countess of Huntingdon, were to that of the eighteenth. Few men suffered more for their convictions than George Fox. Scarborough, the objective of one of the pilgrimages from Leeds, was from 1663 to 1666 the scene of one of Fox's numerous imprisonments. His whole career was little else than a life-long martyrdom. Like the early Christians, he was "in prisons oft," and Nottingham, Derby, Carlisle, Launceston, Lancaster, Leicester, and Worcester share with Scarborough the distinction of having been at one time or another (Lancaster twice) Fox's places of bondage. In his youth his earnestness won him the nickname of "Righteous Christer." In the first years of his ministry his perpetual injunction to those who listened to him was "to tremble at the Word of the Lord." On this account one Justice Bennet appears to have stigmatised him and his followers as "Quakers."

At the time of Fox's death, in spite of bonds, fines, stripes, and even martyrdom, the Quakers formed a powerful and influential body. In 1682, William Penn, one of their ablest and most zealous members, successfully founded the State of Pennsylvania, although only twenty years before Mary Dyer and her companions had suffered a violent death in Boston. At that time the number of Friends was computed to be 40,000. In 1656 Fox averred that there were seldom less than 1,000 in prison, and it has been asserted that between 1661 and 1697 13,562 Quakers were imprisoned, 152 were transported, and 338 died in bondage or of their wounds. In 1840, when the Society of Friends surrendered their



GEORGE FOX.
From the portrait by Peter Lely, in the possession of the trustees of Swarthmoor College.

WILLIAM PENN
Founder of Pennsylvania, and one of the pioneers of the Society of Friends.



MR. RICHARD REYNOLDS
A celebrated Bristol Quaker and philanthropist of the eighteenth century.



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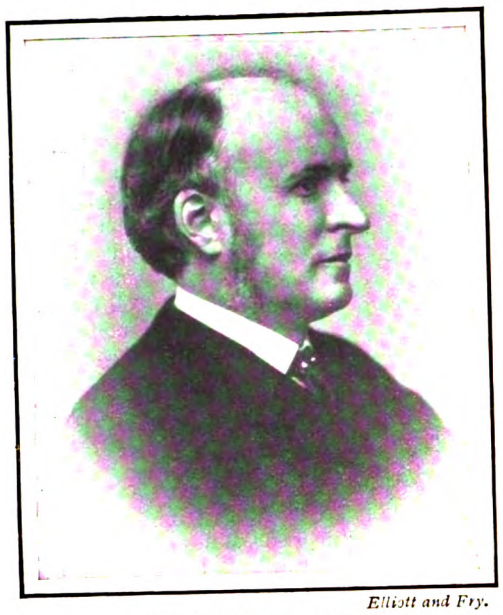
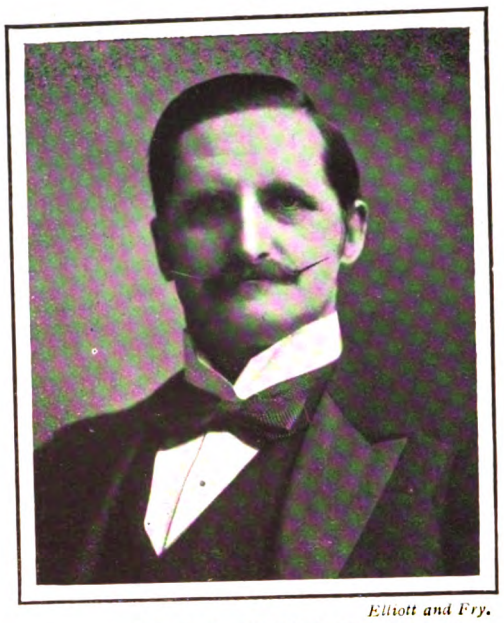
# NOTABLE MEMBERS OF THE SOCIETY OF FRIENDS.



*Elliott and Fry.*

MR. J. E. ELLIS, M.P.

Member for the Rushcliffe Division of Nottingham.



*Elliott and Fry.*

MR. J. E. BARLOW, M.P.

Member for the Frome Division of Somerset.

*Elliott and Fry.*

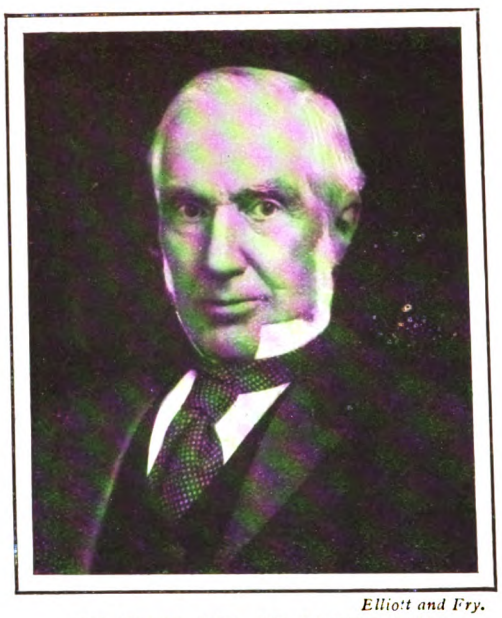
SIR ALFRED EDWARD PEASE, BART.

Formerly M.P., now a magistrate in the Transvaal.

*Elliott and Fry.*

THE RIGHT HON. LEWIS FRY

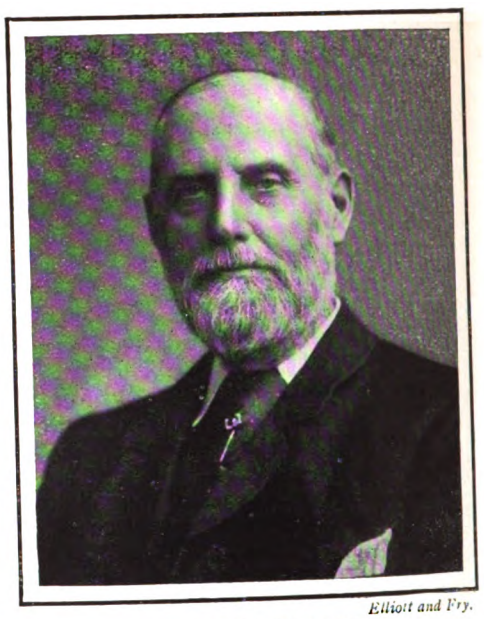
A prominent member of the Society of Friends.



*Elliott and Fry.*

THE RIGHT HON. SIR EDWARD FRY

Ex-judge, and a member of the Judicial Committee of the Privy Council.



*Elliott and Fry.*

MR. JAMES RICHARDSON

A prominent Irish member of the Society of Friends.

*Elliott and Fry.*

MR. J. W. WILSON, M.P.

Member for North Worcestershire, and a popular member of the Society.

*Prestwich.*

MR. NORMAN PENNEY

Librarian of the Society of Friends, and hon. secretary of the Friends' Historical Society.

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MR. BEVAN LEAN, D.Sc.

Head-master of Sidcot School, Somerset, the centre of Quaker education in the West



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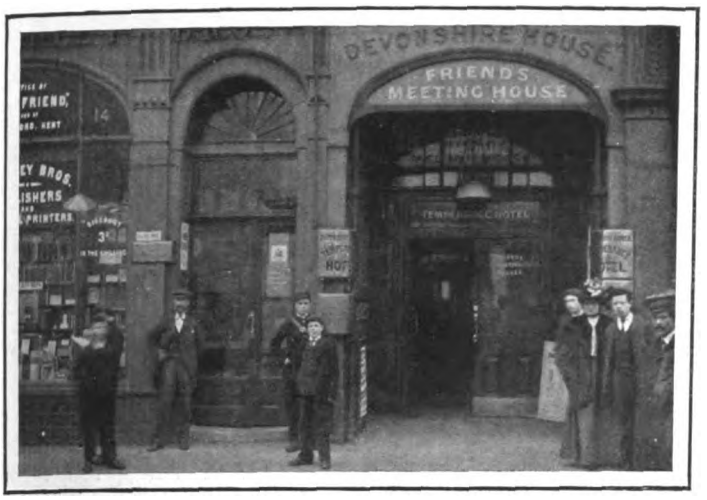
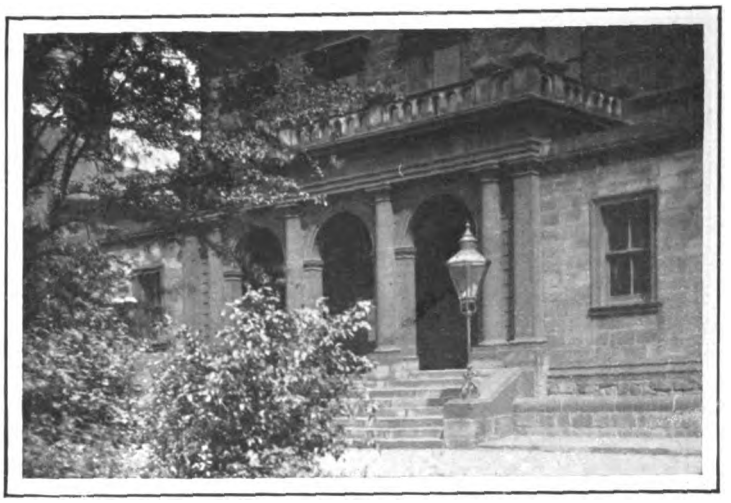



DEVONSHIRE HOUSE, BISHOPSGATE STREET WITHOUT.
The historic headquarters of the Society of Friends.

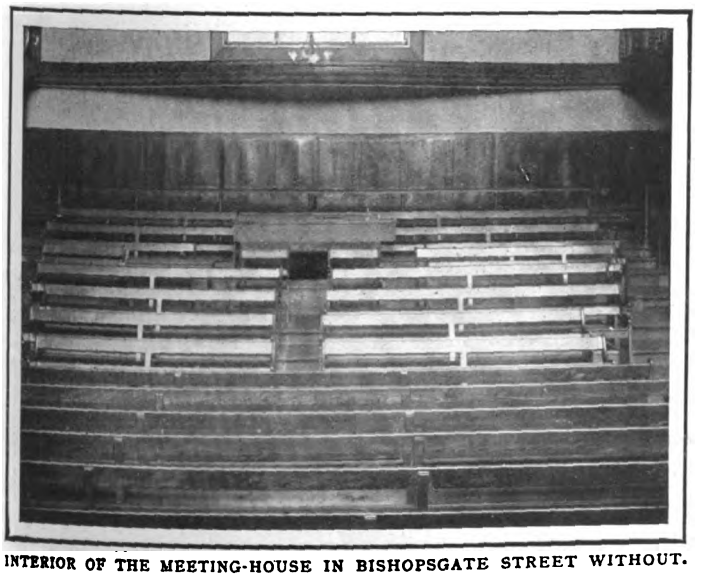


THE FRIENDS' MEETING-HOUSE, WOODHOUSE LANE, LEEDS.
The scene of the Yearly Meeting of 1905.

registers to the Government, they were found to contain entries of 134,000 births, 27,000 marriages, and 154,000 burials. When William and Mary came to the throne 50,000 Friends were said to be living in England and America. At the close of the nineteenth century the corresponding number was about 150,000. In Great Britain there are nearly 400 Friends' congregations, grouped into eighteen Quarterly Meetings. The number of Recorded Ministers is 364—men 219, women 145. The muster roll of pupils, adults, and children in the Friends' First Day (Sunday) Schools in the United Kingdom is nearly 46,000. The Friends' Foreign Mission Association has 79 Missionaries and upwards of 1,000 native helpers labouring in India, Madagascar, China, and Syria.

SIDCOT SCHOOL, SOMERSET.
The headquarters of Quaker education in the West of England.

If the Society of Friends is by far the smallest, numerically speaking, of the principal Free Churches, it has, during nearly two and a-half centuries, exercised an influence wholly out of proportion to its size. Wilberforce had no more able coadjutor in his crusade against slavery than Joseph Sturge of Birmingham. The good work done by John Howard and Elizabeth Fry in the matter of the reformation of prison life still continues to bear fruit, while the names of the Gurneys of Earlham, the Frys of Bristol, the Barclays of London, the Tangyes of Birmingham, the Palmers of Reading, the Peases, the Cadburys, the Rowntrees, the Carrs, and many others, will always be honourably connected with the history of British commerce. Richard Reynolds of Bristol was one of the most enlightened philanthropists of his time. Amongst the best-known English and American Quaker writers may be mentioned the names of William Penn, Robert Barclay, Thomas Story, Stephen Grellet, and in our own times J. S. Rowntree. The literature of Quakerism is enormous. A list of Quaker books occupies two bulky volumes, while Joseph Smith's "Bibliotheca Anti-Quakeriana" fills over 470 pages. Women have from the first played a prominent *rôle* in the affairs of the Society of Friends. At the last meeting of the Conference of the Free Churches Mrs. George Cadbury —herself an eloquent speaker—alluded to the ministrations of the early Quaker woman-preacher who figures in one of the quaint old caricatures now reproduced. Elizabeth Fry had no more energetic fellow-worker than Anna Forster, the wife of William Forster, the indefatigable missionary to America, whose modest residence was at Bradpole in Dorsetshire. It was there that their son, the late Right Hon. William Edward Forster, M.P., the future Chief Secretary for Ireland, was born in 1818. Bridport, like Poole, was once a great Quaker centre, and contains many landmarks of the old days of trials and tribulations, of stripes and imprisonments. The quaint old meeting-house was, in the reign of William and Mary, the barn of Daniel Tayler, a pious and prosperous Friend, who converted it into a meeting-house, to which purpose it is still devoted.



INTERIOR OF THE MEETING-HOUSE IN BISHOPSGATE STREET WITHOUT.
Showing the desks occupied by the Clerk to the Yearly Meeting and his assistants.

THE INTERIOR OF DEVONSHIRE HOUSE, LONDON, E.C.
A view of the scene of the Yearly Meeting of the Society, as seen from the Clerk's desk.



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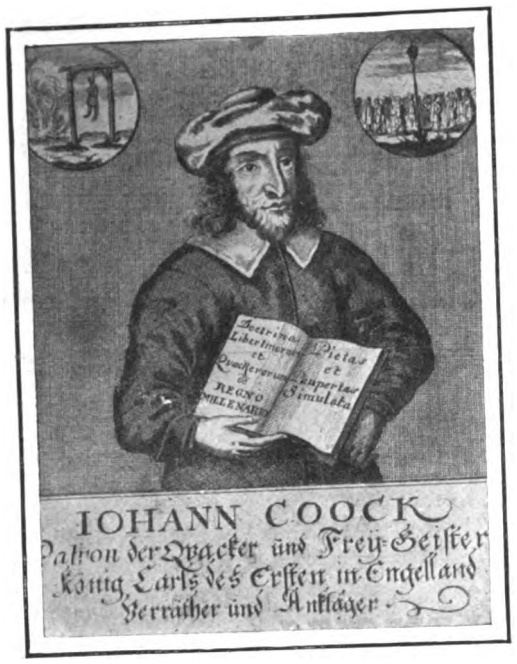
# THE SOCIETY OF FRIENDS AT LEEDS.




ONE OF THE EARLIEST CARICATURES ON THE QUAKERS.
Showing the punishments which awaited them.

The standard history of the Society of Friends has still to be written, but much information of great interest may be obtained from the perusal of three small volumes, viz., "The Friends, who they are, what they have done," by William Beck; "Quaker Strongholds," by C. E. Stephen, a sister of the late Sir James Stephen; and last, but by no means least, "The Society of Friends, Its Faith and Practice," by Mr. J. S. Rowntree.

At the end of his little book Mr. Rowntree gives in three pages the history of both English and American Quakerism, in the form of chronological memoranda. The following are the principal events recorded during the nineteenth century: 1807, Slave Trade abolished by Great Britain; 1828, Test and Corporation Act repealed; 1833, Admission of Friends to Parliament; 1866, Qualification of Office Act repealed; 1880, Burial Acts Amendment Act passed. The first Friend to enter the House of Commons was the late Joseph Pease, and the family of Pease is still well represented at Westminster. Joseph Pease was soon followed by John Bright, and the cause of Free Trade, like that of the Slave, found its foremost champions amongst the Friends. Amongst the illustrations of this article will be found the portraits of several Quaker Members of Parliament, but it must be remembered that the following well-known politicians are also either Friends or of distinctly Quaker descent: Sir Edward Birkbeck, Jacob Bright, Sir T. F. Buxton, Sir Joseph Dimsdale, Sir R. N. Fowler, Messrs. Hudson and John Henry Gurney, Mr. F. J. Horniman, Mr. W. H. Leatham, Mr. John Ellis, Messrs. Walter and George William Palmer, Mr. Alfred Webb, Mr. J. J. Wilson, and Mr. John Whitwell. The Society of Friends has its own schools, some of which have already been named. One of the most prosperous and popular of these is Sidcot, the great Quaker seminary of the West, nestling in the heart of the Mendips near Cheddar in Somersetshire. Three years hence Sidcot will celebrate its centenary. Amongst the illustrations now given is a view of the school. The Sidcot Old Scholars' Association is a very vigorous organisation.

The Quakers have also their own booksellers and publishers in the persons of Messrs. Headley, who are located at the entrance of Devonshire House, the ancient stronghold and centre of all that concerns the Society of Friends. Here are published *The Friend* and the *British Friend*, as well as the *Journal of the Friends' Historical Society*, which possesses a general as well as a purely special interest, for the annals of the Quakers enter very largely into the history of Greater as well as Lesser Britain. Mr. John Stephenson Rowntree is the President of the Society, the joint Editors of the journal being Mr. Isaac Sharp and Mr. Norman Penney. Many centenarians have flourished in the ranks of the Friends. Probably their *doyenne* was the late Mrs. Elizabeth Hanbury, who worked side by side with Elizabeth Fry, and died three or four years ago at the patriarchal age of 107.

Devonshire House, for the best part of two centuries, has been the scene of the Yearly Meetings, transferred, as far as 1905 is concerned, to Leeds. Outside all is bustle, noise, and confusion, but within a few paces of

A CONTEMPORARY CARICATURE OF HANNAH TRAPNELL
One of the eloquent and fearless female Quaker preachers of the seventeenth century.

the entrance depicted in our illustration you come on a "home of ancient peace," where all is quietude and silence. Here you find Mr. Sharp hard at work at his desk, and Mr. Penney busily engaged either in the well-filled library or the museum, where the relics vary from the rarest mezzotint portraits to the broadsides belonging to the time when the "Meeting for Sufferings" meant what the name indicates. Far down in the cellars is a bottle of port wine, sealed up long ago by some Quaker prisoner to whom it was given while in durance vile, and who desired that it should not be opened until the last trace of Quaker disability had vanished. The Great Fire of London in 1666 having destroyed the original meeting-house on the site of the General Post Office at St. Martin's-le-Grand, the Friends took some rooms in part of an earl's mansion outside Bishopsgate.

The old meeting-house was rebuilt, and another, known as the White Hart Court Meeting-house, sprang up, but the occupancy of the rooms in Devonshire House was not abandoned, and in them the London Yearly Meeting had its commencement in 1672. In 1745 the meeting-house which had been erected on the Devonshire House site was used as a guard-room by the Militia during the scare by the Young Pretender's march towards London. In 1766 Thomas Talwin (a liberal member of the Meeting) acquired the freehold for the Society of Friends. Towards the close of the eighteenth century, when the London Yearly Meeting had become an element of great power in the Society, premises were sought for that would prove adequate for a larger attendance at it than had previously been possible. The "Meeting for Sufferings," after having had various projects under its consideration, decided on the purchase of a property closely adjoining Devonshire House. This was one of the old London inns known by the sign of the Dolphin, and was entered from Bishopsgate Street, extending backward as far as Cavendish Court. Here in 1793-94 the Society built the two large meeting-houses, each capable of seating about 1,000 persons, the one for the use of the Men's, and the other for the Women's, Yearly Meeting. The former figures as an illustration.

In these days of revivalism in Wales, and the cry for "a return to a simpler life" uttered by the eminent Anglican bishop, whose diocese includes Devonshire House, as well as the Friends' meeting-houses of Peel Court, Stoke Newington, Wandsworth, Hammersmith, Westminster, Upper Holloway, and Chelsea, the homely teachings of Fox and his followers are well worth studying. The Quaker has long ceased to be an object of either caricature or religious persecution. The Society has earned the respect of all right-thinking men and law-abiding citizens. It is felt that even its form of worship somehow or other realises the ideas of Keble when he wrote the lines:

"'Twas silence in Thy temple, Lord,
When slowly through the hallow'd air,
The spreading cloud of incense soar'd
Charg'd with the breath of Israel's prayer.

'Twas silence round Thy throne on high
When the last wondrous seal unclos'd,
And in the portals of the sky
Their armies awfully repos'd.

And this deep pause, that o'er us now
Is hovering—comes it not of Thee?"

R. K. Y.

A CONTEMPORARY CARICATURE.
Showing the arrival of John Naylor, an early Quaker in Bristol.



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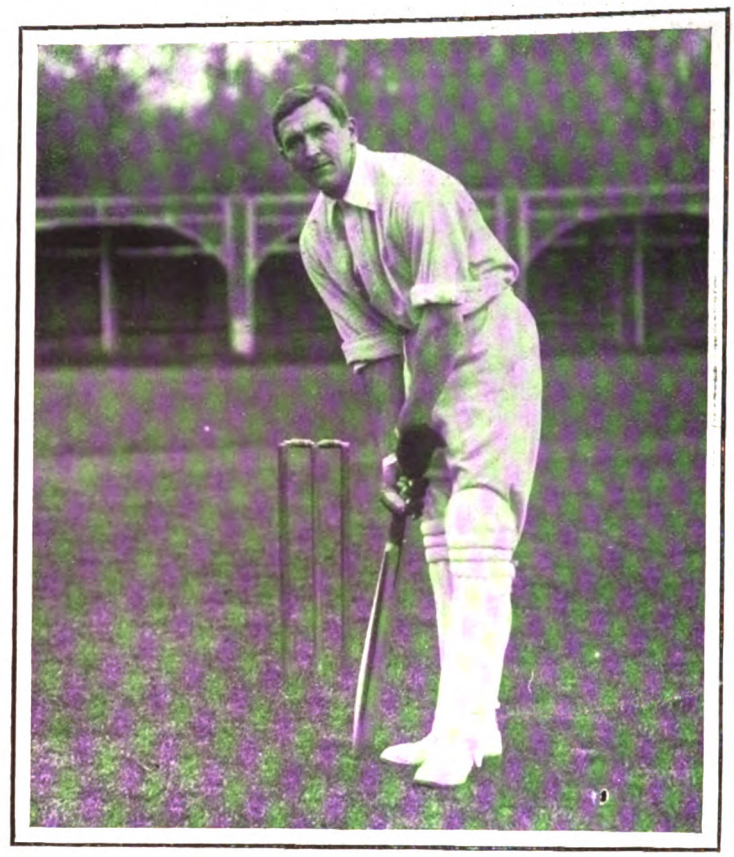
# THE CRICKET SEASON.

A. C. MACLAREN.

On Monday next, at the Trent Bridge Ground, Nottingham, this batsman, than whom there is none whose back the Australians would sooner see when he is playing against them, will almost certainly be playing for England, indeed, it was at one time thought that he might captain the England XI. He is one of the few men who scored 100 in their first innings in first-class county cricket, while his score of 424 for Lancashire *v.* Somerset at Taunton in July, 1895, is still the highest individual score on record in a first-class match. There is no better captain in the world, and his fielding at short-slip is a model for young players.

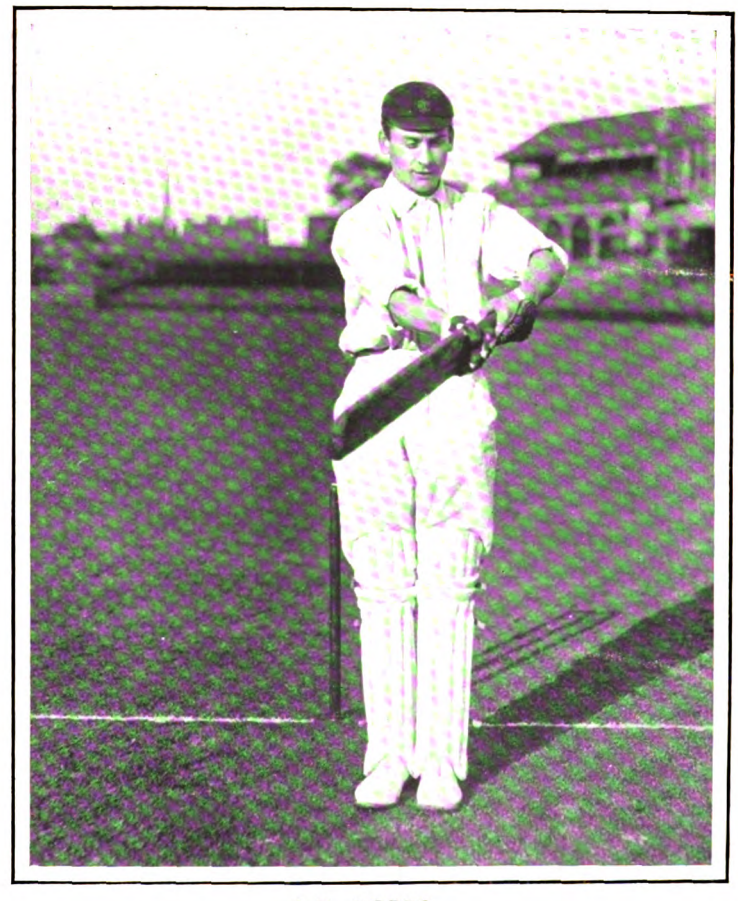


C. B. FRY.

There are very few records in cricket which are beyond the reach of this famous old Reptonian-Oxonian. He scored six consecutive centuries in first-class cricket a few seasons ago, and this year, in one week, May 8 to May 13, he scored 156, 105, 97, and 201 not out, thus missing by three runs only the wonderful feat of scoring a century in each innings of two matches in one week. He has never done himself justice against Australian bowling, but he has a magnificent chance this season, and he may begin next week at Nottingham. This year he is playing freer cricket, and is hitting almost as hard as any man who ever played.

T. HAYWARD.

Here we have another stumbling-block to a triumphant Australian march through the Test matches. In his first match this season against the Colonial team he scored 129 not out in the second innings, and on his form of last season it is very likely he will go one better than his astonishing form against the 1899 Australian XI. Hayward is the bedrock of English batting. He can occupy one end and tire the attack for hours, gradually going on building up a score which few of his fellows can beat. His fielding is smarter than it was a few seasons ago, and there are only one or two men as likely as he is to play in all five Test matches.



J. B. HOBBS.

Mention of Hayward just now at once causes cricketers and cricket-lovers to think of the young batsman who has made such a promising *aéout* at the Oval this season, for it was owing to Hayward that young Hobbs, who is Cambridge born, like Hayward, went to the Oval to qualify. Scores of 88, 155, and 94 in his first four first-class matches, the last figure having been recorded against the Australians, at once stamp a batsman as being out of the ordinary, but in Hobbs's case the style in which they were obtained was unequivocal. He possesses, moreover, the correct temperament for the successful cricketer.



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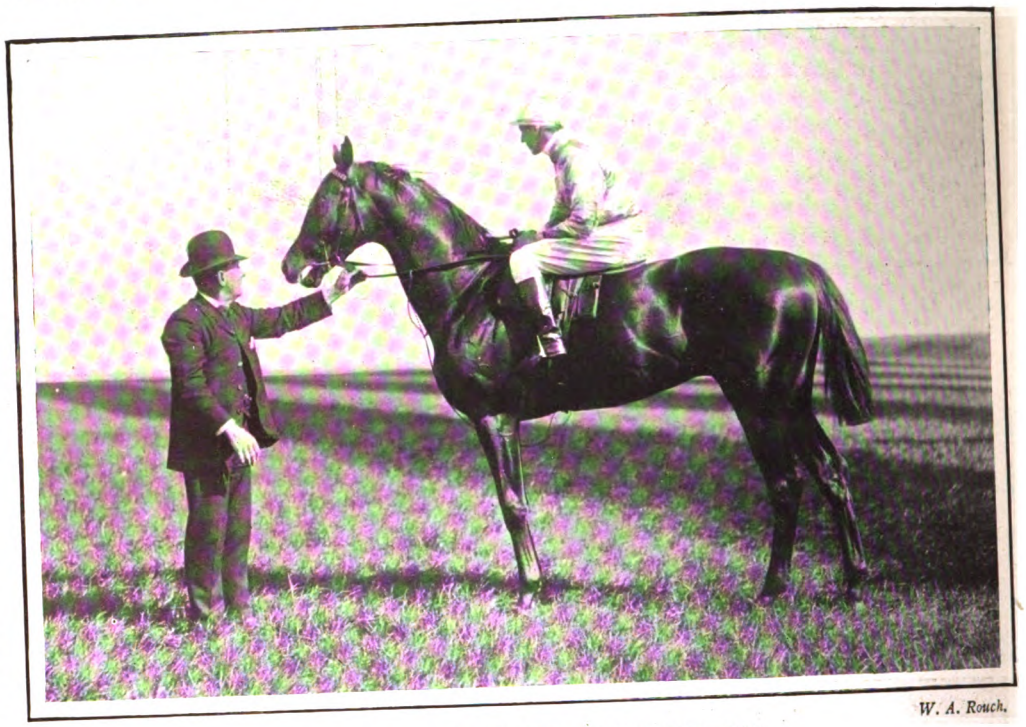
# THE RACING SEASON.

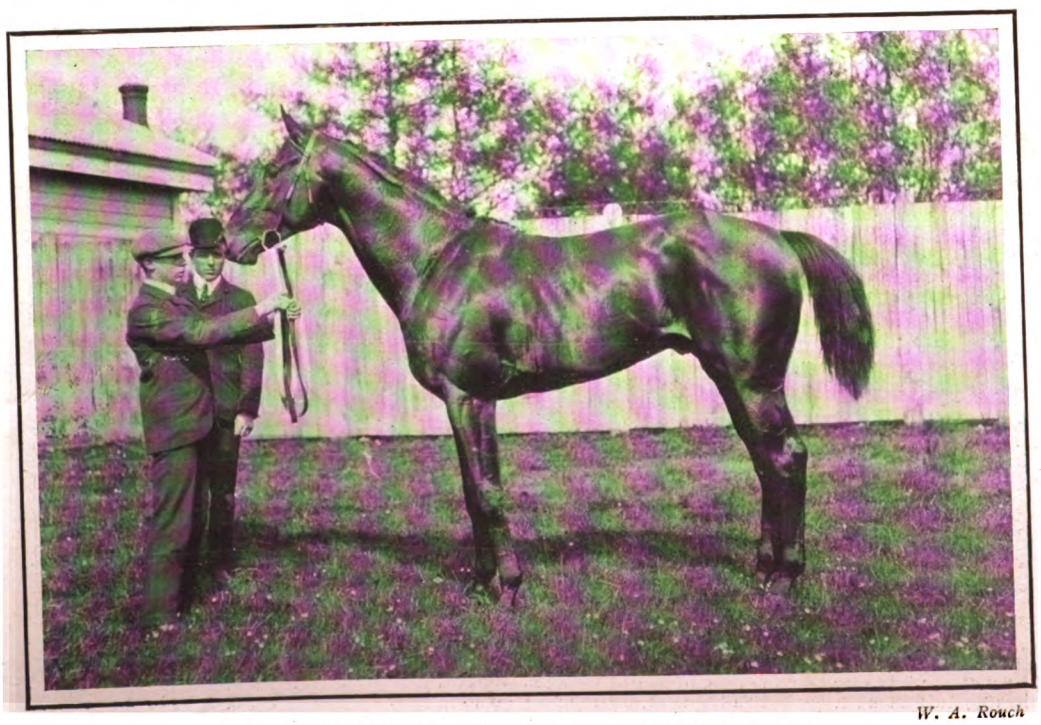
MENACED by a serious, though friendly, invasion by our friends across the Channel, the question of the moment is whether or no we have a champion worthy of defending the honour of Old England in the approaching struggle for the Derby. As far as one can see, the result of the Newmarket Stakes, which was run on the 17th inst., points clear enough to the fact that Lord Rosebery's Cicero is the best colt we can put forward to meet M. E. Blanc's two cracks, Val d'Or and Jardy, both sons of Flying Fox. Opinions differ somewhat as to the style in which Cicero won from Llangibby and Signorino, but as far as I could see, he won very easily indeed, and indeed, if "book" form is to be relied upon, he would have to do so, if he is expected to follow up the victory by a still greater one at Epsom, for one cannot forget the terrible example that Jardy made of the same two horses in the Middle Park Plate last year. He won literally in a hack canter, and at no part of the race was he going as fast as I had seen him doing two days previously in his morning's work. Llangibby has wonderfully improved, and is such a lengthy, powerful sort of colt, that there is still room for improvement, and one cannot help thinking, with all due deference to his popular owner, that Chevalier Ginistrelli's beautiful colt, Signorino, is hardly up to his best form just now. With regard to the French colts, pleased as we should be to beat them fairly and squarely, one cannot but express every sympathy with M. E. Blanc, in whose stable several horses are coughing. Every precaution has been taken, and up to the time of writing both Jardy and Val d'Or have presented a clean bill of health; but Adam was unable to meet his engagement in the Prix Lupin, and speculators would perhaps be well advised to delay their investments on the race until they know that the two French cracks are really well. At all events, M. Blanc may feel assured that all true sportsmen will wish that no untoward mishap may rob him of his chances of winning the greatest of the classic races of the year. The Newmarket Stakes is really the only item of much interest to be found on the programme of the Second Spring Meeting at Newmarket. No two year olds of much promise were to be seen, and there was really little that called for notice. D'Orsay (7-st. 9-lb.), Antonio (7-st. 12-lb.), and Pharisee (9-st. 9-lb.) finished in the order named for the Newmarket Handicap. The latter, who was only beaten by a head for second place, ran a really brilliant race, with every disadvantage in the matter of weight.



*W. A. Rouch.*

LORD ROSEBERY'S CICERO, BY CYLLENE—GAS.
Winner of the Newmarket Stakes.

The institution of the Newmarket Stakes has proved to be a sad blow to the old-fashioned Payne Stakes, for which such horses as Harvester and Melton are no longer seen under the starter's orders. Cape Verde, who won it this year from Shah Jehan and Carstone, is hardly up to even smart plating form, and according to the running at Sandown Park is a long way behind the form shown by Early Bird, who, by the way, won the Flying Handicap for Mr. Ruston. He started at the nice price of 6 to 1, and racing folks who are blessed with a retentive memory should certainly have profited not a little thereby.



*W. A. Rouch*

LORD FARQUHAR'S AIRLIE, BY AYRSHIRE—LADY ERNIE.
Winner of the Alexandra Handicap.

Two bright and cheery days' racing at Gatwick on Friday and Saturday came as a pleasant change after the more or less solemn proceedings of the Newmarket Meeting, the Ashdown Selling Handicap in particular providing a most exciting finish, in which the short head victory of Fireman was mainly due to the vigorous riding of Evans, who had all his work cut out to stall off the determined challenge of St. Moritz, ridden by J. Hare, jun. The principal race of the day was the Alexandra Handicap of 877-sovereigns. Helter Skelter was made favourite at 5 to 2, Airlie found plenty of friends at 3 to 1, and backers were forthcoming for both Laughing Gull and Melayr. Edicius, who is always a source of trouble at the post, outdid his worst performances on this occasion, and when finally the barrier went up he whipped round and put himself completely out of the race. Airlie, on the other hand, jumped off with the lead, which he never lost, and was followed home at a distance of three lengths by Melayr, who finished a head in front of Countermark. Sweet Mary once more showed a clean pair of heels to her field in the Worth Stakes, and cantered home six lengths in front of Fruitful and Fairlawn; and everyone was pleased to see "Morny" Cannon break the spell of ill luck which has clung to him so persistently by riding Jonquil to victory in the Mart Plate.

The chief items on Saturday's programme were the Prince's Handicap of 500-sovereigns, and the Marlborough Stakes of a similar value. The former proved to be the good thing foreshadowed by the betting for Long Tom, and Mr. H. J. King's nicely-bred colt Esquire, by Sir Visto out of Galanthis, had not much difficulty in beating Lady Yatesbury and Costly Lady for the Marlborough Stakes.

Longford Lad may win the Salisbury Cup on Friday, and Sweet Mary will win the Foal Stakes on the same day.

CAURIRE.



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# THE GATWICK SPRING MEETING.

LORD FARQUHAR'S AIRLIE WINS THE ALEXANDRA HANDICAP. *W. A. Rouch.*

THE MEMBERS' LAWN AT GATWICK. *W. A. Rouch.*

From the spectators' point of view there are few pleasanter race-courses in England than Gatwick, and the charming Surrey venue was exceedingly well patronised at last week's meeting.

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# Plays and Players.

Campbell-Gray.

MISS WINIFRED HARE AS THE TROUBADOUR, AT THE LONDON COLISEUM.

The wonderful programme at the Coliseum has been strengthened considerably recently, and a charming scena, entitled "The Princess and the Troubadour," with Miss Winifred Hare and Miss Topsy Sinden, has been attracting very favourable comment. This is by no means Miss Hare's first appearance at a variety theatre, but she and Miss Sinden are both better known in musical comedy.



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**Diet v. Cosmetics.**

**A Good Food Clears the Complexion.**

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"I found to my surprise after a week or two's trial that I was getting quite plump, my voice and chest much stronger, and my complexion beautifully clear. In fact, since taking the Grape-Nuts my friends say I look ten years younger, and I believe them, as my glass tells me it is true."

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# LITERARY NOTES.

MR. HENRY W. LUCY has published with Messrs. George Newnes, Limited, another volume of "Peeps at Parliament," uniform with the first volume. The period covered by this second series is from December, 1896, to December, 1902, a period which included the death of Mr. Gladstone. That fact gives Mr. Lucy opportunity for one or two reminiscences of the great man, and Mr. F. C. Gould, who illustrates the book, the chance of making some delightful drawings of him, two of which we reproduce. Everybody knows "Toby, M.P.," and everybody who knows him likes him, which is not surprising, considering the shrewd but never unkind wit, the fairness to both sides, and the swift appreciation of a joke, which make this volume, like its predecessor, such delightful reading. We do not know which to praise most, Mr. Lucy's letterpress, or Mr. Gould's illustrations, which are scattered freely over nearly every page of the book. Neither Mr. Gould nor Mr. Lucy is, properly speaking, a caricaturist, but they both have a way of seeing the funny side of things [illegible] people; and while never overstepping the bounds of good taste and good manners, they give lifelike and deliciously funny pictures of the great men who often seem so inhuman and stodgy when we read about them in the newspapers.

**Later Peeps at Parliament.**

* * *

WE anticipated Mr. Norman Gale's "New Cricket Songs" (Alston Rivers) with some pleasure, and now that the book has appeared we have no reason to be disappointed. There is a fine open-air spirit about it which is thoroughly English. Mr. Norman Gale has not forgotten in his enthusiasm for cricket his old enthusiasm for poetry, and we should like to make a present of this book to half-a-dozen people or more of our acquaintance who have come to take themselves too seriously, and life too hard through overwork or overliving. Here is a verse from "Dr. Cricket":

**New Cricket Songs.**

"Dear Tom, I do not like your look,
Your brows are (see the poets) bent;
You're biting hard on Tedium's hook,
You're jaundiced, crumpled, footed, spent.
What's worse, so mischievous your state,
You have no pluck to try and trick it.
Here! Cram this cap upon your pate,
And come with me to Doctor Cricket!"

That is worth all the prescriptions in oz. and dwt. in the world.

* * *

WHEN we picked up Pontifex's "Book of Bridge" (Blackie) we were quite under the impression that we were handling a prayer-book. The limp red morocco of the cover, the rubrics, the gilded edges, and the general feel of the volume, make it entirely suitable as a manual of devotion for the religion of the moment. We may say, too, that its theology is not alarmingly advanced, and is, indeed, thoroughly sound. Pontifex's way is not to dogmatise, but "to exhibit to his readers the rival theories of play where the opinions of players differ, leaving it to their own judgment to decide upon the best"; and he contrives to make his advice fairly easy to understand—always a difficult task in writing about card games. One of the most valuable parts of his book is a collection of sixteen hands illustrative of interesting points in the game, the diagrams to which, printed in red and black, make it simple to master them.

**Pons Pontificis.**

* * *

IT is difficult to find new terms of praise for each succeeding volume of Messrs. Newnes's Art Library. One can only say, over and over again, that the illustrations are well chosen, well arranged, well reproduced, and the letterpress just and to the point. It is surprising into how small a space the "Bacchus and Ariadne" in the National Gallery can be placed, and yet retain its quality. It is worth turning to the reproduction of it in this volume to see how admirably the right hand of Ariadne, which is undoubtedly one of the most beautiful

"AN ATTRACTIVE LISTENER."

An illustration from "Later Peeps at Parliament," by H. W. Lucy.

pieces of painting in the world, has come out. In his Introduction, Mr. Malcolm Bell makes an admirable selection from the mass of things which might be said about Titian's early work; and in particular, in considering the mutual artistic relations of Titian, Giorgione and Palma Vecchio, inclines, rightly we believe, to the opinion that Giorgione's influence on Titian was not so great as is commonly supposed—that Titian, indeed, was the master spirit of the three.

**The Early Work of Titian.**

"A WAY OF SITTING UPON PEOPLE."

One of the illustrations by F. C. Gould in "Later Peeps at Parliament," by H. W. Lucy, published by George Newnes, Limited.

* * *

IT is something of a fall from these Titians to reproductions, however good, of Royal Academy pictures; but we have nothing but admiration for the way in which Messrs Cassell have carried out the technical work in their "Royal Academy Pictures," of which they have lately sent us the second part There is nothing, so far as we know, that can compare with this issue in London. it is certainly immeasurably superior to any of the French books of reproductions of the pictures in the Salon which have come under our notice. This second part contains as a frontispiece a photogravure of Mr. B. W. Leader's "Silvery Thames," and reproductions of pictures and statues by such well-known artists as Mr. Frampton, Mr. Tuke, Sir Edward Poynter, Mr. Alfred East, and many others. Particularly spirited is Miss Lucy Kemp-Welch's "Mixed Company at a Race Meeting."

**Royal Academy Pictures.**

* * *

A NEW novel which is sure to arouse great discussion, and possibly some horror, is Miss Elizabeth Robins's new book, "A Dark Lantern" (Heinemann). We imagine that Miss Robins's own sex will protest somewhat hotly against the opinion she advances as to what qualities in men induce women to fall in love with them. Miss Robins makes her heroine, a quite nice and refined girl, give up the last thing that a woman usually clings to, for the sake of a man who is the greatest brute we have ever met in fiction or out of it. It is equally probable that the average man who has not been entirely robbed of his illusion will protest as firmly against the notion that the creatures he is in the habit of making angels of, are in reality such as Miss Robins believes them. Miss Robins can write nothing that is not clever and powerful; but, much as we value courage, we believe her to have been ill-advised in getting, as well as in expressing, such opinions as she advances here.

**A Dark Lantern.**

* * *

A CAPITAL story of a rather wild type comes from Mr. Arrowsmith. At the beginning of "A Cheque for Three Thousand," by Arthur Henry Vesey, we find Mr. Whitehurst, senior member of a firm of bankers, frankly tired of being, as he says, a machine to turn out money for recognised and deserving charities. Determined to have a little philanthropic spree on his own, he resolves to give 3,000-dol. to the first young man, no matter what this character, who takes his fancy. That cheque goes to Mr. Norman Bridgeworth Pennington, journalist, who undertakes to report in person one year later how he has spent the money. We have no intention of robbing the story of its point by saying what happened to Mr. Pennington and his money, but we strongly advise readers to turn to the book and find out.

**A Cheque for Three Thousand.**

## *BOOKS TO READ.*

### Biography.

Memories of Life at Oxford, and Experiences in Italy, Greece, Turkey, Germany, Spain, and Elsewhere, by Frederick Meyrick. (Murray.)

Napoleon — The First Phase — Some Chapters on the Boyhood and Youth of Bonaparte, 1769—1793, by Oscar Browning. (Lane.)

### Fiction.

Dorothy Tuke, a Story of the Sea, by Edward Downey. (Hurst and Blackett.)

Stingaree, by E. W. Hornung. (Chatto and Windus.)

The Friendships of Veronica, by Thomas Cobb. (Rivers.)

The Tyranny of the Dark, by Hamlin Garland. (Harper.)

The Three-Cornered Hat, by D. Pedro de Alarcon. (Nutt.)

### Naval.

The Old Shipmates of Salem, by C. E. Trow. (Putnam.)

### Poetry.

Peace, and other Poems, by Arthur Christopher Benson. (Lane.)

More Cricket Songs, by Norman Gale. (Rivers.)



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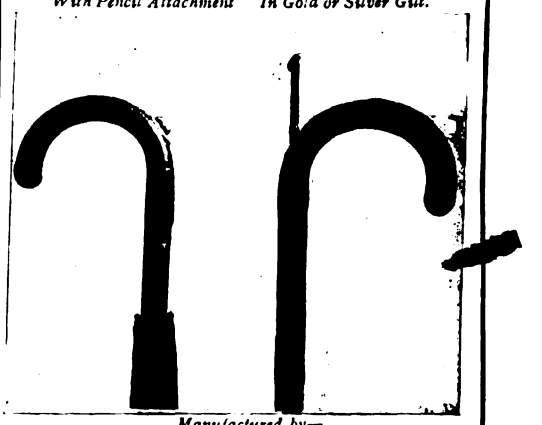

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By **E. T. COOK,** Editor of "The Garden," Author of "Trees and Shrubs for English Gardens."

**Price 12/6 Nett.**


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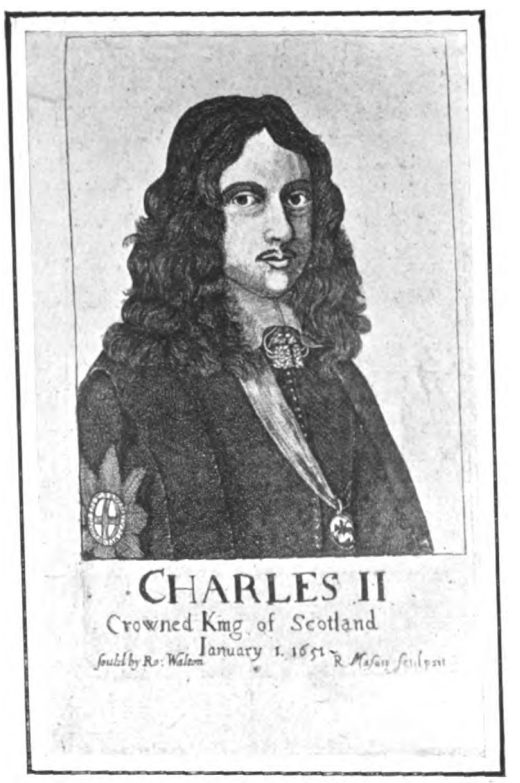
# *Leaves from a Collector's Note-book.*

**Oak-apple Day and its Associations. Medals, badges, and other relics connected with the exile of King Charles II., and specially with his flight after the battle of Worcester—September 3—October 15, 1651.**

THE collectors of Stuart relics of every description—pictures, plate, autographs, medals, miniatures, engravings, broadsides, tracts, and even locks of hair—are both numerous and ardent, if silenced by the record prices lately paid for a small bundle of letters from the widowed Queen, Henrietta Maria, and others relating to the political intrigues of the years 1649-50, but unfortunately stopping short before the commencement of the still more eventful year 1651, which began with the coronation of Charles II. at Scone and ended in his discomfiture at Worcester on September 3 and his escape to France from Shoreham on the 15th of the following month. The latest, and perhaps the ablest of the many annalists of the chequered career of the Merry Monarch, Professor Osmund Airy, describes the "Flight of the King" as "the romance *par excellence* of British history," and certainly the most dramatic incident of the five weeks during which it lasted was the concealment of the fugitive monarch in the oak at Boscobel by the faithful Penderels or Pendrills—an occurrence destined ten years later to give a new sign to at least 3 per cent. of the wine-shops and ale-houses of England.

Although the actual anniversary of the "Miraculous Preservation" occurs in September, the name of "Oak-apple Day" has for nearly two centuries and a-half been given to May 29, a day which not only witnessed Charles's birth, but his "Happy Restoration" to the throne of these realms. The oak now shown to Boscobel pilgrims is probably a descendant of the oak of 1651, which, according to Evelyn, was hacked to pieces by relic-hunters before the end of 1660.

For years after the Restoration a royal oak invariably figured in London civic spectacles. "Going to London," says Evelyn, "my Lord Mayor's Show stopped me in Cheapside, one of the pageants representing a greate wood, with the royal oak and the history of his majesty's happy escape at Boscobel." Two rare and curious medals commemorating the oak tree incident are preserved in the British Museum. One represents the King on horseback, attended by the Penderels, outside the walls of Worcester, with the legend, "God bless my Lord Wilmot, Lady Lane, Col. Carlos, Cap. Tedersall," the other bears the royal oak containing in its branches three crowns and the words, "God did Preserve C. R. from Woster. 1651."




CHARLES II. IN 1651.
(From the contemporary portrait by Mason.)

A salver made out of the original tree was given to the University of Oxford by Mrs. Lætitia Lane, and the same "fair-spread ivy-clad thriving oak" appears to have afforded material for several tables and chairs, as well as the standards of the communion-table in the chapel at Gopsal, the frame of the portrait of Charles II. at Kiplin Hall, and a dozen other useful or ornamental objects, including numerous snuff-boxes. At least fifteen engraved portraits of Charles II. in the year 1651 are in existence. Some of them are almost unique; but not the least interesting of them is the one given in a little volume setting forth the Royal nativity, in which it will be seen that special importance was attached to the conjunction of the stars in 1651. Most of the loyal followers of the King *de jure* at this critical period of his career appear to have worn badges of various shapes, but all impressed with his effigy. A group of these rare and interesting mementoes formed for a private collector by Messrs. Spink is now reproduced. In the centre of them is to be seen the only known copy in gold of the medal struck in honour of the young sovereign's coronation at Scone on New Year's Day, 1651. In Hawkins's "Medallic Illustrations," Vol. I., pages 437-449, will be found a full description of thirty-two varieties of these badges, indicating, as the compiler points out, "loyalty and affection to the monarchy." Nearly the whole of them evidently belong to the earlier portion of his exile — the years 1649-50-51 — when the eyes of all Europe were directed to his efforts to regain the throne of his ancestors, and when the sterling fidelity of a few faithful subjects (some of them in very humble stations of life) saved him from the tragic fate of his father, and gave posterity "Oak-apple Day" as an anniversary for all time. B.

A GROUP OF RARE ROYALIST MEDALS AND BADGES OF THE YEAR 1651
Including the Gold Scone Coronation Medal; the King's head on the obverse, the Lion of Scotland on the reverse.



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HIGHEST QUALITY

**OLD · ENGLISH · FURNITURE**

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On the 29th, 30th and 31st of May,

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***Catalogues now ready.***

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DOCUMENTS OF LITERARY & HISTORICAL INTEREST,
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## PORTRAITS OF EVERY DESCRIPTION.

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**RARE ENGRAVINGS OF ALL SORTS.**

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**M. GODEFROY MAYER,**

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**Finest collection of Genuine Curios in West of England.**

Amongst other items on sale—Unique Inlaid Escritoire-Cabinet formerly property of Frederick the Great, presented by successor to Sir Evan Nepean, Secretary of Admiralty at time of Trafalgar.

**BAKER, 2, Charlotte Row,** Close Old Palace George III.

DESCRIBED BY MADAME D'ARBLAY.


# THE KING'S COLLECTORS' REGISTER.

I.—Advertisements in this Register must refer to some **specific** object or objects.

II.—The charge for advertising is at the rate of twopence per word, and no advertisement can be accepted of less than twelve words. The price of an article, or group of figures, count as one word.

III.—Should advertisers wish to illustrate their advertisements, blocks will be made free of charge, provided good photographs are supplied, but the space occupied by block must be paid for at the rate of 10s. per inch.

IV.—In all cases name and address must be counted and paid for.

V.—These advertisements must always be **prepaid,** and cannot, under any circumstances, be inserted unless accompanied by remittance for the amount.

VI.—In the event of advertisements being too late, or being crowded out of the ensuing issue, they will be inserted in the following issue.

VII.—**Advertisements must be written on one side of the paper only.**

VIII.—Advertisers can have replies to their advertisements sent c/o THE EDITOR, Antique Dept., THE KING, and in these cases, name and address (which must be paid for) should be written on the **back of the advertisement** sent for insertion.

IX.—If several objects of various kinds are included in one advertisement, it will be put under the heading of **Various.**

X.—Stamps will be accepted for sums up to 2s. 6d. Above that sum Postal Orders should be sent, made payable to George Newnes, Ltd., and crossed Capital and Counties Bank.

XI.—Remittances cannot be acknowledged unless a stamped addressed envelope is enclosed with the order.

XII.—In replying to "Wanted" advertisements, it is advisable to send the fullest particulars of the article mentioned, and, when possible, a rough sketch of same.

XIII.—The proprietors reserve to themselves at all times the right of refusing any advertisement, without giving the reason for so doing.

XIV.—All communications relating to the Collectors' Register must be addressed to THE EDITOR, Antique Dept., THE KING, 3, Southampton St., Strand, W.C.

**Before sending Money or any Article on approval, Advertisers are advised to satisfy themselves as to the *bona fides* of Correspondents, for which the Proprietors cannot be responsible.**

## WANTED.

### AUTOGRAPHS AND LETTERS.

Following autograph letters wanted: — Beau Brummel, Captain Gronow, Frederica, Duchess of York, Mary Anne Clarke. Good prices given.—823, THE KING'S EXCHANGE.

### BOOKS.

Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

Naval or Nautical Jest Books.—157, THE KING'S EXCHANGE.

Cotton's "Voice from Waterloo," first edition, in original boards.—165, THE KING'S EXCHANGE.

Freemasonry. "The Book of Constitutions," first edition, with frontispiece.—166, THE KING'S EXCHANGE.

Catalogues, in good condition, of the Naval Exhibition at Chelsea in 1891.—167, THE KING'S EXCHANGE.

Guides and Histories of the Isle of Wight.—168, THE KING'S EXCHANGE.

## WANTED.

### CHINA, GLASS, EARTHENWARE.

Old Earthenware decorated with subjects relating to the Navy, Napoleonic Wars, or Freemasonry.—516, THE KING'S EXCHANGE.

Jackfield Pottery, decorated in gold or colours.—519, THE KING'S EXCHANGE.

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Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co., London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

XVIth Century Caricatures and Broadsides relating to Baptists.—246, THE KING'S EXCHANGE.

Caricatures illustrating the Attorney-General's Charges against Queen Caroline. Colonial copies wanted.—247, THE KING'S EXCHANGE.

Theatrical Prints by any of the following publishers:—Bailey, 1802-1808; West, 1811; Clark, 1821; Hodgson, 1822-1838; Dyer, 1825-1840; Fairburn, 1800-1837; Straker, 1829; Floyd, 1830; Skelt, 1832-1870; Green, 1834-1860; or Webb, Park, Reddington, and Matthews.—248, THE KING'S EXCHANGE.

Good Impressions with good margins of engravings of old London, especially Covent Garden, the Temple, the Strand, Lincoln's Inn.—249, THE KING'S EXCHANGE.

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### TAPESTRY, FURNITURE, Etc.

A good Specimen of Rock Tapestry. Period about 1640.—410, THE KING'S EXCHANGE.

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Original XVIIIth Century Drawings of Bath or Brighton. Also Caricatures relating to.—221A, THE KING'S EXCHANGE.

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A fine copy of Natte's Bath, or would accept copy of Genest's British Stage, or good extra illustrated Life of Garrick.—129A, THE KING'S EXCHANGE.

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A unique collection of objects relating to Coronations, English and Foreign, 1600-1902. Books, MSS., Views, Portraits, Tickets, Autographs, Medals.—742A, THE KING'S EXCHANGE.

Palæolithic and Neolithic Flint Implements for disposal.—743A, THE KING'S EXCHANGE.



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# Motoring Notes.

IT will be remembered that one of the motor-boats entered for last year's International Cup Race was Lord Howard de Walden's "Fer de Lance." The petrol engines, however, did not prove satisfactory, and instructions have now been given to Messrs. Simpson, Strickland, and Co. of Dartmouth to replace them by their high-speed steam engines. The boat in her altered condition will be entered for the Monaco events next year, which will afford an opportunity of comparing the speed attained by the two methods of propulsion, petrol and steam.

* * *

The Marine Motor Club of Great Britain and Ireland, whose formation has been foreshadowed in our columns, is an accomplished fact. At the beginning of last week a largely-attended meeting was held at the Automobile Club, at which the new body was inaugurated and the flag-officers and half the committee were appointed. The Marine Motor Club will take over all the work of the Automobile Club in connection with motor-boating, including the conduct of the Reliability Trials and the holding of the selection race for the International Cup. A floating club-house will be provided on Southampton Water, which should prove a pleasant resort for week-ends during the summer. The parent body will assist the new club financially during the first three years of its existence, providing £600 this year and £300 during each of the next two years. The subscription is 3-guineas per annum, except in the case of members of the Automobile Club, who will pay 2-guineas. About eighty members have already joined. Full particulars may be obtained from the hon. secretary, 119, Piccadilly.

In view of the doubts which have been freely expresse l as to the ability of cars competing in the Tourist Trophy Race to cover the distance on the prescribed allowance of fuel, particular interest attaches to the results of the Midland Automobile Club Consumption Trial. In this competition the cars were required to run over a circular course 93-miles in length, the amount of spirit being carefully measured at the conclusion. Fifteen cars competed, most of which largely exceeded the maximum weight allowed by the Tourist Trophy rules. The winner was a 12-h.p. Lanchester, weighing 28-cwt. 7-lb. loaded, which consumed 2·5-gal., equivalent to 37·2-miles per gallon. A 10-h.p. Wolseley, which weighed 25-cwt. 63-lb., was second with 2·61-gal., equal to 36·6-miles per gallon. The formula by which the results were worked out took the weight of the cars into consideration, so that the winner was not necessarily the machine which consumed the least amount of petrol. Thus the 6-h.p. Wolseley ran 43·4-miles to the gallon, and the 8-h.p. Rover 36-miles. These two cars were the light weights, but the 15-h.p. Napier (29-cwt.) ran 30·4-miles, the 12-h.p. Wolseley (28-cwt.) 28·4-miles, and the 14-h.p. Wolseley (26½-cwt.) 25·5-miles to the gallon. The pace, needless to say, was somewhat slow, and quite insufficient to win the Tourist Trophy Race, but the results achieved by comparatively heavy cars in this very instructive competition indicate that the demand for a larger allowance of fuel in the International event is quite uncalled for.

* * *

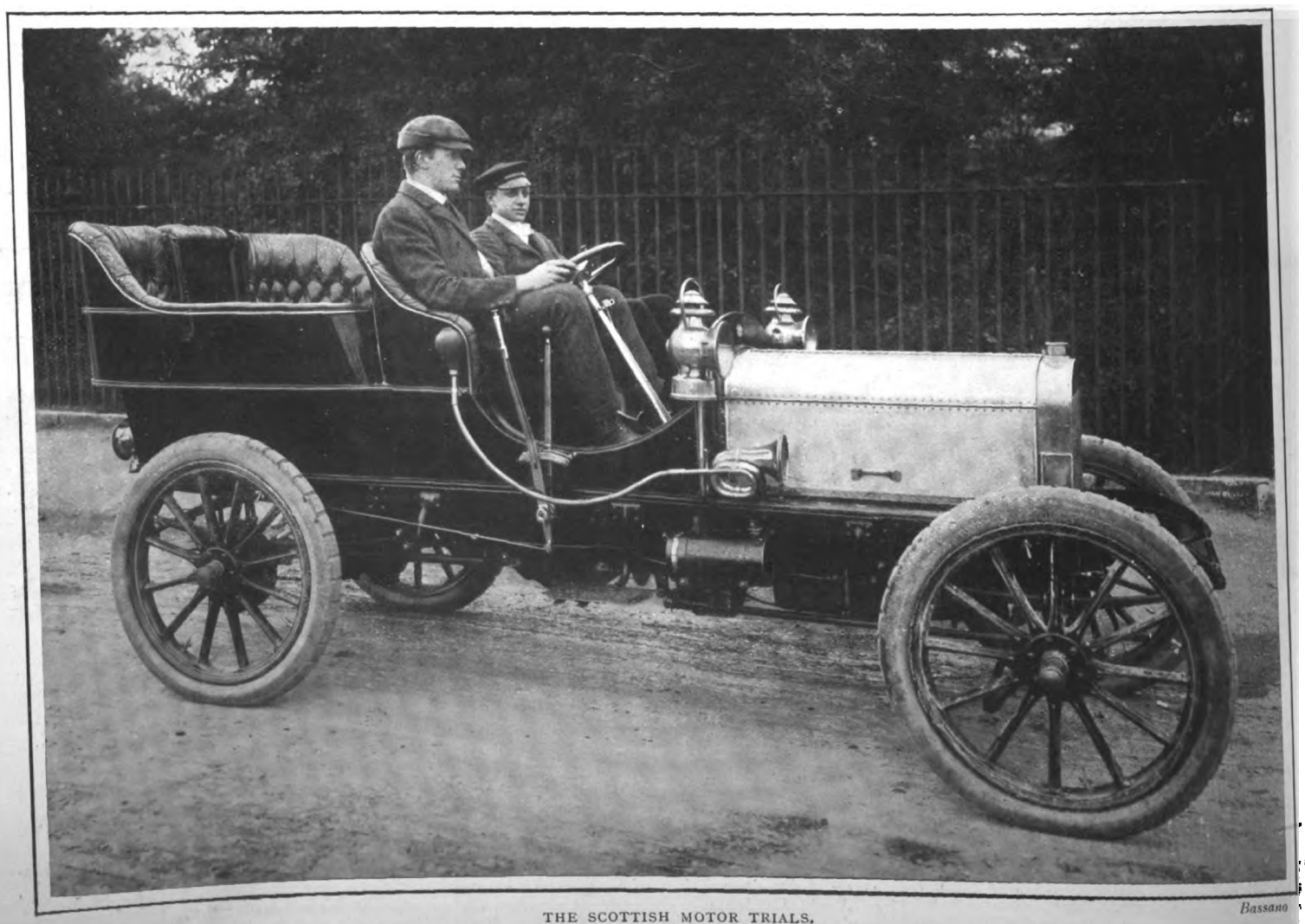
Everything that helps to show the public that the great majority of motorists are desirous of observing the courtesies of the road, and of diminishing the dust nuisance, is of value at the present time, when persistent attempts are being made to influence the anti-motor feeling that exists in certain parts of the country. The Considerate Driving League, which has been founded by Mr. John Scott Montagu, M.P., should, therefore, meet with a large measure of support. An excellent code of "road maxims" has been drawn up, and members of the league are merely required to express their desire to drive in accordance with them. The code can be obtained mounted in a suitable manner for hanging up in the motor-house, and should serve as a timely reminder to the paid driver as to his duties to other users of the highway. Full particulars may be obtained on application to 17, Shaftesbury Avenue.

* * *

The following gentlemen were appointed stewards of the Automobile Club at a recent meeting of the council specially held for that purpose: His Grace the Duke of Sutherland, K.G., the Earl of Dudley, the Earl of Onslow, Earl Russell, Lord Stanley, M.P., the Hon. Arthur Stanley, M.P., Sir David L. Salomons, Bart., Sir J. H. A. Macdonald, K.C.B., Colonel H. C. L. Holden, R.A., F.R.S., Lieutenant-Colonel Mark Mayhew, Mr. W. G. D. Goff, and Mr. Charles Hardy. The stewards act as a final court of appeal in all matters relating to automobile competitions, the committee of the club having delegated to them their powers in this respect.

* * *

In connection with the Eliminating Trials, which take place in the Isle of Man on Tuesday next, a special train for members of the Automobile Club and their friends will leave Euston on Sunday morning about nine o'clock. This will connect with a special steamer for Douglas, leaving Liverpool early in the afternoon of the same day.



THE SCOTTISH MOTOR TRIALS. *Bassano*

The 24-h.p. Thornycroft which made non-stop runs on all four days, and the best times in the hill-climbing.



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# "FIAT" MOTORS, Ltd.

**37 & 38, LONG ACRE, W.C.**

Telegraphic Address: "FIATISM, LONDON."
Telephone Nos.: 3171 and 1849 GERRARD.

THE RELIABILITY of the

# F.I.A.T.

IS AGAIN DEMONSTRATED.

"Nearly full of water, but with her marvellous motor still working with precision, the tiny 'Fiat X' came into harbour four hours before any of her competitors. . . . 300 kilometres in twelve hours."

**Brighton Depot:**

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Sole Concessionnaires for Great Britain and Ireland:

**Fiat Motors, Ltd., 37 & 38, Long Acre, W.C.**

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Agents for Northamptonshire and Warwickshire: Pytchley Autocar Co., Northampton.

# SWIFT CARS.

**7 h.p.,**
Single Cylinder, 2-Seated,
**£175.**

**8-10 h.p.,**
Double Cylinder, 4-Seated,
**£280.**

**The SWIFT Car won the GOLD MEDAL**
for Reliability in Competition with 37 Entrants.

*NEW MODELS*
*on view at London Showrooms.* *Trials by Appointment.*

**The Swift Motor Co., Ltd.,**
Works: COVENTRY.
127-130, Long Acre,
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# *Fashions of To-day & To-morrow.*

THE corselet skirts are decidedly becoming popular, and if well cut are certainly most becoming to the figure; they give length, and outline the curves and waist advantageously. A good example of this is seen at Debenham and Freebody's of Wigmore Street, in the graceful white serge costume here illustrated. The skirt is trimmed with white galon and an insertion of white mull. The novel little coatee is one of the latest in style, likewise the new sleeve. The touch of amethyst velvet in the collar is charming.

Another graceful afternoon gown is in geranium voile, the skirt hanging in very full folds, and being fully trimmed at the bottom with lace insertions, flat silk pleatings outlining the voile frills in a conventional pattern. The bodice is very becoming. It has a daintily-arranged fichu, and a padded piece like a small flat bolster—which gives the desired straight-fronted appearance—trimmed with canvas embroidery. This is seen in most French models; but it does not find much favour over here. The sleeves are very fully draped and gauged, and have a pretty frill of lace originally introduced from wrist to elbow.

Another pretty dress in plain voile, strapped with glacé silk in a very pretty design, was carried out in fraise; the back of this dress was extremely original with its silk strappings.

Feather and chiffon boas in all varieties are to be seen at Messrs. Debenham and Freebody's. They have also a great quantity of the favourite petal boas and uncrushable chiffonettes. The prices also are most reasonable, and it is well worth a visit to this establishment for these articles alone, as they are absolute necessities for this season. The lace and fancy net bodices are really delightful, and look so temptingly cool. Some very handsome Irish and guipure laces were also charming. Hand embroideries are largely used for summer slips of all descriptions, and give a *distingué* appearance to everything.

Some handsome silk petticoats, in imitation of the so fashionable Madeira work, are also to be had at a moderate figure in the most charming tones of colour, and a specialité in double-frilled silk skirts, in all shades, at 1-guinea, are really bargains. Pompadour ribbons for sashes and blouse-bands are quite the right thing just now, and the pretty soft colourings of these ribbons just give a becoming tone to the many varieties of white bodices worn.

*A CHARMING COSTUME IN WHITE SERGE.*
(Messrs. Debenham and Freebody, Wigmore Street, W.)

*AN AFTERNOON GOWN IN GERANIUM VOILE*
(Messrs. Debenham and Freebody, Wigmore Street, W.)

The novelties in belts of all descriptions are too numerous to mention in detail, but those designed for evening gowns of lace and net are very taking. They form almost a corselet bodice in some instances, and look like snake-skins with their iridiscent sequins, and fit like a glove. These are the latest from Paris, and worn with much success by those who are lucky enough to possess a perfect figure.

Where so much white is likely to be worn, the dust-cloak in tussore and alpaca are almost a necessity at this season of the year, and for the races are an invaluable addition. These can be had so reasonably that those who wear white will find them a very great acquisition.

The laundries in the country are making all preparations for a busy season, and I know of several who have made arrangements to have household linen-baskets fetched by the carriers at the beginning of the week and returned on Saturdays in the usual course, and this without any extra expense to customers. Numbers of people are taken with this healthy and practical plan. What a much pleasanter idea it is, to know that your linen comes straight from the country instead of being washed in town, where air and space for all this are at a premium. I know of one laundry establishment in particular which has had so much success with London trade that the proprietor has had to erect larger premises to cope with the work.

The perfume of the lilac this year, for some unaccountable reason, is so extremely strong that it has caused sickness and fainting attacks in more than one instance. A whole family was strangely affected by this scent the other day, and one and all had to retire discreetly from the room. One little fellow described his symptoms rather neatly, "Mummy, I have such a funny big hole in my 'tummy!'" Wall-flowers are said to have the same peculiarity this year.

R. D.

*(From photographs specially taken for this paper by Miss Mabel Lomnitz, 26, Victoria Street, S.W.)*



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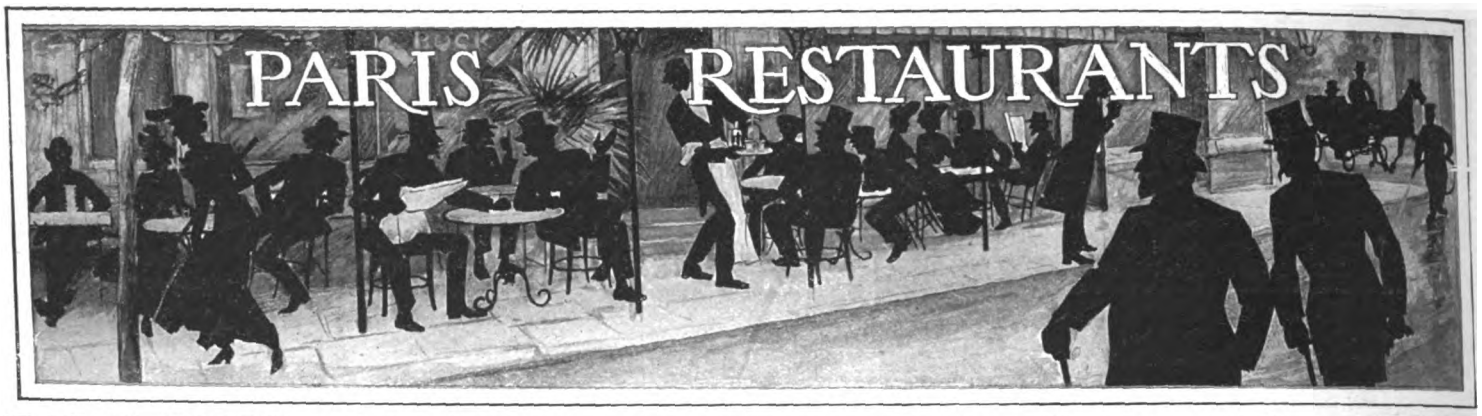
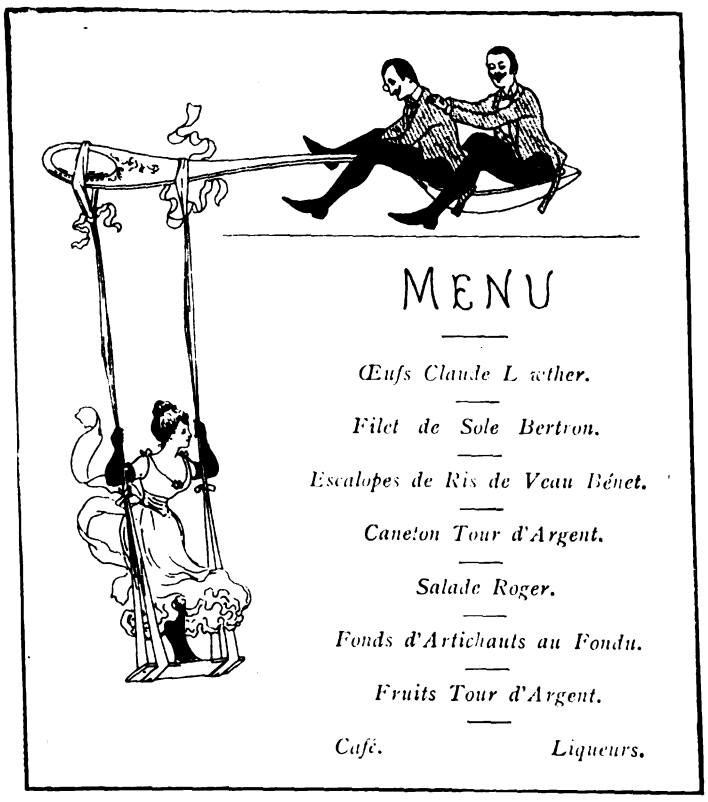



LA TOUR D'ARGENT, the simple little restaurant on the banks of the Seine in the old quarter of Paris, is known to every Englishman. Our friend from across the Channel may possibly never have heard of Robespierre, and may have but hazy notions about Pasteur; but should you mention the name Fréderic he will tell you at once that he is a virtuoso on the preparation of "Caneton à la Presse." It is indeed Fréderic, the proprietor of the Tour d'Argent, who made this dish popular by bringing into play the silver press wherein the delicate juice is extracted from the duck skeleton before the eyes of the delighted diner. Some forty years ago this operation was performed between two plates, a tedious, difficult process, and so expensive as to place it beyond the reach of the ordinary purse.

The Tour d'Argent was founded in 1582, but its early days, like De la Pluche's birth, is "wropt in mystery." In vain have Fréderic and his numerous friends ransacked the National Library and the Musée Carnavalet to bring to light some interesting facts in connection with the old house. History remains silent and refuses to divulge its secrets. An American novelist boldly introduces the Tour d'Argent in his book, and shows us good King Henri IV. revelling there with ladies not belonging to his Court; but this gentleman has drawn on his imagination, for there is nowhere any record of the merry monarch ever having visited that inn. Who knows what vicissitudes the old hostelry has undergone in the course of many centuries: what terrible treatment it underwent, and how many times it was burnt to the ground! But the plucky little inn refused to die a violent death, and from its ashes a new Tour d'Argent always rose, with a new sign-board, yet always with the old name and a smart cook to uphold the reputation of the house. In 1840 it became the rendezvous of the cattle-dealers, large men in blouses, with healthy appetites, hailing from the Marché aux Veaux held in the neighbourhood. After a while the cattle market disappeared, with it the *clientèle* in blouses, and then for the first time the Tour d'Argent shed its coat. From an inn it became a restaurant, and under Fréderic the Great's reign has attained a high position in the *monde où l'on dine*. Few people know that Fréderic's name is M. Delair, that Mme. Rejane is called Réju, and that Marthe Brandès is the pseudonym for Mlle. Brunschwig. Good M. Delair has, by this time, no doubt forgotten his family name. He is "Fréderic." Moreover he is a great monarch, with a cosmopolitan court on whom he bestows honours. Do not think for a moment that he made the mistake of creating an Order of the Tour d'Argent. Fréderic knows better than that. He understands the foibles of mankind, and the distinction he confers upon his patrons is of a different order—a stroke of genius. He immortalises them by affixing their names to the dishes of the establishment, dishes created by him. For is it not said that, like a musical composer who writes down his melodies without ever trying them on the piano, Fréderic executes his creations in his brain, without ever tasting them? I recommend you to take up the bill of fare of the house and study it carefully. You will find the House of Commons largely represented, occasionally relieved by illustrious names of Continental renown. This is what I culled from this curious document: "Œufs Claude Lowther, Filet de Sole Morny, Filet de Canard Mac-Arthur, Chaudfroid de Volaille Henniker, Filet de Sole B. Phipps, Soufflé Stanhope, Filet de Lièvre Arnold White, Œufs Rathbone, Filet de Sole Edison, Filet de Sole Duc Vladimir, Sole Victor Renault, Poulet Doctor Prendergast, etc., etc." It is a high distinction, of which the recipients are not a little proud; and, apparently, as difficult to secure as the much-coveted Legion of Honour!




The *clientèle* of the Tour d'Argent is essentially foreign, especially English and American; but the Parisian, an appreciator of good cooking, does not mind deserting his beloved boulevards, and undertaking the, to him, long journey to the left banks of the Seine.

On race days you will meet there many celebrities from the Turf; and if you are an attentive listener, you will hear from the private rooms the sound of clinking of glasses and the words "Altesse," and even "Majesté." Yes, crowned heads frequently dine at the old tavern; but Fréderic is as dumb and discreet as the fish he serves as regards the names of those he receives *incognito* beneath his hospitable roof. The literary, artistic, and scientific world is also well represented there; and, sometimes, even the *grande demi-mondaine* honours the place with a visit. She, however, imitates the crowned heads, and only travels *incognito*. The large room downstairs knows her not. The Tour d'Argent is one of the few Paris restaurants where the proprietor really takes pains to keep the cuisine up to a high standard; and the cellar, too, has acquired a well-deserved celebrity. If you have the good fortune to dine there, do not fail to ask for a bottle of Musigny, 1889. Fréderic secured the last cask of that famous vintage, and, from what I hear, there is not much of it left.

Some of the specialities of the house.

After some difficulty I succeeded in arriving at the ingredients in the celebrated dishes that compose the menu. In truth there is very little difference between the cooking in one good restaurant or another; the mixing of a sauce, the turn of an omelette, the *coup de main* are essential qualities, as in the making of a lady's hat. But there are little secrets in connection with the "creations" of the Tour d'Argent, and here they are.

*Œufs Claude Lowther.*—The aspect of the eggs à la Claude Lowther is much the same as the ordinary scrambled eggs with asparagus points, but there is a delicacy that has nothing ordinary about it. Instead of mixing the eggs with milk in the orthodox fashion, take double cream, add the points at the last moment, and season well.

*Filet de Sole Bertron* is simply the fillet of sole served in the shell of a crayfish; the interior of the little écrivisse in the sauce.

*Escalopes de Ris de Veau Bénet.*—Sweetbreads with a good creamy béchamel mixed with truffles and morils (yellow mushrooms).

*Salade Roger.*—A combination of six salads in mayonnaise: Celery, endive, potatoes, artichoke fonds, mushrooms.

*Fonds d'Artichauts au Fondu.*—This is a delightful dish and much less complicated than it sounds. Everybody knows how to make a cheese soufflé, invariably served in a shape. Here each artichoke fond serves as the shape, and the soufflé is poured into it, cooked in the oven in the usual way, and presented as the *fonds d'artichauts au fondu*.



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**SAMPLE CASES** (for cash).—1 doz. pints, 6/-; 1 doz. quarts, 10/6; or 2 doz. quarts, 20/-; cases, bottles, and carriage free; or 10 gallon cask, 12/6, carriage paid (cask returnable).

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# Here, There, and Everywhere.

In these progressive days science has improved many conditions, and has been successful so long as natural laws have been followed, but has always failed when natural laws have been misunderstood or outraged. Amongst Nature's laws that touch more nearly our every-day life, there are none that concern mankind more than those which govern the health, and womankind than those which govern the skin. Try as she will, woman's skin cannot stand artificial washes, creams, unguents, or powders; a few years of their use will make the skin dead and faded. How then to counteract the effects of weather, late hours, sun, cold, smoke, or fog? Nature has given a remedy, a natural mineral water called Icilma, that has a distinct vitalising action on the skin. This water penetrates into the pores, cleanses them, corrects the acids of the skin circulation, and stimulates it to do the work that Nature intended it to do. Icilma Fluor Cream possesses the same properties, and as it contains no grease, its cleansing virtues, whilst keeping in check the growth of superfluous hair, give a lovely clear and cool skin. And for soaps, commend me to Icilma Soap, especially where the water is hard, its easy silky lather and the delightfully fresh feeling it produces make it indispensable, once the habit of it is acquired.

---

Bright sunshine and soft breezes are turning the thoughts of the jaded worker in the City towards the days when holidays begin, and guide-books and time-tables are being eagerly consulted. But there is a happy haven of rest for those who look for relaxation (in the true sense of the word) for the strenuousness of business life, if only those who seek it would look in the right direction. There are those who call Brighton "London by the Sea," and no doubt the excellent train service which connects it with town warrants the appellation in some degree. But Brighton enjoys what London does not, sea breezes, and in Brighton is Happy Haven. It calls itself so, and it is so, a haven of rest, where the paying guest may stay a week-end or a week or a month, and always come away feeling refreshed and invigorated. And for those who dislike boarding-houses, Happy Haven makes a special appeal, for it is a home for paying guests, which is a very different thing. It has a way of its own, a distinctive and homely air which is, perhaps, a great part of the secret of its success in curing cases of over-strung nerves and exhausted brain power.

---

Under the title of "Country and Seaside Holidays" the Midland Company again publish their annual guide to the numerous holiday resorts in England, Scotland, and the North of Ireland, to which access is given by their lines and connections. The principal feature of the book is the comprehensive list of apartments available in seaside and country districts which, compiled from very reliable sources, simplifies the difficulties often experienced in deciding where to take the family for the holidays. The acquisition by the Midland Company of the North of Ireland railways, and the advent of their new powerful steamers between Heysham and Douglas, Isle of Man, and Heysham and Belfast, will probably have the result of largely increasing the number of visitors to those health resorts to which considerable space is devoted in the guide. The book is furnished with an attractive cover by Lewis Baumer, and is more replete with half-tone illustrations than is usual in this class of literature. A post-card to any Midland district superintendent or station-master will ensure a free copy.

---

Travellers from King's Cross, London to Scotland, and to stations in the North of England, find the Great Northern the route, with every modern convenience for luxurious travelling. The public are capitally served to those places of historic romance and loveliness of scenery through which the Great Northern line runs. In order to increase the convenience of visitors the company have issued a beautifully compiled guide to hotels and furnished lodgings in farmhouses and seaside and country villages in Norfolk, Lincolnshire, Yorkshire, etc. The particulars are explained in a most lucid and interesting manner, the house or hotel being described as fully as possible, together, where the information is available, with its accommodation and the features of interest in the neighbourhood.

---

In Fry's Pure Concentrated Cocoa the consumer has a light refreshing beverage of most easy digestion and rapid assimilation—a beverage which retains all its original flavour and aroma. It is, in fact, the most satisfactory form of cocoa we have ever tasted. In addition to the well-known "Pure Concentrated" Cocoa and various other preparations, Messrs. Fry and Sons also manufacture chocolates and fancy confectionery. These are as much to be appreciated as are their cocoas. A very extensive trade is being done in these sweetmeats, and it affords one a great deal of satisfaction to know that an English firm can and does successfully compete with the French makers. Messrs. Fry and Sons have been the recipients of over 300 gold medals and other awards for the excellence of their productions.

---

The London and South Western Railway Company's Illustrated Guide, which has just made its seventh annual appearance, is now the largest and most comprehensive book of the kind in this country. It consists of over 260 well printed pages, accompanied by numerous illustrations of the popular resorts on the company's system. A chart, corrected to date, exhibits not only the South Western main and local lines, and the ocean mail routes from Southampton and Plymouth, but a large part of the continental coast line in detail, together with maps of Jersey and Guernsey. A complete list of golf links also appears, and the descriptive text makes reference to over 100 different inland and seaside places. Tourist and pleasure-seekers generally will find the guide exceedingly useful.

---

The Swift Cycle Company find it necessary to make an important announcement with regard to their Swift "Special." This mount, on its appearance about twelve months ago, took the cycling world by storm, being the first machine at the price to be made by a leading firm. The Swift Company, however, find it impossible to produce it at the present price, viz., £7 15s., and, as they are determined not to lower quality in one way or another, they are obliged to accept the alternative of raising the price. Therefore, on and after June 1, the price of Swift "Specials" will be £8 8s., but up to that date no change will be made in the existing amount of either cash or deferred payments. In these circumstances it will be well for cyclists to make the earliest application in order to secure the present advantage.

---

Sylvester Schaffer, who for the past six weeks has caused the Alhambra Theatre to be filled to its utmost capacity by nine o'clock each evening, has entered upon the last fortnight of his unprecedentedly successful engagement, and thousands of persons who have witnessed his performance, and pondered also the magnitude of the daily practice that is necessary in order to present his remarkable act, have been consumed with surprise that the young Austrian—a born artist in the most critical sense of the term—could so long endure the strain. To the regret of the management it is quite impossible for Herr Schaffer to extend his contract beyond the night of June 3.

---

A new three-act costume play, by Neville Doone and T. R. F. Coales, entitled "Brooke of Brazenose," will be produced at a special matinée on Thursday, June 8, at the Criterion Theatre, with the following cast: George Giddens, Leslie Faber, Wyndham Guise, Cooke Beresford, Loring Fernie, Frank Hollin, Edmund Gurney, William Cheesman, Victor Widdicombe, H. Eden, Harold West, J. M. Graham, Lennox Pawle, Maud Wynter, Janet Alexander, Maud Hoffman, and Susie Vaughan. The action passes in the reign of George III. and deals with college life at Oxford.

## Amusements.


**HIS MAJESTY'S.** Mr. TREE.
Every Evening at 8.50.
BUSINESS IS BUSINESS.
A new play in three acts, adapted by Sydney Grundy from "Les Affaires sont les Affaires," by Octave Mirbeau.
Matinee Every Wednesday at 2.30.
Preceded every evening at 8.15 by
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Sole Lessee: Sir Charles Wyndham.
Manager: Mr. Frank Curzon.
To-night at 8.30.
Saturday Matinees at 3.
An entirely new and original Comedy, entitled
WHAT PAMELA WANTED.
By Fred de Gresac, Author of "The Marriage of Kitty," and Paul Veber. Adapted by Charles Brookfield. Cast includes Miss Lottie Venne, Miss Vane Featherstone, Maud Wynter, and Miss Ethel Irving; Messrs. Frank Cooper, Lennox Pawle, John Tresahar, and Leslie Faber. Box Office now open.

**WYNDHAM'S THEATRE.**
Proprietor: Sir Charles Wyndham.
Lessee and Manager: Mr. Frank Curzon.
To-night at 8.45.
Mr. HOPKINSON.
An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
Matinee every Saturday at 3.

**APOLLO THEATRE.**
Henry Lowenfeld, Sole Proprietor.
Tom B. Davis, Lessee and Manager.
Mr. GEORGE EDWARDES' SEASON.
Every Evening at 8.15.
The Comic Opera, in Three Acts,
"VERONIQUE."
Matinee every Wednesday at 2.

**VAUDEVILLE THEATRE.**
Managers: A. & S. Gatti & Charles Frohman.
Every Evening at 8.15,
THE CATCH OF THE SEASON,
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Mr. Seymour Hicks and the Vaudeville Theatre Company.
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Lessee: Mr. Wm. Greet.
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*The Times* says: "Riot of high spirits, perpetual laughter."
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"THE DICTATOR."
By Richard Harding Davis.
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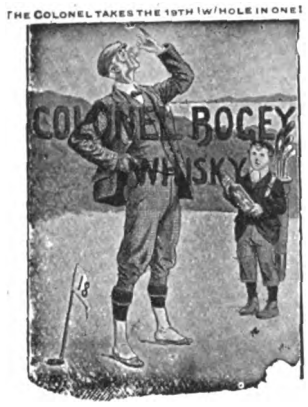


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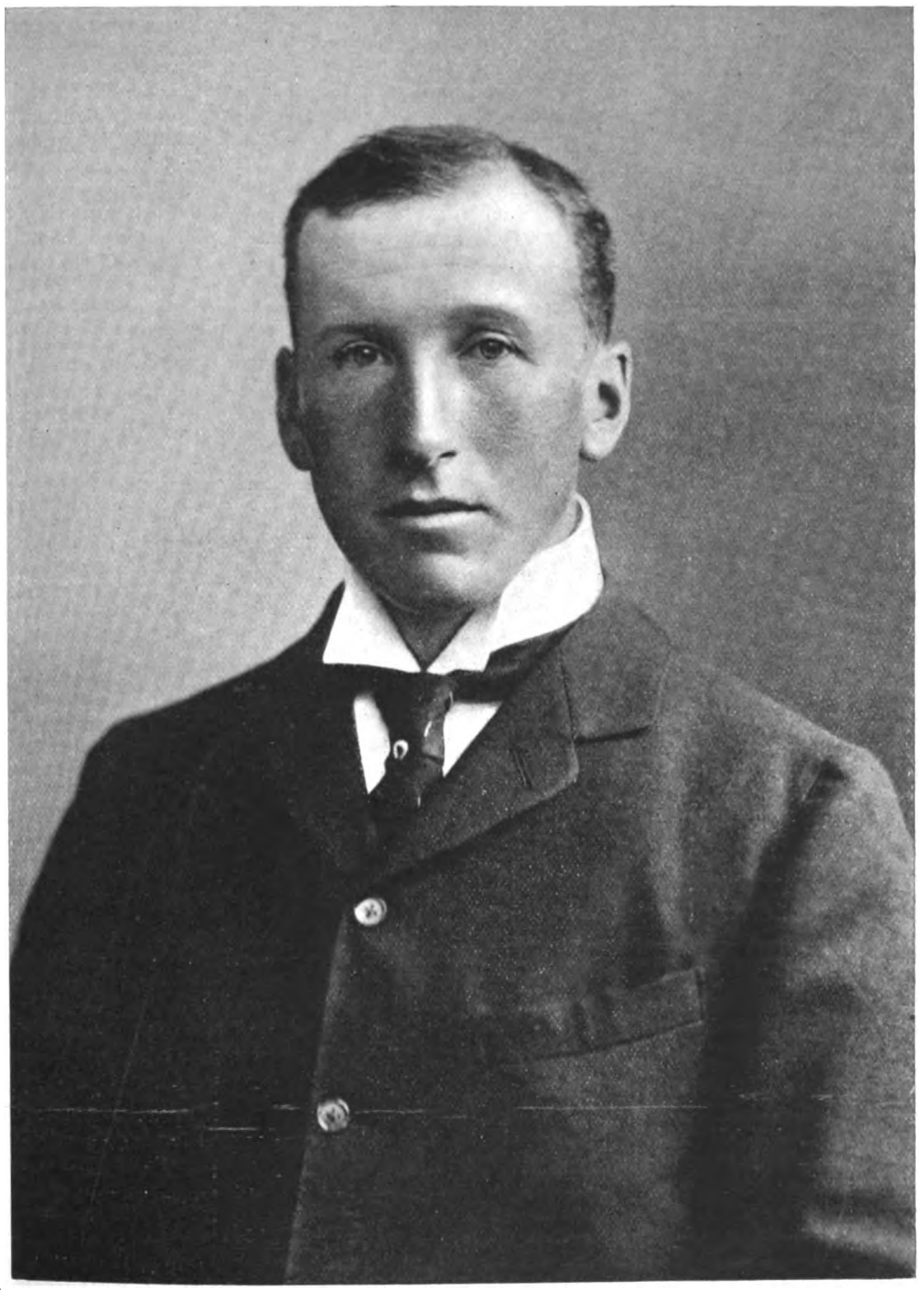

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**EDITORIAL.**

*TO CONTRIBUTORS.* — *The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND PRINCESS ENA.—The *début* of Princess Ena of Battenberg was a very brilliant affair, and the presence of the King and nearly all the members of the Royal family made the occasion a more than usually auspicious one. The beautiful old rooms of Kensington Palace were thronged with a brilliant concourse of distinguished guests, and the old Council Chamber and the adjoining room were set apart for dancing. The Council Chamber has been so called since that day in 1837 when Queen Victoria held her first Council in that room. She went through the whole ceremony, we are told, with perfect calmness and self-possession, that gracious dignity and impartiality which and at once won for her the love and devotion of her subjects, which she never lost. There was a peculiar appropriateness in Princess Ena's *début* being celebrated in that room, for the granddaughter has inherited many of the qualities of her illustrious forebear.

*Portela, Madrid.*

THE VISIT OF THE KING OF SPAIN.

Next week the King of Spain arrives in this country on a visit to the King and Queen. In the above illustration he is seen seated in the midst of the Officers of State who will accompany him during his tour.

THE KING AND ALFONSO OF SPAIN.—The King of Spain has passed his own frontier for the first time in his life. He is in Paris, and there has been received with cordiality and friendliness. There is much that tends to amity between the neighbours, and the attitude of Spain in all questions affecting France has always been so friendly and so correct that nothing but warmth could be expected to characterise the young King's reception in the Republican capital. Next week he will be with us, and has such a long and varied programme to get through, that it is to be feared his recollections of this country will be rather blurred and confused. Banquets at the Guildhall and Buckingham Palace, a visit to Windsor, a gala performance at the opera, a visit to the Royal Naval and Military Tournament, and dinner with the Marquess and Marchioness of Lansdowne at Lansdowne House are but a few of his appointments. At about the same time, too, the Royal visitors for the wedding of Princess Margaret of Connaught will be arriving. Prince and Princess Henry of Prussia are expected next week, and will remain in town until the day before the wedding, when they go to Windsor as the guests of the King and Queen.

THE QUEEN AND WEYMOUTH.—The lovely little Dorsetshire watering-place to which Queen Alexandra paid a call in passing, on her return from the Mediterranean, is not unacquainted with Royalty, but in these latter days has not had such occasion for loyal rejoicing as was afforded it when George III. and his Consort sojourned at Gloucester House. So wild with enthusiasm did the good people become, that when the King went to bathe, a band was sent out to play the National Anthem as he took his dip. And Queen Charlotte, taking tea in the rooms, had to have the door left open, that the loyal crowd might see its fill of the illustrious personages. The faithful Burney, in her memoirs, has left us some striking pictures of those times, when the Royal visitors were not above walking down to the little theatre to see Mrs. Siddons perform, though in London they always sent for her to recite to them at Buckingham Palace. Weymouth to-day, though outwardly changed, has just as much attraction as it had in those days, and, no doubt, it was for something more than the mails that the "Victoria and Albert" put in there for a short time last week.

THE PRINCE AND THE MARINES.—The interest which the Prince of Wales takes in everything that concerns the Naval Service made his presence at the anniversary dinner of the Royal Marines last week an almost foregone conclusion. The Sea Regiment, as at present constituted, dates back to 1755, but an earlier form of it was raised in 1664 by an Order in Council for 1,200 soldiers to be formed into a regiment for service aboard the fleet, and to be called "Our Dearest Brother James, Duke of York, His Regiment of Foot." As may be seen at Islington, the uniform of this regiment, which was subsequently absorbed into the Coldstream Guards, was yellow with scarlet facings. During the past 150 years the regiment has been a permanently constituted force. The men whom Kipling so aptly called "soldiers and sailors too" have a right to be proud of their record, "Per Mare, per Terram," for they have a wide record of service.



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*Montegriffo.*

QUEEN ALEXANDRA IN SPAIN.

From a unique photograph taken in the Cork Wood, Almoraima, where her Majesty was recently present at a picnic.

*Copyright.*

THE PRINCE OF WALES AND THE COLONIALS.

The memorial to the 4,000 Colonial officers and men who fell in the South African War was unveiled in St. Paul's Cathedral last week by the Prince of Wales. The memorial, which was designed and executed by Princess Louise, Duchess of Argyll, was illustrated in our last issue.

*Gale and Polden*

THE KING AT ALDERSHOT.

While at Aldershot on Empire Day, the King unveiled the memorial to the 300 members of the Royal Army Medical Corps who were killed in South Africa. The form of the memorial, with at the base the wounded soldier in the arms of two comrades who are binding up his wounds, may be well seen.



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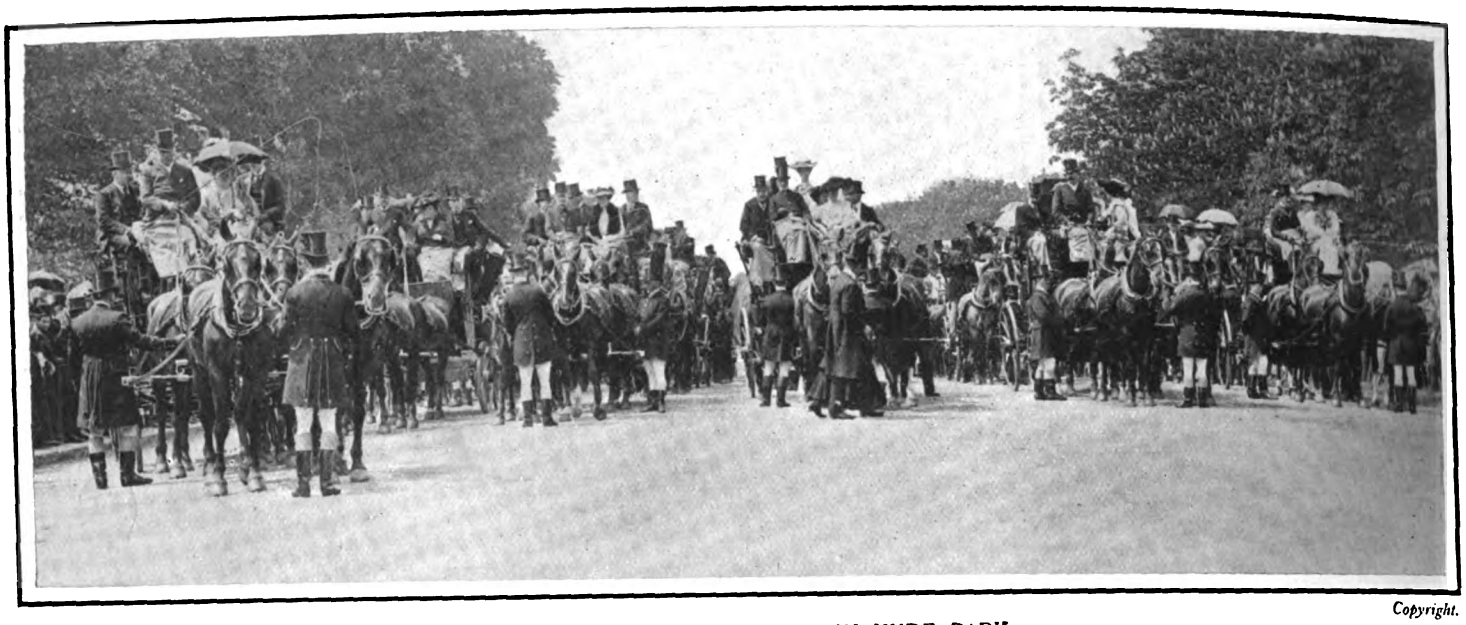


*Copyright.*

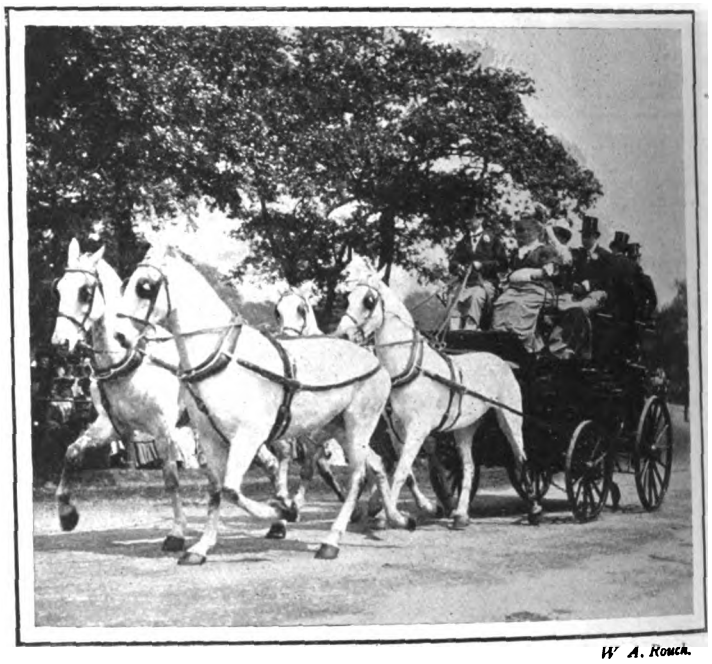
THE COACHING CLUB MEET IN HYDE PARK.

A large and distinguished crowd, gowned in very summery costumes, gathered in Hyde Park last Saturday for the first coaching meet of the season. The line from Hyde Park Corner to Hurlingham was led by Mr. Albert Brassey, who had Lady Violet Brassey with him on the box. The six coaches shown in the front rank of the above illustration, reading from left to right, belong respectively to Mr. Albert Brassey, Colonel Tournor, Mr. J. Mitchell, Mr. J. H. Horton, Mr. W. H. Grenfell, and Mr. B. S. Faudel-Phillips.

*W. A. Rouch.*

SIR DAVID SALOMONS

With Lady Dixon Hartland on the box, driving his team of blacks.



*W. A. Rouch.*

DR. GEORGE HASTINGS

And his greys. Dr. Hastings is the principal proprietor of the Ranelagh Club.

*Shawcross.*

THE MEET OF THE WEST SURREY AND BERKSHIRE AUTOMOBILE CLUBS.

These clubs held a most successful gathering at Tangley Park, Guildford, the residence of Mrs. Wilson Noble, last week. About twenty cars were present, bringing a large and distinguished party together, among whom were Lord and Lady Hawarden, General and Mrs. Kincaid, and Mr. and Mrs. Wilson Noble.



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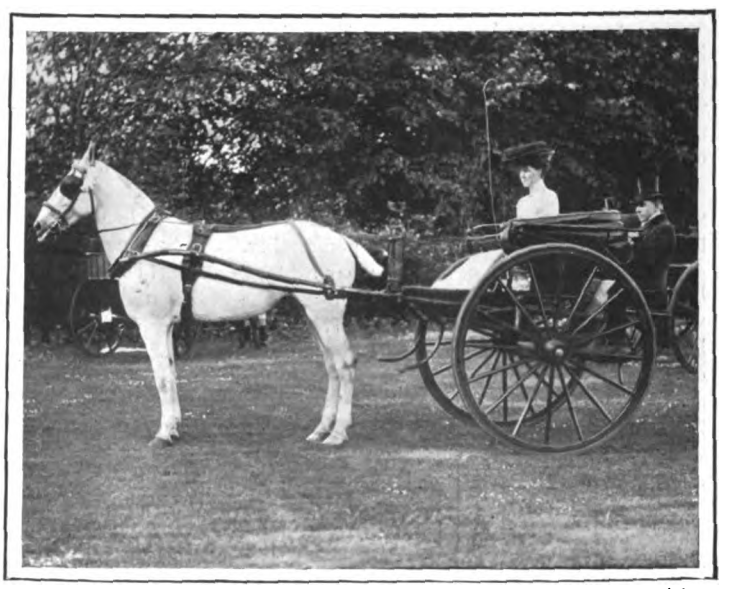

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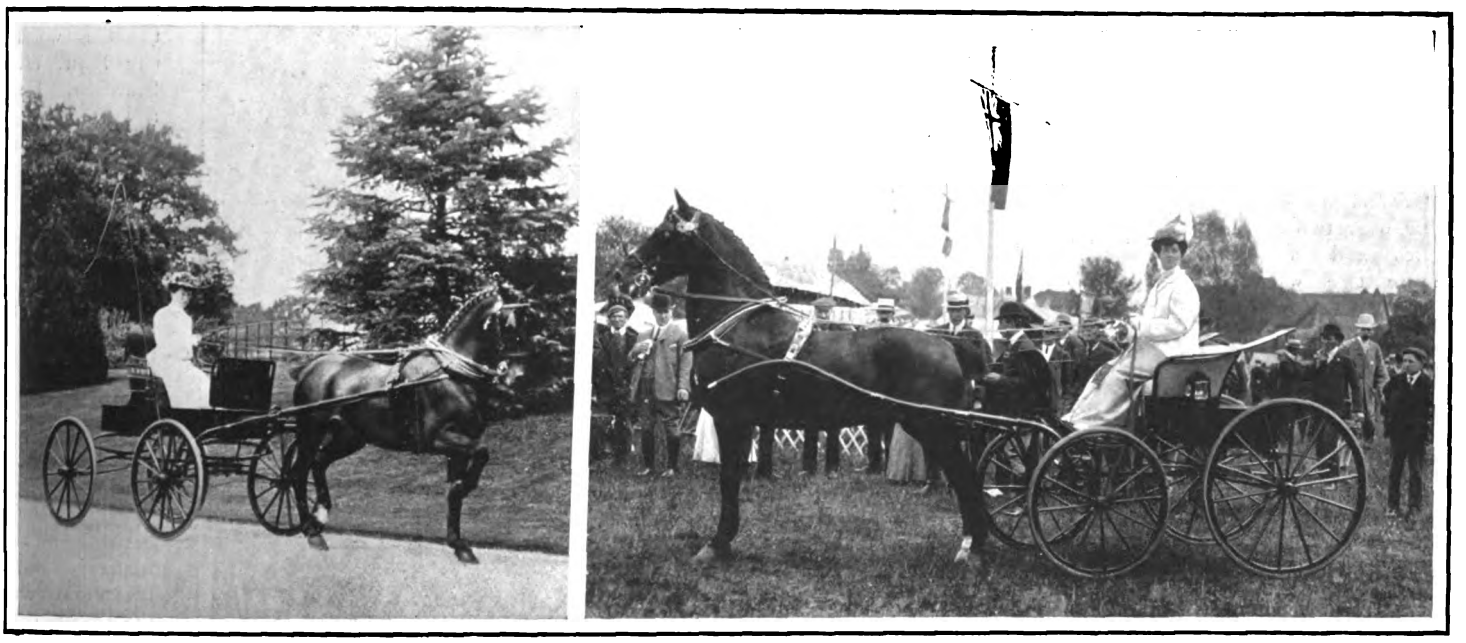
THE LADIES' DRIVING COMPETITION AT HURLINGHAM.

Mrs. Hines driving Butterfly in Single Harness Class. Mrs. Mitchell Henderson. First in Single Harness Class.



W. A. Rouch.

THE REIGATE HORSE SHOW.

Miss Grace Clarke driving Berkeley Bobs. First prize, 14-hands and under. Mrs. Percy Heaton's Napoleon. First prize under 15-hands.

W. A. Rouch.

A TYPICAL SCENE AT THE DERBY.

Luncheon-time on the famous "Hill," just before the great race.



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A Colonial in Italy.—The Hon. Mrs. Robert Lindsey has been having a royal time in Italy. In Rome she and her husband dined with the King and Queen, and in Florence they stayed with the Dowager Countess of Crawford, who lives in the palace in which Boccaccio wrote the "Decameron." It is full of fine pictures and art treasures, and its present owner is an interesting personality. Mrs. Lindsey was one of the "Durbar brides," having met her husband in India, whither she went in 1902 with her mother. Her half-brother is Sir Rupert Clarke of Rupertswood, one of the finest stations in Australia. In their father's will is a curious clause, which forbids the baronet and his step-mother to leave Australia at one and the same time. Evidently Sir William knew the attractions of England for rich Colonists. Captain Lindsey is a son of the Earl of Crawford, who owns "Valhalla."

The Philology of Yachting.—It is little over two centuries and a-half since the word "yacht" was first incorporated in the English language, adapted from the Dutch "jaglen," to speed. In October, 1661, took place the first yacht-race on record, between King Charles II. and the Duke of York, which the King lost, according to Evelyn. Yachts were first introduced to this country by some members of the Dutch East India Company, and, as is often the case, the new sport brought with it many new terms, which were speedily incorporated in the language. Such words as "skipper," "sloop," "boom," "taffrail," which are to-day quite English, were all derived from the Dutch crews who came over to teach the Thames watermen how to handle the new craft. "Hoy," too, is Dutch, and was used in the estuary of the Scheldt long years before the boats plied between London and Margate. And who would realise that the "companion" of a ship in Dutch was the quarter-deck, and in Italian the provisions on board. How the mediæval pantry developed into the quarter-deck in its passage from the Mediterranean to the North Sea is a question which philologists may find it worth their while to investigate.

*Lafayette.*

MISS MURIEL DAVIS

Who comes from New Zealand, is a daughter of Mr. and Mrs. Moss Davis of Auckland.

Sir Clements Markham.—For well-nigh sixty years the retiring President of the Royal Geographical Society has devoted himself to his country's interests, first as a seaman and then as a geographer, and there will be none but will wish him many years of blissful repose after the strenuousness of his life. A traveller of wide and varied experience, there are very few, especially of the lesser-known, parts of the world which he has not visited, and there is created by his retirement a gap in the executive of the Royal Geographical Society which it will not be easy for even so able a man as Sir George Goldie to fill. During the twelve years he has been President he has, as the King in a complimentary letter said, discharged his arduous and important duties with ability, zeal, and success. It has fallen to him to introduce many interesting people to audiences in the little theatre in Hanover Square, and under his direction the society has achieved many notable successes. Not the least was the account given by the late Prince Henri d'Orleans of his doings on the Mekong. The lecture was humorous to a degree, and to this day one remembers with relish the story of the Siamese cook who was dismissed every morning for incompetence, and who never failed to turn up in camp again every evening.

An Africander in England.—The Hon. W. P. Schreiner, who is now in England, is a member of a remarkable family. The father was a German and a missionary. The mother was an Englishwoman, who was as lovable as she was beautiful, and as intellectual as she was charming. To the day of her death she retained the friendship of Mr. Rhodes. One daughter is the most individual novelist of her sex ever produced in an English-speaking community oversea, the United States not excepted. The other is an ardent temperance reformer. Of her sons the only one known to the world is the Hon. W. P. Schreiner. He is a lawyer, and was Attorney-General in the Rhodes Ministry at the time of the Jameson Raid. It was he who carried the news to his Chief at Groote Schuur, and it was to him that the historic phrase was said, "Poor old Jameson; he's upset my apple-cart." For two years he was Prime Minister of the Cape Colony, from 1898 to 1900, that is to say, during the most critical stage of the war.

An Anglo-Canadian Engagement.—The engagement is announced of the Hon. Francis Macnaghten, second son of Lord Macnaghten, and Beatrice, daughter of the late Sir William Ritchie. In this way one of the legal families of Canada will be united to one of the legal families of this country. For Sir William was Chief Justice of the Dominion from 1879 to 1892, his father was a judge, and so was his brother. They were all natives of Nova Scotia, where their name was known and honoured for upwards of a century. One of Sir William's nieces is on the teaching staff of Wellesley, a famous girls' college in the United States. Lady Ritchie, who was her husband's second wife, lives with her daughter in Ottawa. Lord Macnaghten is a Law Lord, whose grandfather was given a baronetcy in recognition of his services to Indian Law.



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THE CANADIAN HIGH COMMISSIONER.—It is again reported from Ottawa that Lord Strathcona is about to retire. Either Sir William Mulock or the Hon. Clifford Sifton is likely to be his successor. They are both wealthy men, which seems a tradition of the office, perhaps because the salary is so small. More than a generation ago Childers, the first official representative of a Colony in London, said that, to perform his social duties adequately, the Agent-General should be paid £2,000 a year. But this was a counsel of perfection. The Canadian High Commissioner, besides being rich, is always a personality. Should Mr. Sifton get the coveted post, he will be the first man in his prime to occupy it. Compared to such veterans as Lord Strathcona and Sir Charles Tupper, he is a youth; but his ability is undoubted, and he has a charming wife to aid him socially.

THE WASHINGTON EMBASSY.—The ways of the Foreign Office are curious. To add £800 a year to the salary of our Ambassador to the United States a British official in Zanzibar is sacrificed, and the Rhodesian Acting Commissioner loses £500 a year. By this means the Embassy at Washington is put on a financial level with British Embassies in European capitals. Up to now it was the poorest paid of all the ambassadorial posts, with the single exception of Madrid. But it is absurd to suppose that even out of £7,300 Sir Mortimer Durand "will do at Washington what American millionaires do." Such an idea was never entertained by the Foreign Office. In the first place, the American capital is the one city in the United States where the pace is not set by millionaires, and, in the second place, British diplomatists are not supposed to rival the entertainments of plutocrats. As a matter of fact, invitations to the British Embassy are eagerly sought after in Washington, and as a residence it ranks high.

THE SPEAKER AND HIS DEPUTIES.—The business of the Empire has lately been hanging upon the state of health of one man, and that gentleman is not the Prime Minister, but the Deputy-Assistant Speaker of the House of Commons. For both the Speaker and the Deputy-Speaker have been incapacitated through illness, and Mr. Arthur Jeffreys has been called upon to take their place. It is not generally known that until three years ago there was no Deputy-Assistant Speaker, and it is remarkable that there is no previous instance in the history of the House of Commons of a Speaker and his Deputy both falling ill at the same time. At the time when the House was discussing the advisability of having a third string to their bow, a member pointed out that they were committing a serious breach of constitutional law in doing so without having obtained the consent of the King. The discussion was accordingly dropped, and a messenger despatched in haste to Buckingham Palace to obtain the necessary consent, after which the matter was proceeded with by the House. But further than the Deputy-Assistant Speaker it is impossible to go, and in the event of the illness of Mr. Gully, Mr. J. W. Lowther, and Mr. Jeffreys, it would be impossible for the House of Commons to sit. The only solution would be the resignation of the Speaker, and the election of a temporary successor.

A POPULAR GOVERNOR.—Lord Ranfurly, who delivered a lecture on New Zealand before the Royal Colonial Institute a few days ago, was the most popular Governor the Colony ever had. Not only did he win the hearts of the settlers, but of the Maoris even in the King Country. In all he spent seven years in the Britain of the South, every part of which he visited, as well as its most distant dependencies. He is an able man, but the secret of his success was his ability to make himself one with the Colonists. In this he was aided by his gifted wife, who, by the way, is entertaining this season on behalf of her pretty young daughter, Lady Constance Knox. A curious story is told of Lord Ranfurly's departure from New Zealand. It appears there is a feud between Mr. Seddon and Sir Robert Stout, the Chief Justice. To prevent the latter from acting as Governor, which in he natural course of things he should have done, the former persuaded Lord Ranfurly to stay in Wellington until his successor, Lord Plunket, was in the harbour.

*Lafayette.*

MISS RUBY DAVIS

Youngest daughter of Mr. Moss Davis, who, with his family, is on a visit to this country.

THE KING OF SPAIN AND AGRICULTURE.—Since he came of age King Alphonso has thrown himself heart and soul into every scheme for benefiting his country and his subjects. One of the most profitable of his whims has been the introduction of a large quantity of agricultural machinery of the latest type. He has selected in various parts of the country plots of hitherto barren and unproductive ground, totalling in all about 1,000 acres. This ground he has had tended and worked by experienced men, and though but a short time has elapsed since the first experiments were made, there is every prospect of profitable crops being raised. The King, in a word, has been giving his subjects a badly-needed lesson in agriculture, and his energy and initiative have had the effect of heightening his popularity with the people, even if they do not lead to increased activity in the field and farms of the country of the Dons.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

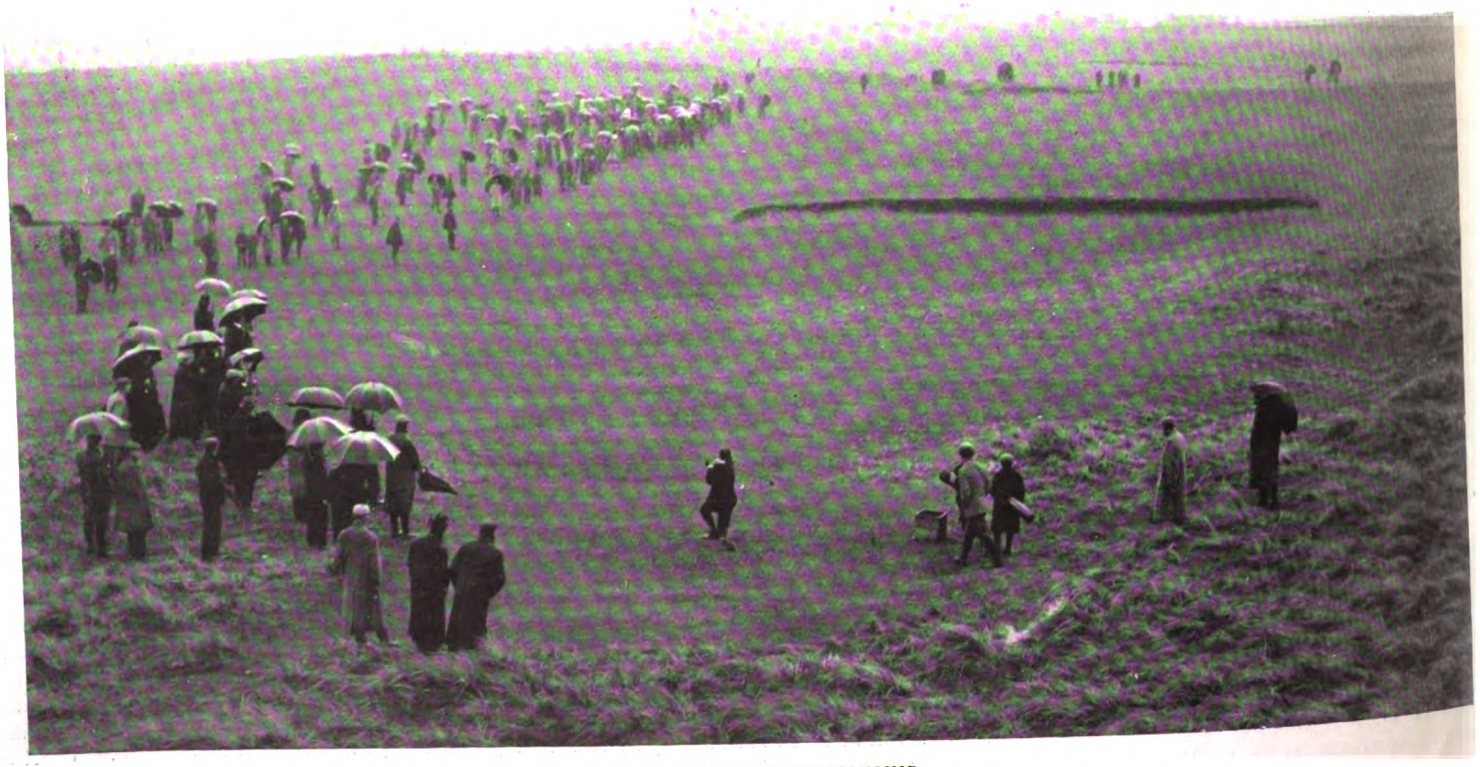
THE Amateur Championship, which was played last week at Prestwick, resulted in the victory of Mr. A. G. Barry, who entered from the St. Andrews' University Club. The result was almost as unexpected as was the victory of Mr. W. J. Travis at Sandwich last year. Mr. Barry, whom every golfer will congratulate most heartily, was little known as a player outside St. Andrews, though many keen observers of the rising generation of players there had frequently predicted before last Friday's victory that the new Amateur Champion played such a game as might, with health and strength, carry him very far to the front in the leading ranks of our best amateur play. Quite lately he had a score of 75 to his credit at St. Andrews, and the matches that he was called upon to play at Prestwick last week show that for a young man nineteen years of age he has the pluck, resource, and dash out of which all first-class players are compounded.

* * *

The number of entries for this year's Amateur Championship exceeded that of any previous year. There were 148 players, as against 142 two years ago at Muirfield. The entry was thoroughly representative of Scottish and English golf, for as Prestwick is situated within easy reach of Edinburgh and Glasgow, and is itself the nursery of some splendid golfing talent, the Scottish clubs were much more prominent than naturally is the case when the competition is played in England. Mr. Travis could not come from America to defend his title, but Mr. G. S. Lyon, three times winner of the Canadian Championship, and the winner of the "World's Championship" at the St. Louis Exhibition last autumn, added just a touch of Colonial and Imperial distinction to the competition. The weather was unfortunately broken and disagreeable during the progress of the later matches, and the closing stages of the final round between Mr. Barry and the Hon. Osmund Scott were played in a pelting downpour of rain. Alternate sunshine and shower, with the greens sometimes fiery and sometimes slow and heavy, put to a pretty severe test the faculty of observation and the capacity to judge distances and strength of shots. It may be owing to this variety of weather conditions and the state of the green that many of the most surprising results were due. On Tuesday, for example, it was cold and rainy, with a strong wind off the sea, the weather of Monday being sunny and bright, leading, of course, to faster play. In the second round Mr. J. L. Low lost his match to Mr. Laird, a local player, mainly owing to the number of stymies that were laid against him by his opponent; Mr. C. C. Wedderburn, the winner of the Bombay Medal at the St. Andrews Spring Meeting, was thrown out by Mr. Vivian Pollock; Mr. S. H. Fry lost to Mr. Graham, after a hard match, by 1 hole; Mr. Laidlay beat Mr. John Ball by 2; and Mr. George Clark, a young Edinburgh player, defeated Mr. Horace

THE AMATEUR CHAMPIONSHIP.

Mr. A. G. Barry, St. Andrews' University, the winner of the Amateur Championship at Prestwick last week. Golfers will note the tremendous energy of his style and the abnormal length of the follow through of the swing.



THE AMATEUR CHAMPIONSHIP.

Mr. A. G. Barry, the Amat ur Champion, driving at the 9th tee in the final, played in a downpour of rain.



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# *On the Links.*

Hutchinson. Then in the third round Mr. Angus Macdonald beat Mr. Laidlay by 1 hole after having the worst of the match, while Mr. G. S. Lyon, the Canadian Champion, lost by 1 hole to Mr. Wilkie, who was dormy one, and who holed a stymie for a half at the last hole amid a round of applause. It was not until the sixth round on Thursday that observers began to think, notwithstanding the hard matches that Mr. Maxwell had been playing, there was a chance of his coming out the victor. In this round, however, he was drawn against Mr. A. G. Barry, the eventual winner of the tournament, and after a capital ding-dong contest, in which the game fluctuated first to one side and then to the other, something like a sensation was created by the defeat of Mr. Maxwell by 1 hole. The large gathering of spectators at the home hole saw the play there result in a half in 4, while the nineteenth hole was won by Mr. Barry in a steady 4, Mr. Maxwell overrunning the hole by about 8-ft. with his approach putt, and failing

THE AMATEUR CHAMPIONSHIP.
Mr. A. G. Barry, the Amateur Champion, putting. Players will note the interlocked grip of the sinewy hands, and the St. Andrews stance.

THE AMATEUR CHAMPIONSHIP.
Mr. A. G. Barry driving at the 13th tee against Mr. R. Maxwell.

to get down in the odd. Then in the semi-final round Mr. Barry had to play Mr. J. Graham, and after a tremendous struggle, in which magnificent golf was played on both sides, Mr. Barry won the last hole in 3 by holing a putt of 9-yds.

* * *

In order to reach the final, therefore, Mr. Barry had played consistently steady, and sometimes a great deal of brilliant golf. All his matches were close, the majority of his later rounds being finished with not much more than 1 hole to spare. Though a very long driver off the tee—he occasionally outstripped the long shots of Mr. Maxwell—the strength of his game in the Amateur Championship, at all events, lay in the excellent steadiness of his putting. Over and over again the prospect looked dark of his being able even to secure a half at many of the holes, and especially in the final round. But his coolness, self-control, and excellent judgment of pace and distance pulled him through many a crisis, and enabled him in the end to score an unexpected but extremely popular victory. The first eighteen holes of the final with the Hon. Osmund Scott were halved, but assuming the lead at the first hole in the afternoon, Mr. Barry never again lost his supremacy. After a good deal of give-and-take play, wherein perhaps Mr. Scott did not profit so much as he naturally would wish from the mistakes of his opponent, Mr. Barry won his first championship by 3 and 2 to play. The strong point of his play is undoubtedly his putting. His method of hitting the ball in approaching the hole, as well as in holing out, is to strike it above the centre. By this means he imparts a forward spin to the ball, causing it to "bite" the inequalities of the putting green, and to run in an absolutely straight line without any of the uncertain "wobble" which is such a general feature of everyday play near the hole side.

* * *

At the Spring Meeting of the Sunningdale Golf Club there was some very excellent scoring. For the Scratch Gold Medal Mr. H. Hambro and Mr. A. C. M. Croome tied at 79, Mr. Horace Castle was 80, and Mr. M. W. Mossop 82. In playing off the tie Mr. H. Hambro won. In the handicap prize Mr. A. Cameron and Mr. F. G. Waterer tied at 79, and

THE PRESENTATION-CEREMONY.
Mr. Neilson of the Prestwick Club presenting the Amateur Champion with the medal and cup the Hon. Osmund Scott standing on the immediate left.



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# *On the Links.*

in playing off the last-named won. For the handicap prize played for on the Saturday Mr. T. A. Roberts won with a net score of 79, Messrs. Pritchett, Hugill, and Hichens tieing for second place with net scores of 80.

## THE LINKS AT HAYDON BRIDGE.

HAYDON BRIDGE nestles in the picturesque valley of the South Tyne, on the North Eastern Railway, midway between Newcastle and Carlisle. It is a purely residential place, and numerous villas dot the sunny slopes of the north side of the valley. Perched on a hill overlooking the village is Haydon old church, an interesting chantry, built in 1180 on the site of a still older church dating from the seventh or eighth century.

One and a-half miles distant stands Langley Castle, built by Sir Thomas Lucy partly from the spoils of Crècy. Haydon Bridge can claim to be the birthplace of John Martin the painter, and it was the expansive views of the valley from the surrounding hills that inspired his well-known picture, "The Plains of Heaven." Bishop Ridley was also born in the neighbourhood. The little town is well known to archæologists and tourists as a convenient medium of reaching Borcoircus, the finest of the camps on the Roman Wall, and the adjoining Northumberland lakes.

The question of providing a golf course was mooted at a public meeting so recently as October last, a committee formed, and by January 1 this year six fields were rented at Chesterwood Park, a nine-hole course laid out, and a club formed under the title of the Haydon Bridge Golf Club, with the undermentioned executive: President, Alderman Thomas Carrick, J.P.; vice-president, Major Richard Hardcastle, R.A.; captain, Mr. E. M. Oubridge; hon. secretary and treasurer, Mr. N. Beattie, Church Street, Haydon Bridge.

THE INTERNATIONAL MATCH AT PRESTWICK.
Mr. J. Robb (Scotland) driving to the 18th hole against Mr. H. Hilton (England).

The links are one mile distant from Haydon Bridge Station in the direction of the Roman Wall. The position is well above the valley, commanding fine views of the valley itself, the hills on either side, the more distant Cumberland Mountains, and to the north the high ridge along which runs the Roman Wall—all very Scotch-like in character. Chesterwood Grange, the headquarters of the Haydon Hunt, is close by.

To reach the course the golfer passes through Chesterwood, a hamlet of about a dozen dwellings, mostly "peel" houses, of great age and immensely thick walls, built to resist the attacks of raiders in the old days when might was right. The club is housed in one of the best preserved of these, which is quite characteristic, having massive walls of freestone, with an apartment on the ground floor, where the cattle were placed for safety, and the one above approached by an outside stone stair, where the tenant and his family barricaded themselves against intruders. The floor and roof are supported on strong roughly-hewn oak beams. Through the liberality of many of the members, it presents a very different internal appearance from what it must have done in 1710, when occupied by Frank Stokoe (mentioned in "Dorothy Foster," as a follower of the Earl of Derwentwater), a free-booter of gigantic size and fearless courage, who one night killed a marauder at his door and sent others over the parapet of the stairs. Here refreshments are now served to the peaceful golfer between rounds.

The first tee is only a few steps beyond the club-house, a well-chosen position on a knoll, the highest bit of the course, and commanding a magnificent view of the links and the surrounding country. Behind it is the ninth green with its fine turf of quite a seaside type. The course is essentially sporting in character, with numerous natural hazards and many hedges, where the unwary and the unskilful may come to grief. The "Bogey"

GOLF AT HAYDON BRIDGE.
A panoramic view of a portion of the course. Miss Coning driving from the 1st tee. Her partner is Mr. J. W. Robinson, and behind him is Major Hardcastle the vice-president.



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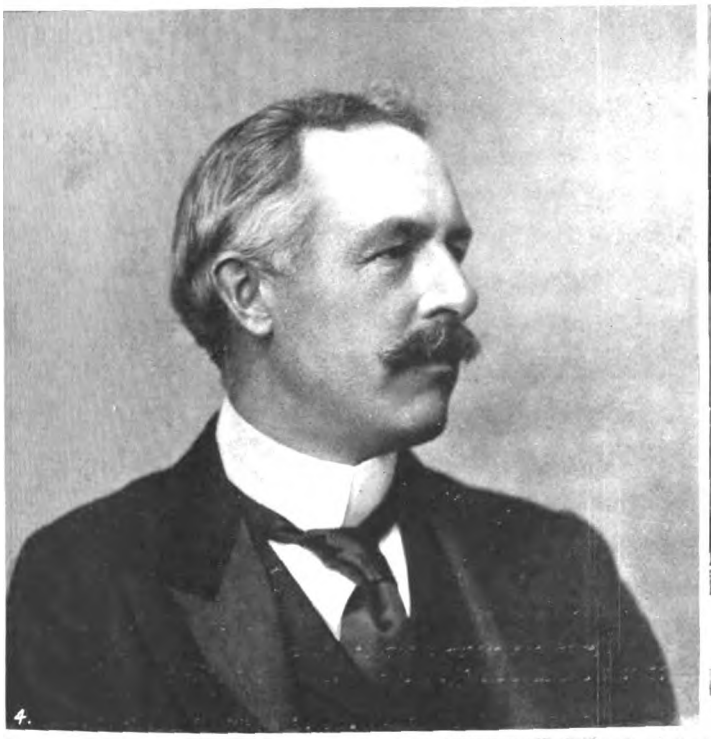
# *On the Links.*



## THE LADIES' GOLF UNION.

(1) Mrs. Jessop Hulton, hon. treasurer of the Union and hon. secretary Lancashire Ladies' Coun'y Golf Club. (2) Colonel J. M'Calmont, M.P., one of the vice-presidents. (3) Miss Issette Pearson, the popular and hard-working hon. secretary. (4) Mr. Horace Hutchinson, a vice-president. (5) Mr. Laidlaw Purves, one of the founders of the Union, the discoverer of Sandwich, and the best-informed authority now living on the history of the game. (6) Mr. T. H. Miller, a vice-president. (7) Mr. J. Talbot Fair of Lytham and St. Anne's, a vice-president. (8) Mr. Robert Whyte of Blackheath, a vice-president, and an active worker in promoting the interests of ladies' golf.



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# *On the Links.*

is 41, but Caird, the Newcastle professional, has established a fine record of 37. The charges for visitors are: Ladies 1s. and gentlemen 1s. per day; 2s. 6d. and 3s. 6d. per week 3s. 6d. and 5s. per fortnight; and 5s. and 10s per month respectively. A. H. ROBINSON.

## *REVIEWS.*

THE GOLFING ANNUAL FOR 1905 has just been issued by Mr. Horace Cox at the *Field* office. This is the eighteenth volume which has been published, and its growing bulk, as well as the interesting diversity of its contents, afford a striking proof not only of the widespread development of the game, but of the universal attention which is being given to all points of controversy. This year the Annual makes a welcome departure in being published before the beginning of the championships, which are now in progress. Golfers are thereby enabled, should a point of doubt need verification, to refer to the records of the championships played last year, and to settle any dispute without unnecessary delay or research. It is gratifying to find that the number of golf clubs and courses continues to increase, the number this year being 2,899, as against 2,859 last year. One feature of the volume, which is sure to be permanently useful, especially to golf club committees, is the chapter containing the recent decisions of the Rules of Golf Committee of St. Andrews. This chapter bids fair in time to grow into a formidable body of authoritative law on disputes connected with the interpretation of the rules; and it is particularly valuable to have concrete illustrations with the official reading of the rules so conveniently at hand. All the championships of last year are set out in detail, each competition being illustrated by portraits of the winners. The other features of the volume are a bright and chatty article on the career of Jack White, by the Rev. John Kerr, who, in previous years, included the Open Champion and his wife among his young parishioners. Dr. Macpherson gives some useful practical hints to golfers, and there is, of course, the indispensable club directory. (Published by Horace Cox, the *Field*, Bream's Buildings, Chancery Lane, W.C.)

*A. H. Robinson.*

THE HAYDON BRIDGE LINKS.

Miss Coning putting on one of the greens; Mr. J. W. Robinson watching the shot.

*A. H. Robinson.*

GOLF AT HAYDON BRIDGE.

Mr. Bryant playing out of a "boggy" bunker going to the 6th hole.

*A. H. Robinson.*

THE HAYDON BRIDGE LINKS.

A view of the 7th putting green. Mrs. Oubridge playing; Miss Grey and Miss M. Henderson looking on.

*A. H. Robinson.*

THE HAYDON BRIDGE LINKS.

Mr. E. M. Oubridge, the captain, playing a lofting shot; Mr. N. Beattie, the hon. secretary, looking on.

## *FIXTURES.*

June 3.—England *v.* Scotland (Professionals), at St. Andrews.
June 3.—Hanger Hill, Annual Meeting.
June 3.—Sundridge Park, Summer Meeting.
June 3.—Rye, Monthly Medal.
June 6.—Royal Blackheath, Summer Medal.
June 7.—Mixed Foursomes Tournament, Sundridge Park.
June 7-8.—Open Championship, at St. Andrews.
June 8.—Hanger Hill *v.* Wembley.
June 8-10.—Amateur Championship of France at La Boulie.
June 10.—Hanger Hill, Medal.
June 10.—New Luffness, Trayner Cup.
June 10.—Cinque Ports, Captain's Prize.
June 10.—Hythe, Whitsuntide Meeting.
June 10.—Royal St. George's, Whitsuntide Meeting.
June 10.—Rye, Whitsuntide Meeting.
June 10.—Glasgow, Garroway Cup (at Killermont).
June 10.—Frinton, Whitsuntide Meeting.
June 10-13.—Tooting Bec, Foursome Tournament.
June 10-16.—Bushey Hall, Whitsuntide Open Meeting.
June 12.—Hanger Hill, Whit-Monday Competition.
June 12.—Portmarnock, Cup Competition.
June 12.—Cinque Ports, Scratch Challenge Cup.
June 12.—Royal Isle of Wight, Whitsuntide Meeting.
June 12.—Royal North Devon, Whitsuntide Meeting.
June 12-14.—Le Touquet, Whitsuntide Open Meeting.
June 13-15.—Royal Cromer, Whitsuntide Meeting.
June 14.—Hanger Hill, Evening Fête.
June 15.—Hastings and St. Leonards, Ladies' Open Meeting.
June 15-17.—Bar Golfing Society, Annual Tournament, at Sandwich.
June 17.—Hanger Hill, "Bogey."
June 17.—Bushey Hall, Vice-Captain's Prize.
June 17.—Tooting Bec, Victoria Diamond Jubilee Cup.
June 17.—Royal Portrush, Midsummer Meeting.
June 17.—Wembley, Open Amateur Meeting.
June 19.—Hanger Hill, Ladies' Open Competition.
June 19.—St. George's Challenge Cup, at Sandwich.
June 19-20.—Scottish Ladies' Championship, at North Berwick.
June 19-24.—Yorkshire Union Championship Meeting, at Redcar.
June 22.—Hanger Hill *v.* Wembley.
June 24.—Hanger Hill, Open Amateur Meeting.
June 24.—Sudbrook Park, Rube Challenge Shield.
June 24-25.—Le Touquet *v.* Press Golfing Society.



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. XLV.—Mr. R. A. Sanders, M.A., Prospective Conservative Candidate for the Bridgwater Division of Somerset, and Master of the Devon and Somerset Staghounds.**

ON the shores of the Severn Sea, where the rolling tide frets the sands of West Somerset, lies that romantic and interesting country beloved by students of history for its connection with the great Alfred, with the intrepid Blake, and with the rise and final crushing-out at Sedgemoor of Monmouth's rebellion. It is idolised by romancists and tourists as the country of the Doones, of Coleridge and Southey, of Exmoor and the Quantocks, and by sportsmen as the home of the lordly red deer, where keen-scented hounds rouse him from his leafy fastness, where all day long the noble beast leads hounds and fields of eager sportsmen over moorland and coombe. Here alone in England—unlike the so-called stag-hunting elsewhere, where a tame deer is ejected from a cart and then ingloriously retaken — the quarry finally yields up its life for the health-giving sport and food of man, and the provision of dearly-prized trophies of the chase.

The stag-hunting country extends from Bridgwater, away over the Quantocks and Exmoor, to Barnstaple in North Devon; by far the greater part of it lies in Somerset, and not, as is popularly supposed, in Devon, and much of Exmoor is under the political sway of Sir Alexander Hood, the capable and popular Chief Whip of the Government, whose division of West Somerset is no less than forty-five miles long. The Quantocks have been for the past year or two hunted by Mr. Stanley, son of the present member for the Bridgwater Division, with a pack subsidiary to the Devon and Somerset, which hunt has not permanently given up the district, and so Mr. R. A. Sanders, the present Master, has been appropriately "adopted" as the prospective Conservative candidate for the Bridgwater Division. Like his predecessor, Mr. Fenwick Bissett, who was sent to Parliament by a grateful country, Mr. Sanders is very popular as the capable Master of this world-renowned hunt, which, although the oldest in existence, is, even now, in its palmy days. If any person doubts this let him go to the opening meet at Cloutsham Ball in the first week in August and see the vast crowd which revels in that charming prospect; let him remember that no less than 300 head of deer were accounted for last year by the Devon and Somerset and subsidiary packs; and let him gain knowledge of the splendid runs which are by no means of infrequent occurrence. Only this spring a deer was taken in a residence in Bridgwater town, and but last month a fine old stag, found in Mr. Sanders' probable future division, was hunted across Sir Alexander Hood's constituency, and finally found shelter in the western slope of the Blagdon Hills far away in the Tiverton Division of Devon.

Mr. R. A. Sanders was born on June 20, 1867. He is the eldest son of the late Mr. Arthur Sanders of Fernhill, Isle of Wight. He was educated at Harrow, where he became head of the school in 1885-86, and at Balliol College, Oxford, where he was known as an active member of the historic Canning Club, which has given the world so many illustrious Conservatives, Lord Curzon amongst them, and at the meetings of which, in Mr. Sanders' time, Lord Hugh Cecil, Mr. W. F. D. Smith, and the present Under-Secretary for Foreign Affairs were amongst his contemporaries.

*Alice Hughes.*

MRS. R. A. SANDERS

Wife of the Prospective Conservative Candidate for the Bridgwater Division of Somerset.

A distinguished University career was closed by his taking a "first-class" in the Honours School of Jurisprudence in 1890. Mr. Sanders was called to the Bar of the Inner Temple in 1891, but in 1893 went down to the West Country, and where the beautiful house of Glenthorne nestles amid the great cliffs that protect the ancient forest of Exmoor from the inroad of the ocean, he carried off one of the most charming of its denizens in the person of Miss Lucy Halliday, daughter of Mr. W. H. Halliday of Glenthorne. Mr. and Mrs. Sanders went to live in the Midlands; but not for long. The "Wild West" soon had its revenge, and after hunting for two years in Leicestershire, they were again claimed by Exmoor. Mr. Sanders was offered and accepted the Mastership of the Devon and Somerset Staghounds in 1895, and has ever since hunted them with conspicuous success. Although deer are very plentiful and do much damage, Mr. Sanders is very popular with all classes, and their appreciation of him was well expressed in a few words by a supporter at Bridgwater, who described him as "a kind master, a thorough gentleman, and as straight as a die." The farmers are proud to preserve the deer for him, and although they will grumble in West Somerset language that "the nasty toads are eating them out of house and home," yet when Mr. Sanders tactfully enquires as to drawing the woods, he gets a reply like this: "The stags have been in my corn every night, but, lor' bless you, I don't mind that. I have been keeping the covert quiet. Won't you please to come in and have something?" He has just been elected President of the Somerset Agricultural Society for the ensuing year.

Mr. Sanders is a magistrate for the counties of Somerset and Devon, an Alderman of the Somerset County Council, and a Major of the North Devon Imperial Yeomanry. His clubs are White's, Arthur's, and the Garrick. Mrs. Sanders is well known in the hunting-field, but her activities are not confined to sport, for she takes a great interest in county nursing, being a member of the committee of the County Nursing Association, and having established a cottage nurse in her own district. Mr. and Mrs. Sanders reside at The Court, Exford, which is, indeed, in "the heart of the country," for the nearest railway station is Dulverton, twelves miles away.

Mr. Sanders, it is understood, favours a political career even more than sporting pursuits. He stood for Bristol East in the Unionist interest at the General Election in 1900, but was defeated. He was afterwards invited to stand for South Somerset, and went to live at Barwick House, Yeovil (formerly occupied by that popular and accomplished lawyer, Judge Philbrick, K.C.); but Mr. E. J. Stanley, M.P., having announced his intention not to stand again for the Bridgwater Division, Mr. Sanders was prevailed upon to promise to champion the Unionist cause there at the next election. He is a forceful, witty, and interesting speaker, and is particularly good at repartee. He is an advocate of temperance combined with justice; he deprecates the embittered controversy over the Education Act, and desires to see a compromise on the religious question, while he early suggested, what poorer London seeks to-day, and what all England will want to-morrow, that if the Board of Education thinks fit to make such new and expensive regulations, "the cost of them should not fall upon the localities, but upon the State."

Mr. Sanders is in favour of breaking down tariff walls against our trade, and of uniting the Colonies closer in a great British Empire; but he says in his speeches: "I belong to none of these new leagues. I belong to only one league, and that league is good enough for me. It is called the Conservative Party."



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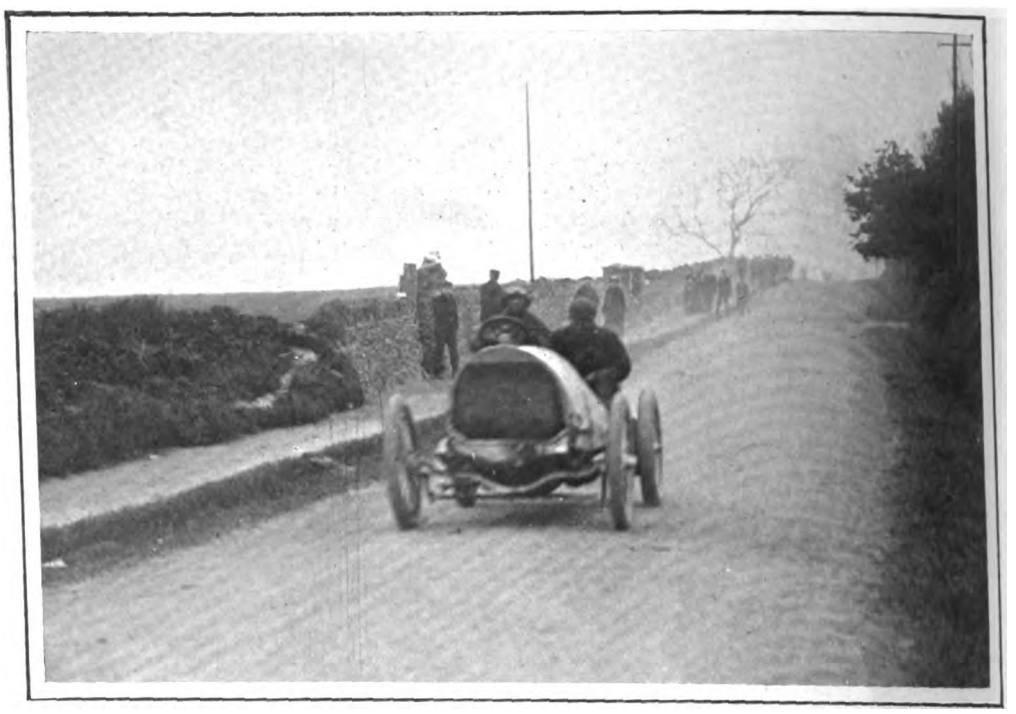
# The Motor: On Highway and Seaway.

AGENTS and manufacturers appear to be enjoying a period of exceptional prosperity at the present time, for in spite of a largely-increased output, the really first-class firms seem quite unable to keep pace with the demand. Premiums are once more being asked for quick delivery of fashionable makes, and the purchaser in search of a good car for immediate use finds most of the London showrooms bare of vehicles, and that general air of indifference on the part of the principals that clearly indicates a well-filled order-book. Deliveries, of course, are weeks, and even months, behind time, for the motor manufacturer is notoriously the most unpunctual person in the business world, a fact which the agent will stoutly deny in the early spring when taking an order, and a deposit, from a trusting customer. All this, no doubt, denotes the ever-increasing popularity of the motor-car; but it seems a pity that the makers cannot devise some method of preparing in the winter for the rush that inevitably comes in the spring and summer. Of course, in a few months normal conditions will prevail once more, and the intending purchaser will have a well-stocked market from which to make his choice.

In the meantime, second-hand cars with a reputable past are in considerable demand, and a few remarks based on personal experience may not be out of place on this subject. In regard to the question of price it is as well to point out that the amount originally paid for a car has comparatively little bearing on its present value. The original purchaser may have paid a premium on the maker's list price for quick delivery, or out of pure ignorance of market values; to suit his own particular fads and fancies he may have insisted on having at an absurd price a special body which is really no better or more comfortable than a standard body costing one-half or one-third of the money; again, the maker may have reduced his prices in the interval for that particular model, or evolved a new and better type at a lower figure. Even if the old type has been continued, improvements will probably have been introduced which reduce the market value of the earlier cars, entirely irrespective of the depreciation caused by wear and tear.



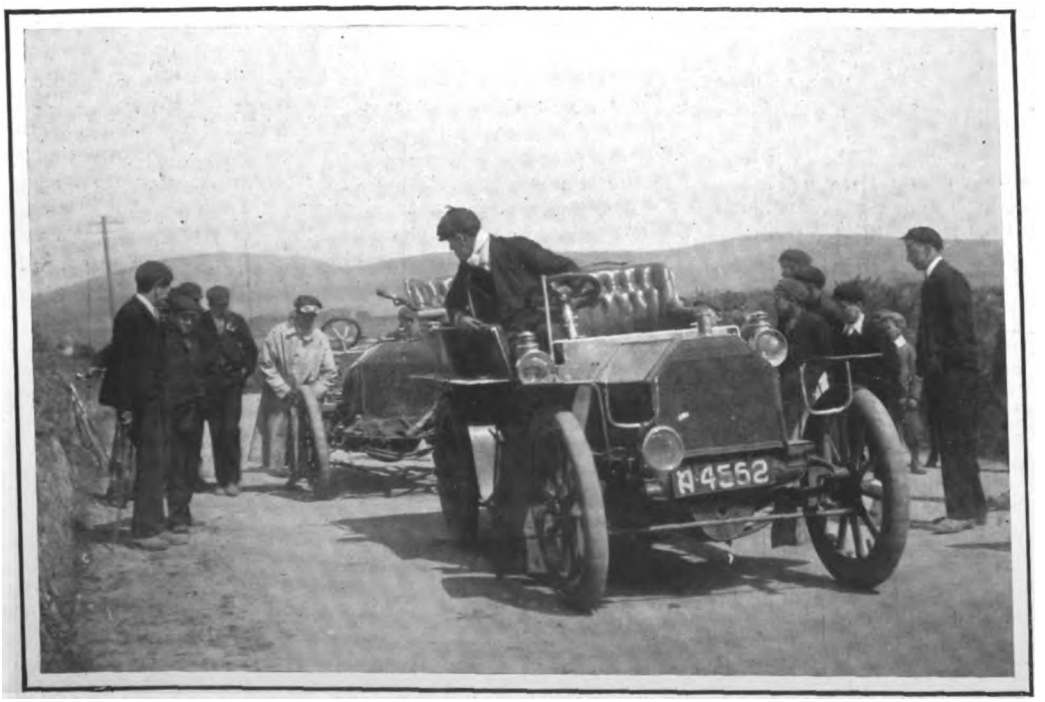
*Topical.*

THE ELIMINATING TRIALS IN THE ISLE OF MAN.
The Hon. A. Lee-Guinness going over the course on a Darracq car.

The prospective purchaser of a second-hand car should, therefore, first ascertain the present price of the current type of the car offered for sale as a basis for his calculations. From this he should deduct in the first place a certain percentage owing to the fact that the car is more or less out of date. In the case of most first-class makers who have arrived at a certain finality of design, 10 per cent. would be a fair amount to deduct. There has then to be considered the question of depreciation for wear and tear, and the value of lamps and other accessories which have been added by the previous owner. It is impossible to lay down any hard-and-fast rule as to depreciation for wear, which really depends on the care with which the car has been used and the mileage run. On both these points it is generally very difficult to obtain direct information of a reliable character, and recourse must therefore be had to thorough examination by a practical expert. It is well recognised, however, among motorists that once a car has been used its market value is appreciably diminished, although its intrinsic value may be practically unimpaired. Moreover, the life of a car can only be computed in miles, and though after a few months of regular use it may run more smoothly and more powerfully than when it first left the maker's hands, yet it has advanced a certain distance towards its final resting-place on the scrap heap.

As a rough guide I should say that the fair value of a car which has been carefully used for a year is about 25 to 30 per cent. below that of a new car of current type similarly equipped. Much, however, depends on the mileage run and the handling that it has received, and in the case of a car more than a year old the depreciation need not necessarily be calculated on a proportionately liberal scale. I put forward these suggestions as an assistance to inexperienced purchasers of second-hand cars, for the reason that one continually sees vehicles offered for sale at prices which are on a level with or even higher than the proper market value of new cars of the same type.

It is hardly necessary to say that no second-hand car should be bought without having recourse to expert advice as to its condition. There is no reason, however, why an amateur should not make a preliminary examination, as the presence of obvious defects may save the expert's fee. The general appearance of a car is of some value as a guide to its condition, as the owner who takes a pride in having his car turned out smartly will generally use it in a reasonable manner. Cracked mudguards and dented panels betray a careless driver. Chains and chain sprockets will give some indication of the distance run, unless they have been replaced. The rollers will be




*Topical.*

PRACTICE FOR THE MANX ELIMINATING TRIALS.
The photograph shows Mr. Cecil Edge's car, after the accident, being towed home for repairs.



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slack on the pins, and the forward side of the teeth will have begun to wear hollow after a few thousand miles. A live-axle car should certainly be rejected if the wheels run out of truth, as this betokens faulty design or excessive wear, either of which faults is difficult to make good. If the wheels have been subjected to excessive strains, or are made of inferior materials, the paintwork will show cracks at the joints.

Some indication of the condition of the engine can be obtained by trying the compression of each cylinder in turn, and examining the valve tappets to see whether the guides are much worn. A leaky radiator, or one which shows signs of frequent repairs, is to be avoided at all costs. Slackness in the steering connections is a sure sign of hard work, and is often exceedingly expensive to rectify. It can be detected in an instant by holding the steering-wheel and noticing how far it can be turned without moving the front wheels. The condition of the change-speed gears is, perhaps, the surest guide of all to the value of the car; but their examination had better be left to the expert. A short run will often afford valuable information, though it may be of a negative character. A good car may fail to climb a steep hill with a full load, owing to some temporary defect of a minor nature, but no amount of "faking" will make a worn-out car show to advantage on a really steep and prolonged climb. Silence and smoothness of running are matters of comparison, and many soundly-built vehicles have never made a name for quietness. On the other hand, a car which starts gently, is quiet at all speeds and on every gear, is pretty certain to be free from any serious defect. In any case, some repairs will probably be necessary, and an idea of their cost should be obtained before concluding the bargain, as otherwise one may find that the total expenditure of capital would have sufficed to buy a new and up-to-date car.

RADIATOR.

*Campbell-Gray.*

MR. AND MRS. H. E. MOSS
In their 30—40 h.p. Daimler car.



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# *The Parisians of Paris.*

## MONTMARTRE UP-TO-DATE.

ENGLISH in Montmartre! Is it possible? Has the *Entente Cordiale* metamorphosed the city! You rub your eyes and look again; surely there is some mistake. But no, there it stands in flaming capitals, illuminating the Rue de Doudi, the sign of the new music hall, "Little Palace." The pronunciation will come with time, and, after all, is it not wiser to pronounce as it will be understood? If "litt-ler pallass" means little palace to the multitude, why strive to correct it? Is bluemonge anything like blanc mange (which, by the way, is a French word no Parisian can grasp), or Boolong anything like Boulogne? There is, however, nothing English inside the building, except the accent of the commère in the revue, which she wisely drops after a few moments' juggling, making her up-to-date remarks more comprehensible to natives and strangers.

For some time Montmartre seemed to have lost its following. Parisians went "down town" for amusements; there was not sufficient variety in the shows, in the songs. It was always the same thing, they said, and they sought change on the boulevards. But after a short respite the craving returned, and now, not only Fursy thrives, but Little Palace promises to keep the ball rolling.

No sensible impresario would risk opening a new show without a "figure-head." Fursy had his own. Little Palace secured Bruant.

Aristide Bruant is an ultra-Parisian figure. His strong face, black velvet suit, slouch hat, and red scarf are as familiar to the Paris public as the gargoyles on Nôtre-Dame. For many years he attracted all Paris to his cabaret, at the time when Salis and the Chat Noir were famous. The Chat Noir had an organ, the Mirlitons had theirs. Newspapers in those days were scarcer, it must be believed, for the *Chat Noir* and the *Mirlitons* were bought and read from the first page to the last, and the illustrations prized as highly as the text. Bruant started his rival show with a couple of benches and wooden tables, his caustic humour, and his voice. He sold beer in his cabaret and started the *Mirlitons*, with a youthful band that have since become celebrities. Camille de Sainte-Croix, the author of "Armide and Gildis," the leading spirit, was editor; Courteline—the Courteline of Boubouroche—was secretary; Steinlen, the famous draughtsman, sketched for the illustrations; and this was the staff, the complete staff. How they worked at it, how they loved it! Government clerks until four o'clock; at five minutes past four their coats were off and their hearts in their paper! The *Mirlitons*, like the *Chat Noir*, has disappeared, but the "staff" are famous.

Ten long years Aristide Bruant was lord of the manor in a peaceful spot, idling in wealth at his country house, far from the madding Montmartre crowd, the velvet suit and scarlet scarf discarded. Suddenly the old fever takes possession of him, and the Bruant of former days awakes. He is once more with us with his old songs, his old dress, and his old popularity. He sings of misery, of the outlaws, of the outcasts of society, of the homeless. His sympathies are with the "damned." Who has forgotten the sadness of "Saint-Lazare," a song in a letter from a humble Traviata to her lover; they are both worthless, but their love is the same as our love, their grief like our grief, and the pathetic story brings tears to your eyes, to mine, to everybody's.

MLLE. BERTHE NANON.
(*From a photograph by Walery, Paris.*)

Little Palace is a kind of "halfway house" between the traditional cabaret and the up-to-date music hall. There are no "bottle" windows, nor coloured glass doors, no plaster casts, no Willettes, no Léandres, no inscriptions on the walls, no pottery. If it were not for the looking-glasses and the refreshment bars the hall might be used for prayer meetings. But the curtain rises, and we recognise Montmartre; Montmartre in the riskiness of the operette, a Parisian trifle; Montmartre in the "rosserie" of the Revue. Yvette Guilbert is personated with her arms and hands in black stockings; the brothers Isola, the managers of so many music halls, as the Siamese twins; Gailhard, the director of the Opera, and his Toulouse favourites; a crowned head who writes plays as a relief to militarism; bald heads of the best authors; the mannerisms of well-known actors and actresses; every popular subject caricatured and ridiculed to the delight of friends and acquaintances, who come, night after night, to recognise and be amused by the latest skit on the times.

The operette is essentially Parisian. Madame makes an appointment with a gentleman, unknown, in answer to an advertisement. The gentleman happens to be Madame's husband. The meeting is arranged to take place at one of the omnibus stations, the little houses many people think were specially erected to facilitate such meetings. Monsieur arrives first and passes the time conversing with the man in charge of the tickets, and when his wife appears, whom he imagines has tracked him, he changes places with the official. Then ensues one of those improbable, yet possible scenes, when Madame says the prettiest things to the good-looking stranger, whilst her husband has to be a passive spectator to the impromptu love-making. Complications ensue, the husband is detected, and the men once more change places. But although the play has come to an end, the intrigue will continue, for the official—a broken-down young aristocrat—has made a deep impression on the lady. Those omnibus stations! What would Paris do without them? They remind me of the subways and viaducts in London, that relieve the large thoroughfares of some of the traffic. But for the stations the picture galleries would have to be enlarged; the Louvre and the Luxembourg would be congested!

FRANCES KEYZER.



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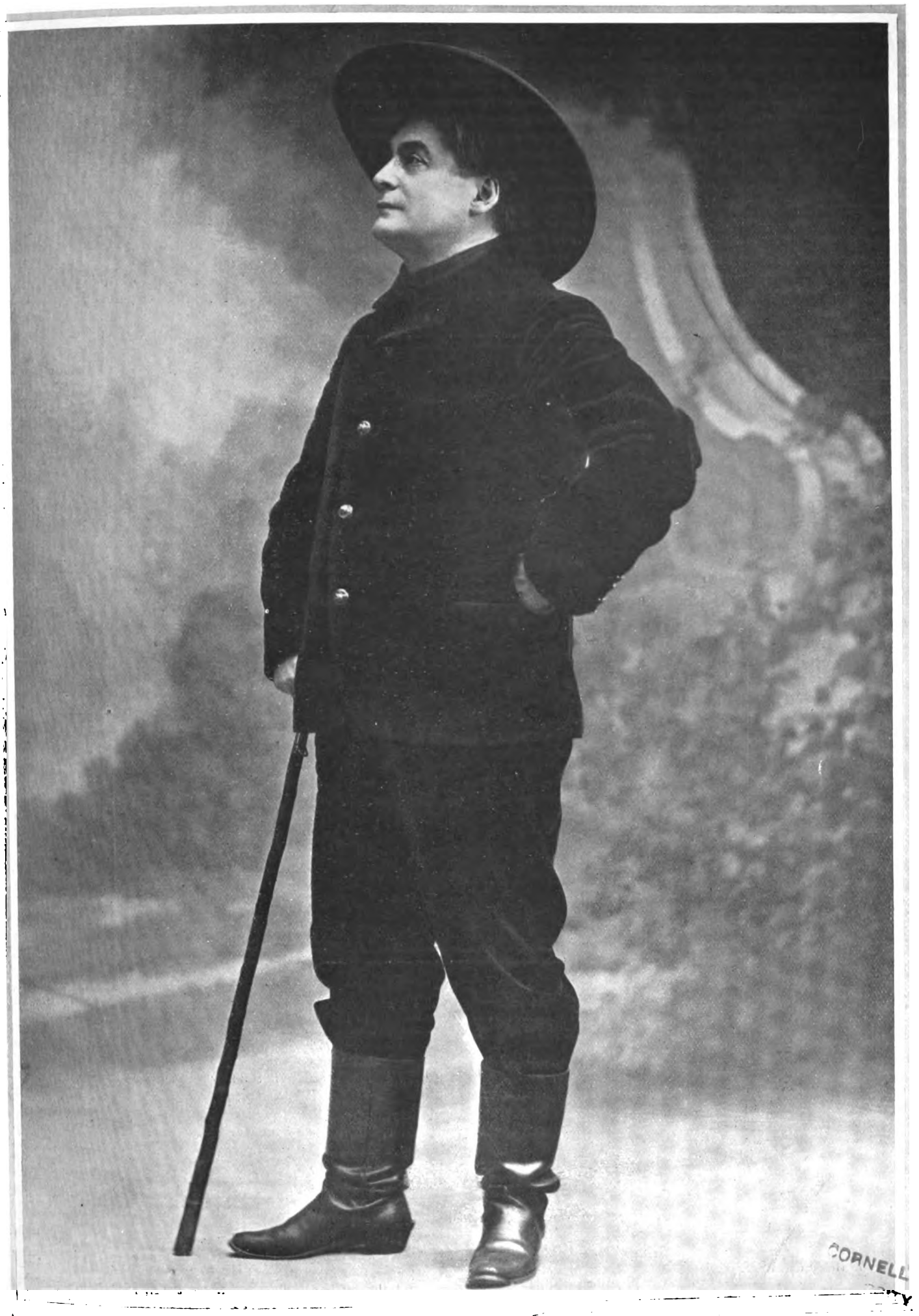
# *The Parisians of Paris.*


CORNELL

*Walery, Paris.*

## ARISTIDE BRUANT.

Aristide Bruant took over from "le seigneur Salis" the Montmartre cabaret that had been the original "Chat Noir." He made it famous, partly by his extraordinary habit of standing at the door and heaping insults on all who entered, partly by his brilliant wit and talent. He is an exquisite poet in his own line, which is that of "Yvette Guilbert" kind of pictures of French life.



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# Under the Burgee.

WE are at last entering upon another season, and one which promises to be more eventful than any of its immediate predecessors. The event which has just been occupying general attention is, of course, the Ocean Race for the Kaiser's Cup. A little later in the present month there will be the annual race across the North Sea for the Heligoland Cup, and then the handicap from Cowes to the Clyde, so that we may safely assume that long-distance racing will be an outstanding feature of the season of 1905. For some unaccountable reason, contests of this description always prove attractive to the lay mind, and the daily Press devotes considerable space to these events, while in many instances ignoring the regattas in which there are races of true sporting interest.

The time-honoured "down Swin" matches with which the season opens to-day, under the flag of the New Thames Yacht Club, have been looked forward to with interest, as providing the first meeting between Sonya, Mrs. Turner Farley's Herreshoff 52-footer, and the British boats of the same class. At the time of writing there is unfortunately, however, just a doubt whether the American cutter will cross the line to the first starting gun of the season, as when under way a few days ago she had the misfortune to carry away her mast.

When giving some details of this boat a few weeks ago, I commented on the fact of her having a duplicate set of hollow spars, with the exception of a mast, and pointed out how serious would be the loss of the spar under the circumstances, not apprehending at the time that such an accident was destined to happen before she had hoisted racing colours. I have been given to understand that she may be fitted with a solid stick until such time as a new hollow spar arrives from America. Bearing in mind that Sonya's stick is a lofty one, and that Herreshoff has naturally calculated his weights to a nicety, the extra weight of the solid spar may be calculated to cripple her considerably.

The unfortunate accident once more opens up the question of the desirableness of hollow masts for boats of this size. Many instances can, of course, be cited in which they have come through the ordeal most successfully, as in the case of Magdalen, which came out for her second year with her mast and spars which had done duty throughout her first season. On the other hand, Camellia had no less than five masts in her first season. Apart from, and in addition to, the question of expense, about which so much has been talked and written during the last few years, there is the vexation caused by the inevitable delay resulting from such an accident, calculated to sicken any but the very keenest of sportsmen.

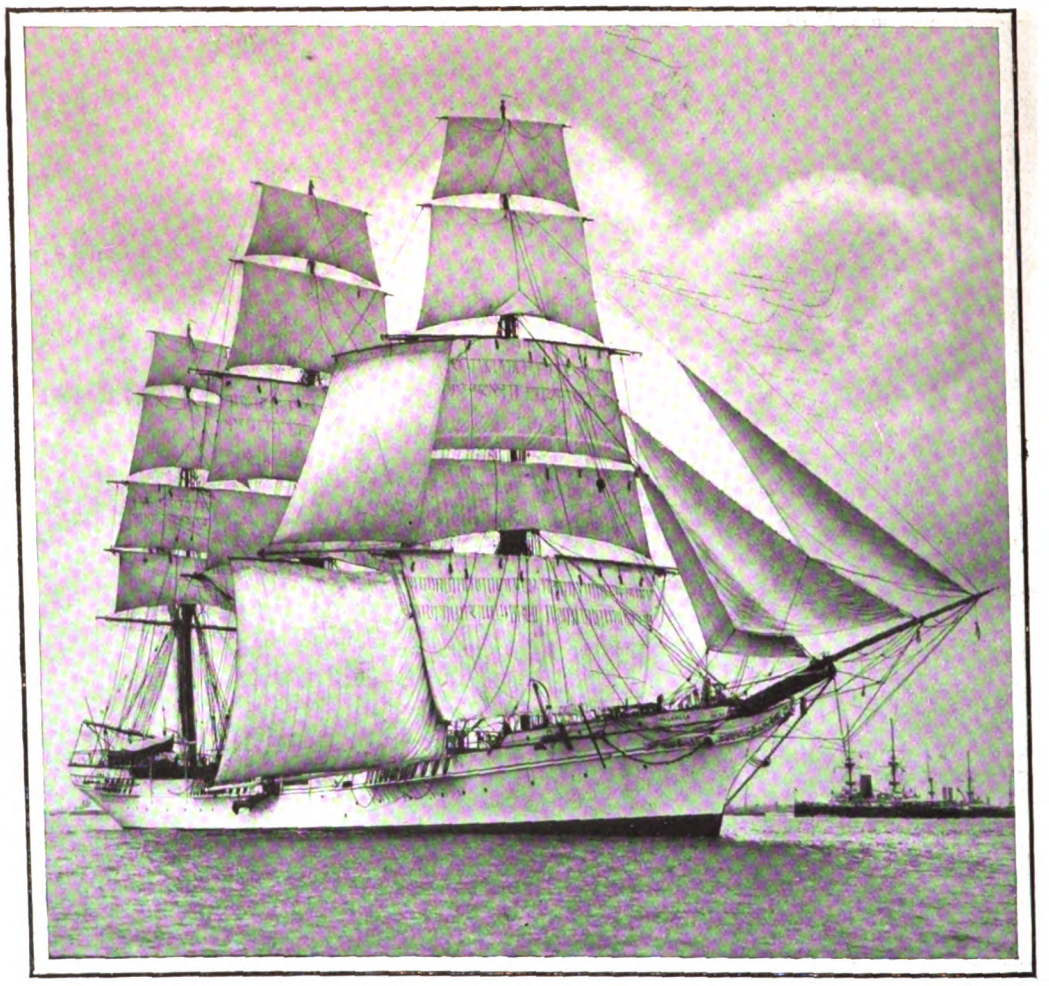
In the days of the solid spars, if a boat's mast went by the board, any well-found yard in the neighbourhood was capable of replacing it within the space of comparatively a few hours. The same can be done in the present circumstances; but the boat having been designed for a hollow spar, her chances of success in racing are greatly reduced by the substitution of a solid one.

One hesitates to advocate anything which may be construed as retrogressive, but, after all, would it be a retrograde step if an understanding were come to between owners to have solid sticks in boats of 52-ft. class and upwards?

Handicap racing will be chiefly kept alive by boats already well known. Mr. Myles B. Kennedy's yawl, White Heather, will have Charles Bevis at the helm this year, and with his known ability as a racing skipper, one may expect to see her come out at the end of the season with a good record. Colonel Bagot's cutter, Creole, has had a very thorough overhaul during the winter, and will once again be a regular competitor at the majority of the regattas. The racing flags of the yawls Brynhild and Valdora will also be seen aloft at nearly all the big regattas. Mr. Claud Cayley's schooner, Adela, will hoist racing colours occasionally during the season; but I believe it is Mr. Flett's intention not to bring out Evelyn, which is a sister ship of Adela, the two being built from the same drawings by Mr. Storey. A new Nicholson-designed schooner, smaller than either of the two referred to, has been turned out at Gosport for Mr. Milburn.

A little while back I referred to the fact that considering the number of old 90-footers that would be in commission this season, a race or two for them during Cowes Week would be hailed with satisfaction. The matter has received some little attention, but expression of opinion up to the present would seem to indicate the improbability of any such matches being arranged. Although all the craft in question have long since finished their racing careers in the ordinary sense, the fact of vessels like Britannia, Ailsa, Satanita, and possibly Navahoe—all boats of an age—being assembled at a regatta might be expected to inspire a wish to have a dust-up between them. Britannia would probably require to be got specially into trim again, in regard to new mast and spars, and that might, of course, act as a deterrent to her taking part in any such match if proposed. She, however, has undergone an extensive overhaul in regard to her hull during the past winter, and, with the King's well-known love of the sport, it may not be too much to hope that, given an opportunity and sufficient time for necessary preparations, the Royal racing colours might once again be seen at the truck of the famous old cutter.

CORINTHIAN.



*Symonds.*

VALHALLA

The most imposing vessel in appearance when under way of all the competitors in the Ocean Yacht Race. She is a full-rigged ship, and as such is unique amongst yachts. She is owned by the Earl of Crawford, a member of the Royal Yacht Squadron; and is one of the only two British-owned vessels in the race for the Kaiser's Cup.

## OPENING REGATTA FIXTURES.

June 3.—New Thames Yacht Club, Southend to Harwich.
June 5-6.—Royal Harwich Yacht Club Regatta.
June 9.—Royal Thames Yacht Club River Matches.
June 10.—Royal Corinthian Yacht Club.
June 13.—Royal London Yacht Club.
June 14.—New Thames Yacht Club River Matches.
June 17.—Royal Thames Yacht Club, Nore to Dover.
July 14.—Royal Cinque Ports Yacht Club Regatta.

### SOLENT CLASSES.

June 5.—Island Sailing Club.
June 9.—Hythe Yacht Club.
June 10.—Royal Southampton Yacht Club.
June 12.—Castle Yacht Club.
June 19.—Island Sailing Club.
June 20.—Southampton Corinthian Yacht Cl
June 21.—Royal London Yacht Club.
June 24.—Royal Southampton Yacht Club.
June 26.—Castle Yacht Club.



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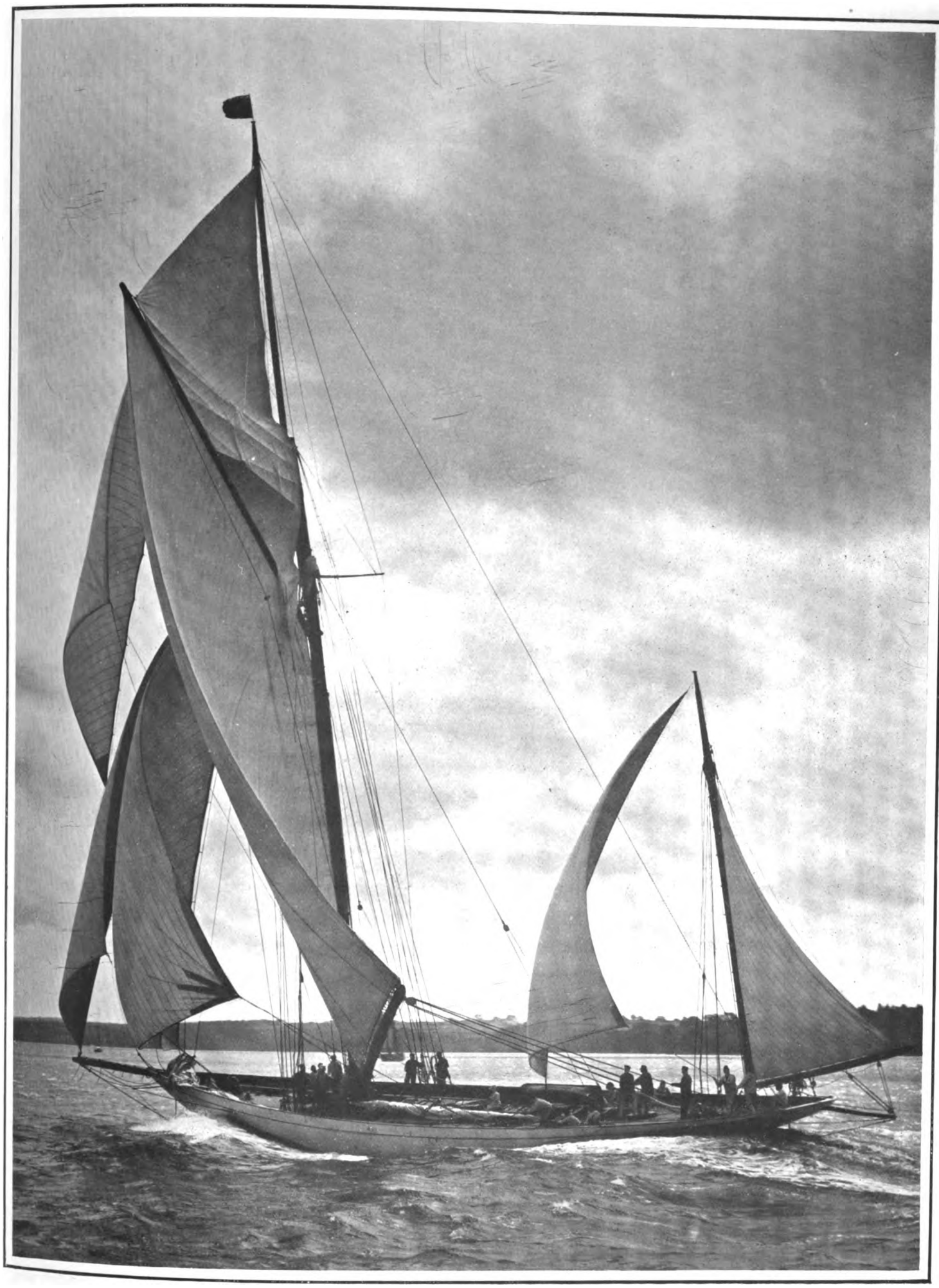
# YACHTS OF THE YEAR.



*West, Southsea.*

AILSA.

This vessel was built twelve years ago for Mr. Barclay Walker from Fife's designs, more particularly as a competitor for Britannia, against which she sailed many famous matches. She was originally rigged as a cutter, but was afterwards altered to a yawl, which rig has been retained by her American owner. She is now owned by Mr. H. C. Redmond of the New York Yacht Club.



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# PLAYS AND PLAYERS.

CORNELL UNIVERSITY LIBRARY

*Ellis and Walsry.*

MISS JESSIE BATEMAN.

With every part she plays, Miss Jessie Bateman strengthens her position as a favourite with London audiences. During the past few years she has been appearing principally with Mr. Arthur Bourchier at the Garrick, and with Mr. Cyril Maude at the New and Haymarket Theatres, where her best performance perhaps has been that of the young guardsman's wife in "Everybody's Secret." Miss Bateman is at present appearing in the revival of "The Cabinet Minister" at the Haymarket Theatre, a production which is to terminate the long partnership between Mr. Harrison and Mr. Cyril Maude.



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# Plays and Players.

*Ellis and Walery.*

## MISS KATE CUTLER.

Our portrait shows Miss Kate Cutler looking through THE KING, "her favourite illustrated paper." Quite recently Miss Cutler has shown by her performance of the part of the maid in "A Man's Shadow," at His Majesty's Theatre, that her powers are not limited to the portrayal of the "dainty rogues in porcelain" which have won her great popularity in musical plays. Miss Cutler is taking a leading part in the "Spring Chicken," just produced at the Gaiety Theatre.



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# NAVAL PICTURES AT EARL'S COURT.

## *HUMOROUS AND SATIRICAL ART.*

IT must be a matter for surprise that so little has been done to bring together the work of artists illustrative of Naval life in what may be described as its social aspect. This source of information, valuable, attractive, and intensely interesting, has been almost entirely neglected by the Naval historian, the antiquarian, and even by Naval men themselves. It has been left severely alone by the collectors until quite recently, although, as may be seen from the selection we have been permitted to make from the brilliant array which Mr. Joseph Grego has secured for the art galleries at the Earl's Court Exhibition, the light which these pictures throw upon the personal side of Naval life is worthy of the most serious attention. That is one aspect of the question. The other is, of course, that here we have a collection of pictures by some of the finest artists of the eighteenth and nineteenth centuries, who devoted their talent to humorous and satirical work. The mezzotints, water-colours, and other pictures which Mr. Grego has supplied must appeal to everyone who possesses a sense of humour, and can appreciate the real spirit of caricature.

In the selection we have made, almost all the well-known caricaturists are represented, as well as those other artists, like Morland and Bunbury, who, now and again, contributed to the various series of mezzotints which were issued by the houses of Carrington Bowles, Thomas Sayer, J. Pollard, and, later on, Laurie and Whittle. The earliest dated picture was published in 1744, and shows the costume of the sailor of that period, about the time when Anson was making his famous circumnavigation of the globe in the "Centurion." The original water-colour drawing entitled "A Sandwich" lampoons the notorious "Jemmy Twitcher," who, when First Lord of the Admiralty, used the Board Room for the banquets presided over by Miss Reay, who is doubtless one of the young ladies represented in the picture. From the Carrington Bowles Series there are two, the first illustrating a well-known Naval incident, the gallant Riou on the deck of the "Guardian" frigate, and the second "The True British Tar," who, the war being over, is rejoicing in the opportunity which will be given him for spending his prize-money. "The Old Commodore," a water-colour sketch by Rowlandson, and the engraving entitled "Distress" are characteristic of his work; while "Tom Truelove's Knell" may very well have been drawn by Dighton. To a later age belong the pictures by Ibbetson, Phillips, and George Cruikshank, each inimitable in his own particular style. Another delightful specimen of Ibbetson's work is entitled "Sailors Carousing," one of the most charming examples of colour-printing of the period we have ever seen. Cruikshank, like Gillray and Rowlandson, is profusely represented in Mr. Grego's collection.

THE SAILOR'S RETURN.
(C. Mosely, Sculp., 1744.)

THE "GUARDIAN" FRIGATE.
(In the Carrington Bowles Series.)



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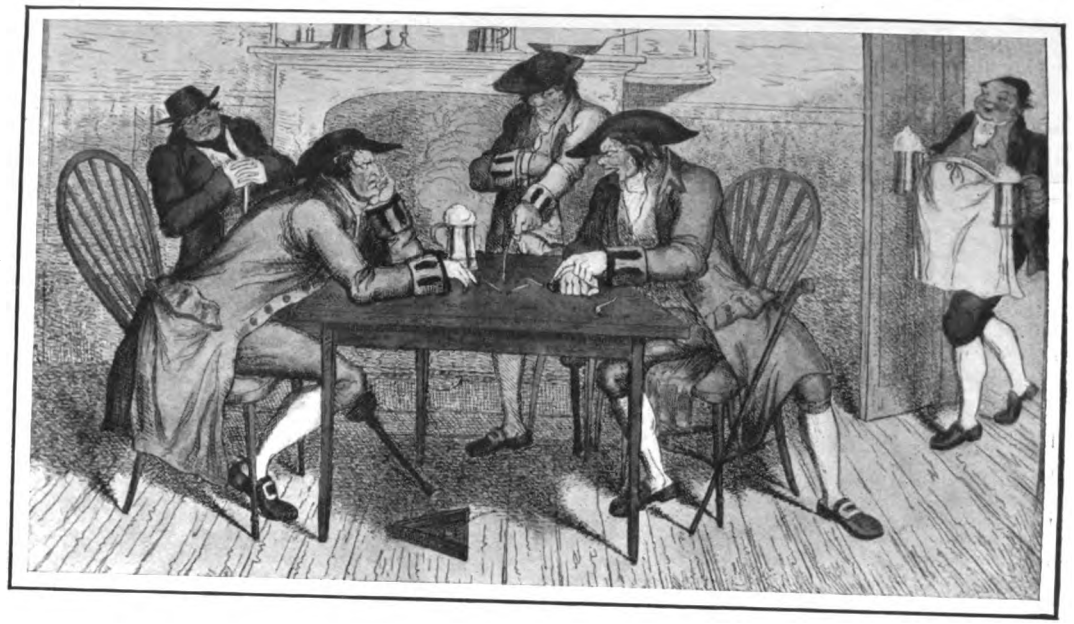
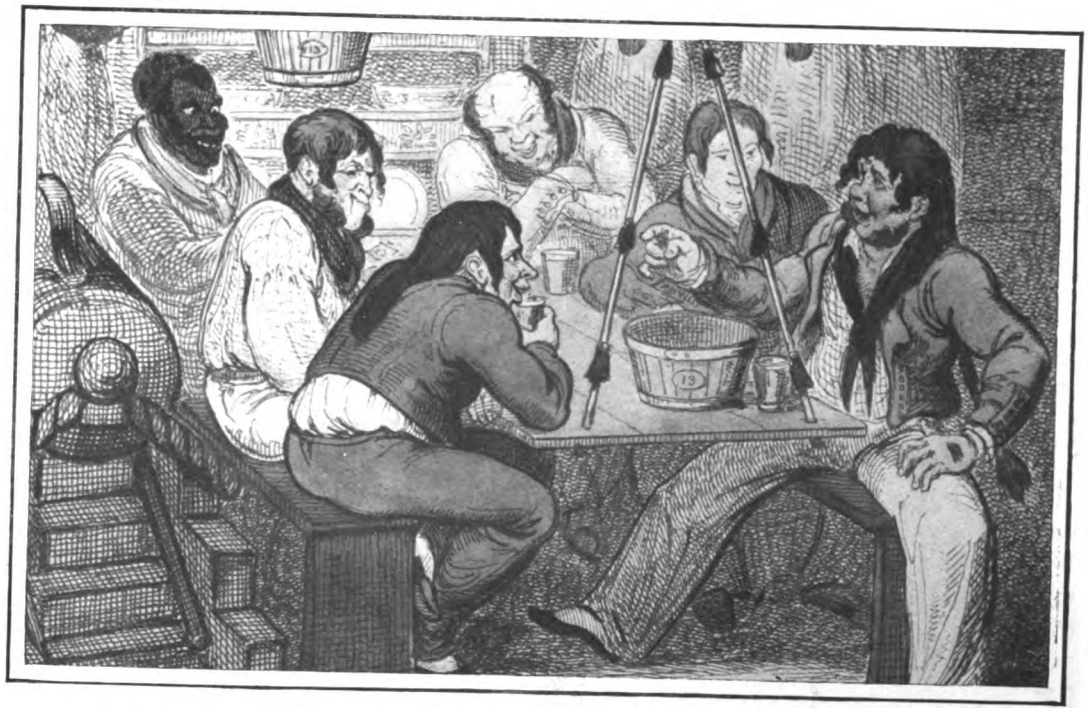
THE JOLLY TARS PAID OFF.
(By I. Playter, after I. C. Ibbetson.)



A NAUTICAL DISPUTE (1827).
(By T. Gilliard, after Phillips.)

"DISTRESS": THE SUFFERINGS OF A BOATFUL OF SHIPWRECKED PEOPLE.
(After Thomas Rowlandson. Published by Thomas Palfer.)



THE SAILOR'S DESCRIPTION OF A CHASE AND CAPTURE.
(After George Cruikshank. Published by G. Humphrey.)



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# NAVAL CARICATURE AT EARL'S COURT.

THE TRUE BRITISH TAR.
(Mezzotint after Collett.)

THE OLD COMMODORE.
(Water-colour sketch by Rowlandson.)

"A SANDWICH."
(Water-colour sketch by Gillray.)

"TOM TRUELOVE'S KNELL."
(Mezzotint after Dighton.)



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# THE SERVICES.

*Bougault, Toulon.*

## "OUT COLLISION MATS!"

An evolution on board the French armoured cruiser "Kléber." In view of the approaching visits of British war-ships to Brest and of French vessels to Spithead, much interest is being felt in the life of the seamen in our neighbours' Fleet. The above illustration gives an idea of the precautions taken to guard against such accidents as must occasionally occur. The crew are busy getting collision mats overboard to stop an imaginary leak caused by the ram of another vessel, which, perhaps, manœuvring at night without lights, has come into collision with the "Kléber."



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# The Traveller.

## A TOUR THROUGH THE BALKANS.

EVEN in these days of tourist agencies and cheap travel, there are parts of Europe which have not received their meed of attention from the casual traveller. Whether it be the generally disturbed nature of their internal government, or whether it be due to the reports circulated by those who have toured in the countries bordering on the Adriatic of the inhospitable nature of the lands and their inhabitants, the Balkans have been ignored by all but the daring few. The name of Mr. Harry de Windt is well known to all readers of books of travel, and the news that he has just made a tour through Bosnia, Herzegovina, Montenegro, Bulgaria, and Servia, with a view to preparing a book and a series of magazine articles on those countries which snippet journalism classes under the comprehensive title "The Balkans," will be good news. His itinerary took him from Cattaro, on the Adriatic, to Constantinople, *viâ* Belgrade, Sofia, Bukarest, Tiflis, and thence to the Ottoman capital.

In choosing Cattaro for his starting point, Mr. de Windt made his entry into the land of his travels under the most favourable circumstances. The Bocche di Cattaro has been compared, and not inaptly, to a Norwegian fjord. It consists of a series of wonderful havens connected by narrow straits, across which, in the olden times, it was customary to stretch chains as a protection against marauding foes who came by sea. From Montenegro through Herzegovina, stopping at Mostar, the capital, with its famous bridge of a single span, and Sarajevo with its mosque, dating from the sixteenth century, and its valuable museum, in itself an historical and scientific epitome of Bosnia and Herzegovina, Mr. de Windt pursued his way to Nisch in Servia, famous for its tower of human skulls. From Nisch he went north to Belgrade, the "Darol-i-Djehad" of the Turks. The history of Belgrade is not concerned solely with the rival dynasties whose internecine strife has latterly been so much in men's mouths. It goes back to the third century B.C., and Celts and Romans, Huns and Goths, have warred for its possession. Less known, but equally historically interesting, is Sofia, the Bulgarian capital, which Mr. de Windt visited from Belgrade, and of its many vicissitudes he will, no doubt, have much to say.

It is unnecessary to follow in further detail the wanderings of the intrepid tourist. Portions of the country through which the traveller made his way are wild and desolate in the extreme, and the possible bursting of the clouds of unrest and rebellion, which hover so continually over the south-eastern corner of Europe, add to the ordinary dangers attendant upon such a journey. Mr. de Windt does not go alone, however, for an experienced bioscope operator accompanied him in order to obtain living pictures both in town and country, in a part of the world where such a thing as an animated photograph must surely still be regarded as a product of the "black art." But for those who have no wish to penetrate to the interior, and who are satisfied to be transported from town to town in a railway carriage, Bosnia, Herzegovina, and Montenegro have much to offer. The towns with wide and straggling streets, ancient towers and wonderful mosques; the country with winding roads, rivers of numerous waterfalls, and hills rising one behind the other like the steps of a colossal amphitheatre—these are some of the attractions of the countries through which, in the earlier days of his tour, Mr. de Windt passed

The inhabitants are a sturdy race, prone rather to live by themselves, as is shown by the fact that only eleven towns in Bosnia and Herzegovina have over 5,000 inhabitants. In 73 per cent. of the inhabited places, the maximum number of persons living there does not exceed 300. But it is in these little communities that the lives of the people may be best observed, and it is from the inhabitants of these little hamlets that the best impressions of the vitality of the nation are to be drawn. In the Bulgarian Army the value of every son of the soil to the Mother Country is well realised. A conscript, newly joined, was very clumsy, and lacked the intelligence to grasp the meaning of the drill he was being put through. The sergeant, getting rather irritable, was pulling the man roughly into the desired position, when an officer came on the scene. "Stop!" he shouted. "Don't pull the man about; show him how to do it." This story, told by an eye-witness, goes far to show of what stuff the governing classes in the Balkans are made.

*J. Studnicke & Co., Serajevo.*

THE OLD BRIDGE AT MOSTAR.

One of the most striking features of the capital of Herzegovina is its famous bridge of a single span.



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# THE TRAVELLER.

*J. Studnicka & Co., Serajévo.*

AT MAGLAJ IN BOSNIA.

The configuration of the land in the Bosnian and Herzegovinian portions of the Balkans is generally hilly, and in some districts there are rugged peaks over 6.000-ft. in height.



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# The Evolution of Johnny Gilpin.

## *WILLIAM COWPER'S GREAT HUMOROUS POEM.*

"COWPER," Mr. Goldwin Smith tells us, "is the most important English poet of the period between Pope and the illustrious group headed by Wordsworth, Byron, and Shelley, which arose out of the intellectual ferment of the European Revolution." Yet to-day his works are practically unread, and there is little or no demand for the quarto biography by William Hayley, with its two fine portraits, one of which is now reproduced, or the voluminous octavos of Grimshawe and Southey. They may be had for a song. If Cowper lives at all in this twentieth century, it is as a polished and amusing letter-writer, and by virtue of the great humorous poem which, during his lifetime, he rigorously kept out of every edition of his collected works. The long life of Cowper, for it extended from 1731 till 1800, was a very melancholy one. The man who, possibly unwittingly, contributed so much to "the gaiety of nations," was subject to occasional fits of madness, and still more frequent periods of melancholy and depression. The Hayley portrait after Romney sufficiently indicates the strong and weak points of Cowper's character. There is latent insanity in the eye. As Leigh Hunt observed, "A fire fiercer than that either of intellect or fancy gleamed from the raised and protruded eye." Lady Austen, one of the women friends who did so much to soften the asperities of Cowper's dreary existence, was the widow of a baronet, "a woman of the world, who had lived much in France, gay, sparkling, and vivacious, but at the same time full of feeling even to overflowing."

WILLIAM COWPER.
(From a portrait in crayons, executed by Romney in 1792.)

The apparition of Lady Austen acted like magic on the recluse. He derived inspiration from her animated conversation. Under her auspices "The Sofa" grew into "The Task," and while winding wool at her feet some time in 1782, he listened to the "conceit" of John Gilpin from her lips. He thought over the story, and in a few hours produced the ballad which three years later was the talk of the town, and will certainly live as long as the language in which it was written.

For a time Cowper insisted on the name of the author being withheld. He fancied he had penned it in a mood of the deepest depression. He doubted its gentility. "I little thought," said Cowper, when he was writing the history of "Johnny Gilpin," "that he would appear in print; I intended to laugh, and to make two or three others laugh; but now all the world laughs. . . ."

Gilpin did not at once become famous. The author remained undiscovered, although the versatile Henderson, three years later, was delighting thousands by giving recitations at Freemason's Hall, Great Queen Street, in conjunction with Thomas Sheridan, the father of the great lessee of Drury Lane. When he delivered "John Gilpin" the whole audience chuckled, and "Mrs. Siddons lifted her unequalled dramatic hands and clapped as heartily as she herself used to be applauded in the same manner." The ballad was soon reprinted from the newspaper in which it had laid dormant for three years, and was to be seen in every shop-window, first in London, and then in the provinces. Still Cowper's secret was kept, and he writes to his friend Mr. Newton: "You tell me that I am rivalled by Mrs. Bellamy, and I hear that I have a competitor for fame, not less formidable, in the 'Learned Pig.'" Cowper was pressed to deal with other adventures of the "citizen of credit and renown" in verse, but seems to have decided to rest on his laurels.

Messrs. Sotheran recently secured two John Gilpin broadsides of 1785, the year in which Henderson was drawing crowds to listen to the ballad which was taking London by storm. The first is headed by a well-executed illustration of the scene at the Bell Inn, Edmonton: the other bears a delightful picture in colour of Mr. and Mrs. Gilpin on their way by water to Vauxhall. This sheet is of great rarity. It is entitled "A Second Holiday for John Gilpin, or a voyage to Vauxhall, where, though he had better luck than before, he was far from being contented." It contains exactly forty verses. The first verse is identical with Cowper's original. The writer continues thus:

"Most folks have heard of Gilpin's fame,
And of the race he won,
When he on horse back did set out
All unto Edmonton.

. . . . . .

And never since that luckless time,
Which gave him such dismay,
For ten whole years had he and spouse
Enjoy'd a holiday."

. . . . . .

Quoth Mrs. Gilpin:

"Amusements round the town are found.
Delighting unto all,
Therefore with me, if you'll agree,
We'll go to sweet Vaux-hall.

"A sculler, sure, will take us all.
The purchase can't be great,
And then along the silver Thames
How we shall ride in state."



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John replies:

" Thy will be done, John Gilpin cry'd,
I like thy thought in this,
The ev'ning is not all the day,
Much bus'ness we can't miss.

Then Mistress Gilpin said to John,
That we may all be gay,
Your very suit you shall have on
Made for your wedding day.

Your lac'd cravat, and beaver hat,
Your cane, with head of gold,
With roll'd up hose, and then you'll be
Most charming to behold."

. . . . . .

At length the happy time arriv'd
John Gilpin neatly dress'd,
Look'd like a citizen indeed,
Arrayed in all his best.

The Misses with their kind Mama
All furbelow'd about,
With proper cloaks, in case of rain,
In joyful mood set out."

. . . . . .

The rest of the story is excellently told, and at last we hear:

" He eat and grumbl'd all the while,
He grumbl'd, yet he paid,
For still to pay was Gilpin's way,
By ev'ry one 'tis said.

A coach was call'd, which grieved him sore,
And so they went away;
And Gilpin thought he ne'er would have
Another holiday."

JOHN GILPIN'S ROW TO VAUXHALL.
(From a colour-print heading a very rare ballad broadside, dated July 2, 1785.)

The last verse scarcely differs from the conclusion of the ballad "delivered by Mr. Henderson, with great applause, at Freemason's Hall."

' Now let us sing, long live the King,
And Gilpin! long live he;
To Vaux-hall shou'd he go again,
May I be there to see."

The sheet was printed July 2, 1785, for E. Tringhan, No. 36, Hosier Lane, West Smithfield; the Henderson ballad appeared April 5, 1785. The publisher of the latter was W. Holland, 66, Drury Lane. Could the success of the one have possibly induced William Cowper to write the other?

It is curious to note that although Cowper persistently denied the paternity of the poem which has just afforded a fertile theme for a stirring and successful musical composition, the year 1785 abounded in what may be called Gilpin literature. In an interesting catalogue lately issued by Mr. A. Russell Smith of Great Windmill Street, may be noted the presence of that extremely rare little book the "Life of John Gilpin, taken from divers MSS. in the possession of the family, and now published for the first time; with an appendix of his celebrated journey to Edmonton, as read by Mr. Henderson at Freemason's Hall." As this quaint little volume saw the light in Dublin, the fame of the citizen of credit and renown must have bridged the Irish Channel.

A. M. B.

JOHN GILPIN'S RIDE TO WARE.
(From the engraved heading of a ballad broadside dated April 5, 1785.)



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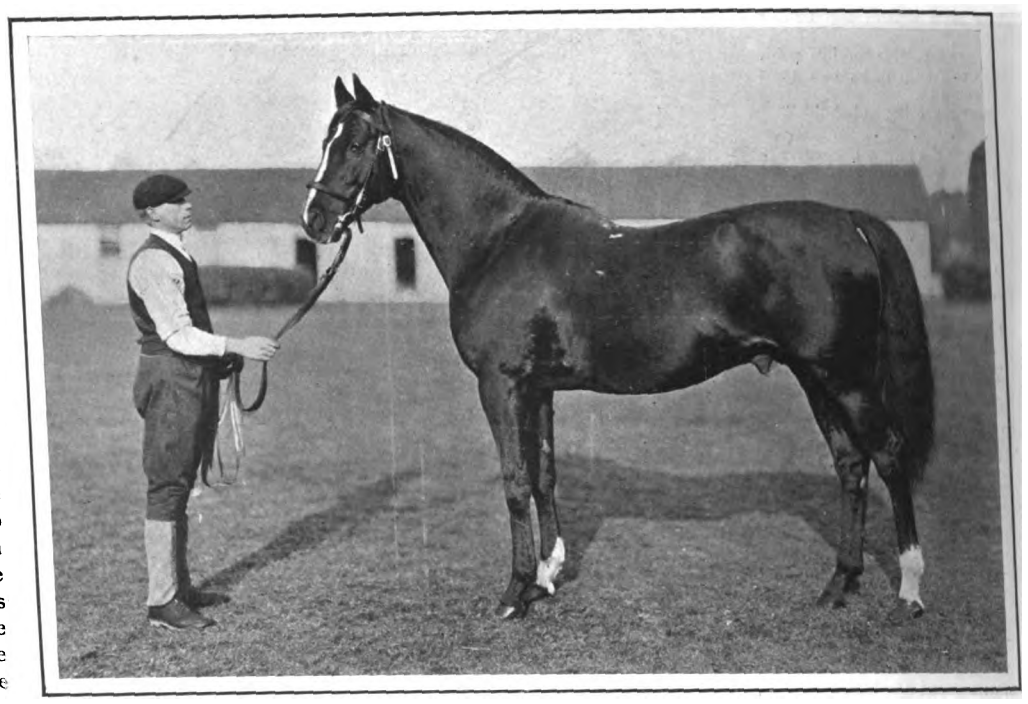
# THE RACING SEASON.

IT must have been a matter of some difficulty for the sport-loving dwellers in the county of Yorkshire to make up their minds whether they would go to the races, or betake themselves to the cricket match at Sheffield to see how their representatives would shape against the Australian team. The latter attraction proved to be the stronger of the two, and the attendance when racing commenced on the Knavesmire was distinctly below the average.

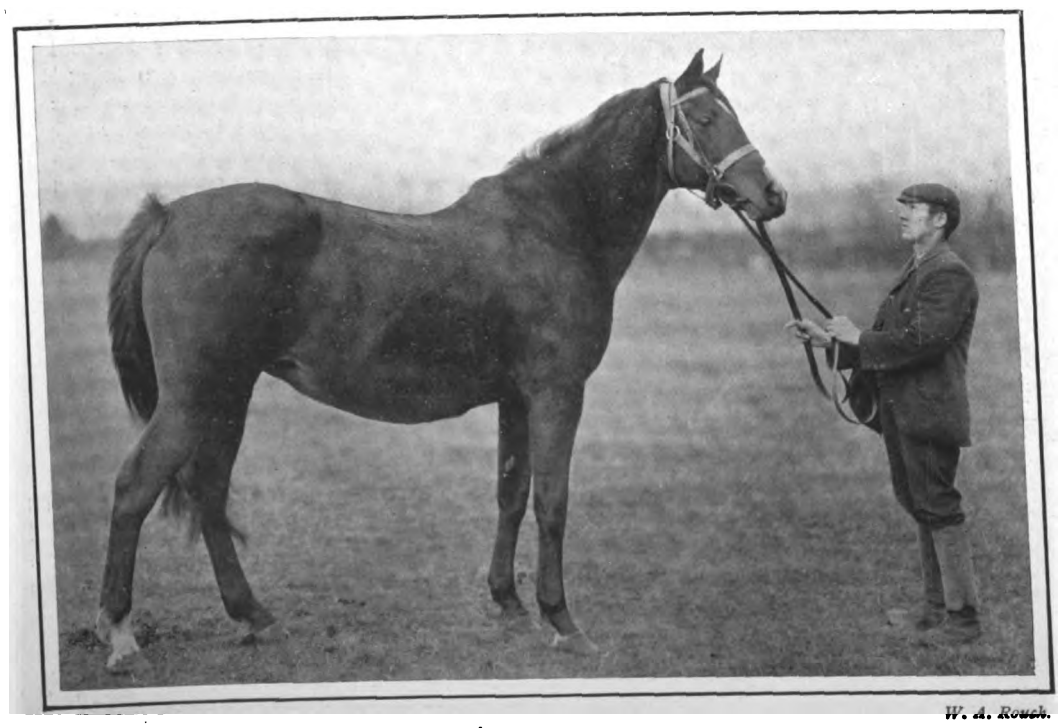
The Zetland Stakes on Tuesday, and the Eglinton Stakes and Flying Dutchman's Handicap on Wednesday, recall many memories of the past. The Zetland Stakes and the Eglinton Stakes derived their name from the noblemen who were respectively the owners of Voltigeur and the Flying Dutchman, and the victory of the latter in the great match between them was celebrated by the founding of the handicap which bears his name. What a match that was! One thousand guineas a side, over two miles, the Flying Dutchman, five years old, 8-st. 8½-lb., and Voltigeur, four years old, 8-st. It was the outcome of the desperate struggle between the two in the Doncaster Cup of the previous year. Never was such keen rivalry as that between the partisans of the two cracks. From the day the match was announced until they went to the post the betting was fast and furious, with not a shade of odds between them. Voltigeur made the running at a tremendous pace, and, as they rounded the turn, was three lengths to the good; but Marlow called on the Dutchman for an effort, and as they passed the stands they were level. Stride for stride they swept towards the winning-post; but the young horse was the first to tire, and the Flying Dutchman avenged his Cup defeat by a length victory. This was the Flying Dutchman's last race, and he withdrew to the stud, having only lost one out of the sixteen races in which he took part. The colt by Galloping Lad out of Evelyn won the Zetland Stakes on the 23rd inst. for Mr. J. T. Whipp, beating Lord Derby's Pleiades II. and Mr. J. Joicey's Albertist; but it should be worth remembering that Pleiades II. seemed to be chopped for speed in the early stages of the race, and did not get fairly going until too late. A curious *contretemps* occurred in the Knavesmire Plate; nearly all the field got through the tapes, and a strong race over the full course took place between Best Friend and Medusa. On the real start taking place Sonnet jumped off clear of Glucose, and so they ran to the finish, Cawkwell being third. The mischief arose through the Lady Carlton filly catching one end of the tapes in her teeth, which prevented them from flying up on the outside. Fermoyle scored an extremely popular win for Mr. George Faber in the Great Northern Handicap Plate, and the following day Mr. J. Joicey's Orpheus had a very easy task in the Eglinton Stakes, which he won by three lengths from Crank and Jubilation. The Flying Dutchman's Handicap proved to be a very interesting race, and resulted in the placing of William's Hill (7-st. 13-lb.), Esquire (8-st. 2-lb.), and Catty Crag (10-st.) as first, second, and third. The meeting came to a conclusion with the unexpected victory of Pretty Dick in the Melrose Handicap.



*W. A. Rouch.*

MR. W. BASS'S CYLLENE, BONAVISTA—ARCADIA.

Sire of Cicero, and lately purchased from Mr. C. D. Rose for 30 000-guineas



*W. A. Rouch.*

LORD ROSEBERY'S GAS, AYRSHIRE—ILLUMINATA.

Dam of Cicero the Derby favourite.

The programme for the Doncaster Meeting did not hold out much promise of good sport, which probably accounted for the scant attendance in the stands; but the presence of some 600 of the West Riding Yeomanry under canvas in the centre of the course lent an added liveliness to the proceedings, which commenced with the Municipal Selling Stakes, won by Mr. W. Alderson's St. Bernard II. Mr. Lambton turned out His Majesty in rare fettle for the Portland Stakes, and Maher had to show him the whip just below the distance. He scored readily enough at the finish from Bonny Rosila and Killigrew. Andria must have been rather a disappointing horse to Mr. Henning, and after looking at one time like a winner, he had to put up with second place to Chaucer in the Doncaster Spring Handicap. Six to five was laid on Galhampton for the Hopeful Stakes, but he could only finish third, and Noisy Bill had no difficulty in disposing of Quick March. Mr. Larnach's colt by Jeddah out of Rondino won the Stockil Stakes, which brought the day's racing to a close, and recalled memories of the day when his sire won the Derby, starting at 100 to 1.

So quiet and peaceful was the old-fashioned town that, strolling about on Thursday night, one could hardly realise that there was a race-meeting in progress at Doncaster, and, as a matter of fact, the racing on the concluding day of the meeting was very much of a picnic character, and was mainly noticeable from the fact that A Skipper, the only winner got in England by that sterling good horse Merman, scored another victory in the Scurry Stakes. I believe this horse will yet make a name for himself at the stud, and owners of Merman fillies will find them of inestimable value.

CAURIRE.



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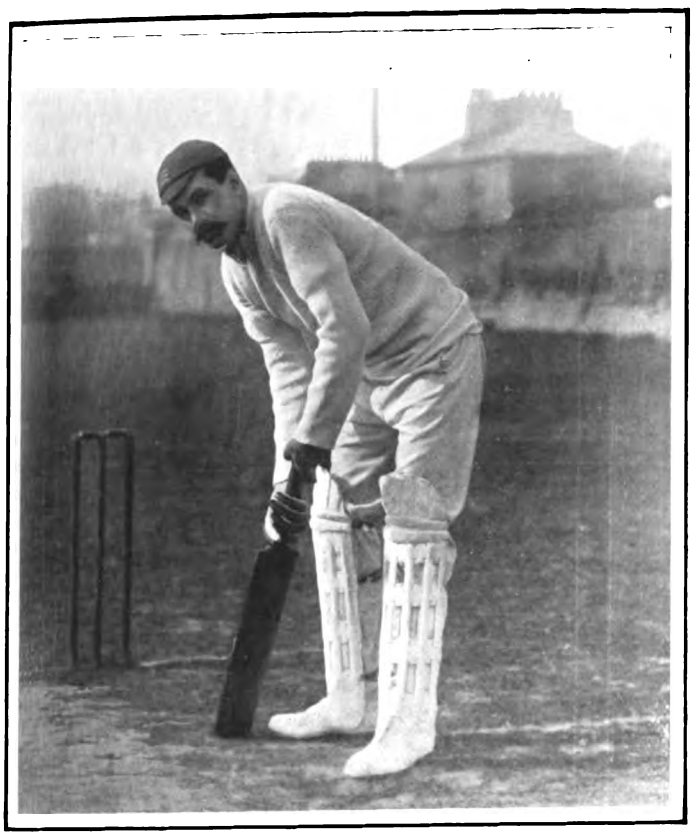
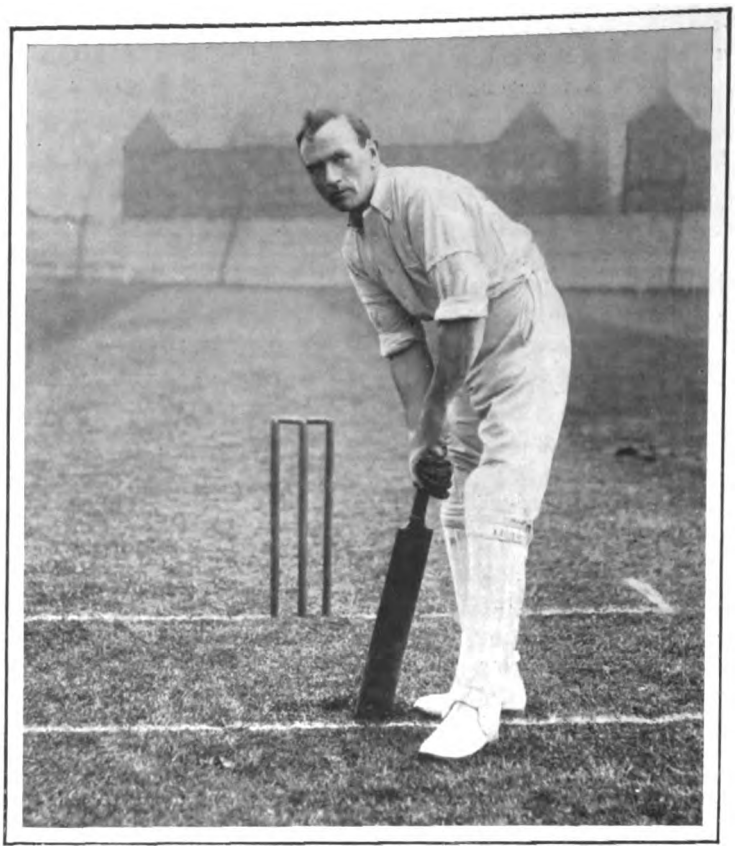
# THE CRICKET SEASON.



GREGOR McGREGOR

The captain of the Middlesex XI., is an Old Uppinghamian, who received his early training at the preparatory school of Cargilfield, Edinburgh. From Uppingham he found his way into the Cambridge XI. and XV., and was in his day the best amateur wicket-keeper in the country. Not that his day is by any means over yet, for he still captains the Middlesex XI. with pads and gloves on, and his well-known silent arrangement of his field, with a beckon here and a nod there, is one of the remarkable features of the county cricket season at Lord's, so much is so effectively and so unostentatiously done. As a bat he has still to be reckoned with.

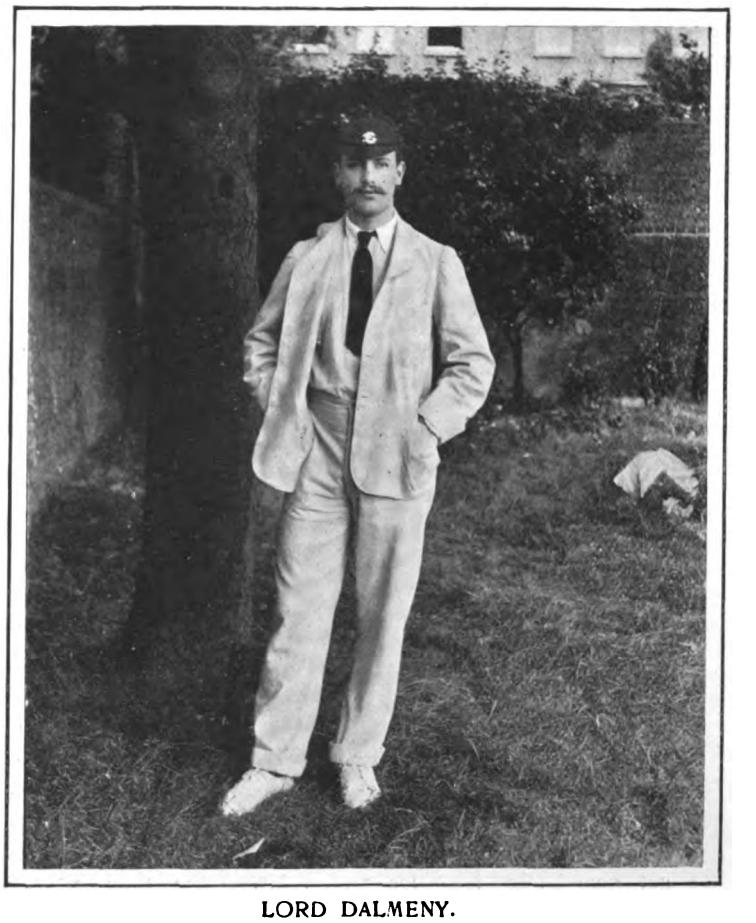


C. McGAHEY.

This season McGahey has just eclipsed all his previous records with a very fine score of 277 last week at Leyton against Derbyshire. Sometimes these long scores are made when runs are not particularly of much account, and when the bowling is tired, or before the captain of the side has the power to declare. In McGahey's case Essex had lost a good wicket for 12 runs, in face of a score of 367, and three more wickets fell for 42 on the evening of the first day; so that his side was in sore straits when he went on batting on the second day, and made his record score and the highest that has ever been hit on the Leyton ground.

LORD HAWKE

The head of cricket. Lord Hawke's word may not necessarily mean law in cricket, but what the popular Yorkshire captain does not know about the game of cricket and its management is seldom worth troubling about. Strange to relate, he has never been president of the M.C.C. An Old Etonian and Cambridge captain, Lord Hawke has hit over 21,000 runs for his beloved Yorkshire, of the cricket of which he is the life and soul. He is a rare good captain, and there is no other who has done so much for the proper type of professional player, not only of Yorkshire, but of many another county. He is one of the three members of the Selection Committee to choose the England teams for the five Test matches, and this week-end will be playing at Lord's for Yorkshire *v.* Middlesex.



LORD DALMENY.

Whether Lord Rosebery has this week led in his third Derby winner or not is at the moment of writing on the knees of the gods; but this much is certain: his son scored his first century in first-class cricket—and such a rattling good one, too—last week at the Oval. His 112 against Warwickshire was quite Jessopian in its rapid and hard hitting. Of muscular build, his lordship, who was in the Eton XI. and has played for Middlesex, has a very strong forearm off-drive. In fact, his strokes are nearly all forearm; there is a lack of shoulder and body work about them. He is temporary captain of Surrey, but the probability is, if he can spare the time, that he will be the regular leader of the fortunes of the Oval team, which is due this week-end at Leyton, to play Essex.



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# *Letters to Stage Favourites.*

## XXIV.—TO Mr. BEERBOHM TREE.

DEAR MR. TREE,—Some time ago I ventured to express the opinion that actor-managers ought not to have wives. I am now convinced that they would be better without daughters as well.

Miss Viola Tree as Viola in "Twelfth Night" was passable. Many people admired her when she played Ariel in "The Tempest." I never go to your Shakespearian performances if I can help it, so I did not see her in that part. In "Agatha" she had scarcely a fair chance. Mrs. Humphry Ward's piece was so undramatic and uninteresting that no actress could have done much with it.

"Business is Business" gives Miss Tree a very fair chance. It is true that Mr. Sydney Grundy has turned the eloquent French of M. Octave Mirbeau into the English of the police-court reporter. Still, there remains a part for Inez Izard which offers good opportunities, and is of importance to the play. Miss Tree's inexperience prevents her from making the most of these opportunities, and shifts our sympathies, which ought to go out to the revolting daughter, entirely on to the father's side.

I do wish you would apply to Miss Viola your excellent principle that actors and actresses ought to be trained for the stage. Put her into your Academy of Dramatic Art for a couple of years. With so clever a father and mother, she will profit rapidly by instruction, though her height will always be a handicap. But no more big parts for her yet; it is not fair to the girl herself to put upon her young and slender shoulders a burden far greater than she can bear.

It is a pity you did it in this case, for your own part and hers are the only two really good ones in the piece. The others count for very little. Mr. Dawson Milward, though he only has one scene, makes all he can of the Earl of Hathersage, the penniless peer whom the Jew financier has got completely into his power. Mr. Robb Harwood is very funny as a German who has exceedingly little either to do or to say. Mr. Trollope gives a neat thumb-nail sketch of the millionaire's rakish and undutiful son. But the rest are simply actors.

Take Mr. Basil Gill, for example. He comes on and tells us (as the playbill tells us) he is a chemist. We don't for a moment believe it. He is an actor, and could never by any possibility be mistaken for anything else. He walks, talks, looks, stands, sits, breathes like an actor. He has his calling stamped all over him. He cannot escape recognition.

Now, one great merit of your own performance, my dear Mr. Tree, is that you do escape recognition. I have always thought that, however cleverly you made up, there were two things certain to betray you—your eyes and your voice. I was wrong. What you have done to your eyes I don't know, but you have certainly disguised them. Your voice, too, is wonderfully altered. Now and then the familiar tones ring out. But most of the time your German-cum-Bermondsey accent is kept up with perfect consistency.

Your Isidore Izard is, indeed, as nearly perfect (according to your conception) as any stage impersonation can be. He is not the financier of the original French play. He is a German Jew, whose ancestors for some generations have inhabited South London. He is not so much a brutal as a good-natured bounder. I for one found it impossible to hate him. I rather liked him—at a little distance. Even if I had been staying with him in his gorgeous Surrey palace, and had been compelled to listen to his endless talk about himself and his 500-guinea cattle and his estate and "his horizon," and had had his ruler poked into my ribs whenever he wanted to emphasise a remark, and had watched him turning the electric light on to his life-size portrait with rollicking self-complacency—even then I fancy I should have been more amused than disgusted.

*Johnston and Hoffmann.*

MISS MAUD LESLIE

Who is playing Mrs. Fraser in "Business is Business," at His Majesty's Theatre.

This is not the type of financier M. Mirbeau drew, but it is quite a recognisable type, one that you have evidently studied, and one which delights your audiences. I have never seen you do anything cleverer, anything more artistic in its completeness and unity of idea. The only drawback is that you are too entertaining, too bounderishly cheerful and engaging. No shadow of impending disaster broods over you. There is no feeling of tragedy in the air. We are not prepared for the sudden disastrous turn which your affairs take at the end of the piece.

You yourself are real enough, but the play is utterly insubstantial. It is useless to ask us to believe in the "Derbyshire mountain" around which the financial intrigue is woven, or in your shadowy wife, who in all her years of splendour has not yet got accustomed to the idea of there being enough for dinner, or in your preposterous daughter, who shouts abuse at you for being rich, though she doesn't forget, when she is running away, to tell her maid to pack up her jewels! They do not impress us as having any real existence at all.

The piece ought to have ended, therefore, on some fantastic note. To be plunged without warning into grim tragedy is a shock from which we do not recover until the curtain has come down. Your amazingly realistic study of a rather fat man in a fit interests, but does not thrill us, as it should. Yet it was for this scene that you bought the play. You should have got some author not quite so out-of-date as Mr. Grundy to turn it into English. Then this tremendous finish would have been properly led up to.

Still, nothing can spoil the recollection of your inimitable portrait of "the man with the money nose"—not even the painful memory of Mr. Grundy's "topical allusions." Φ



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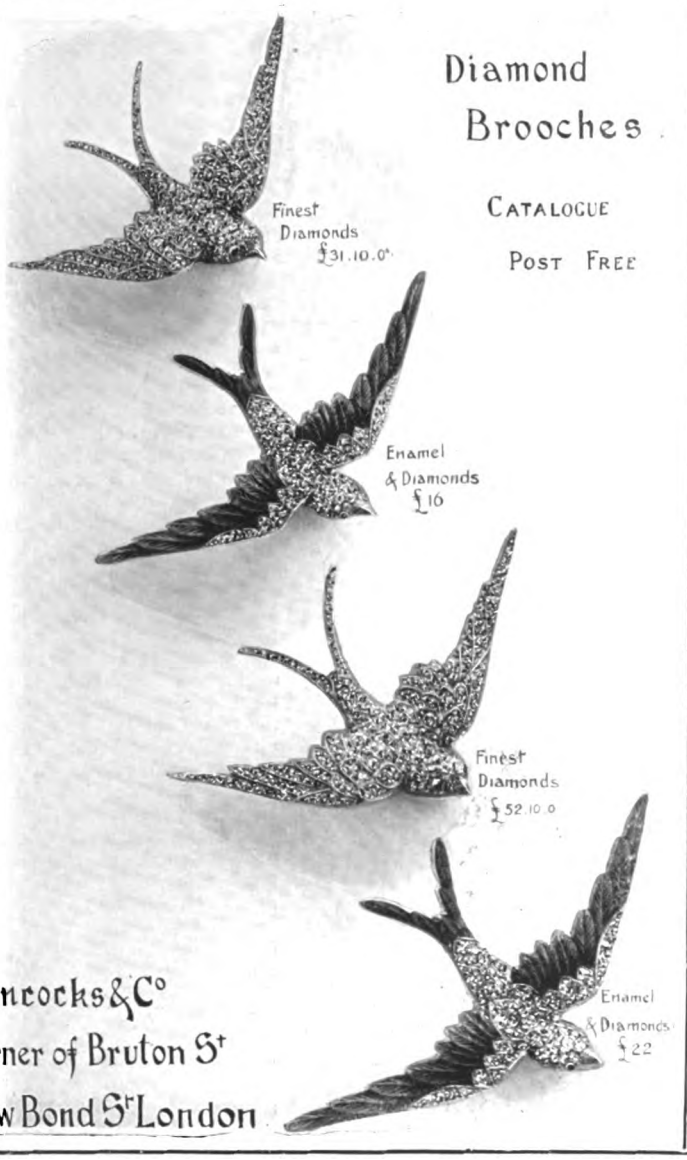


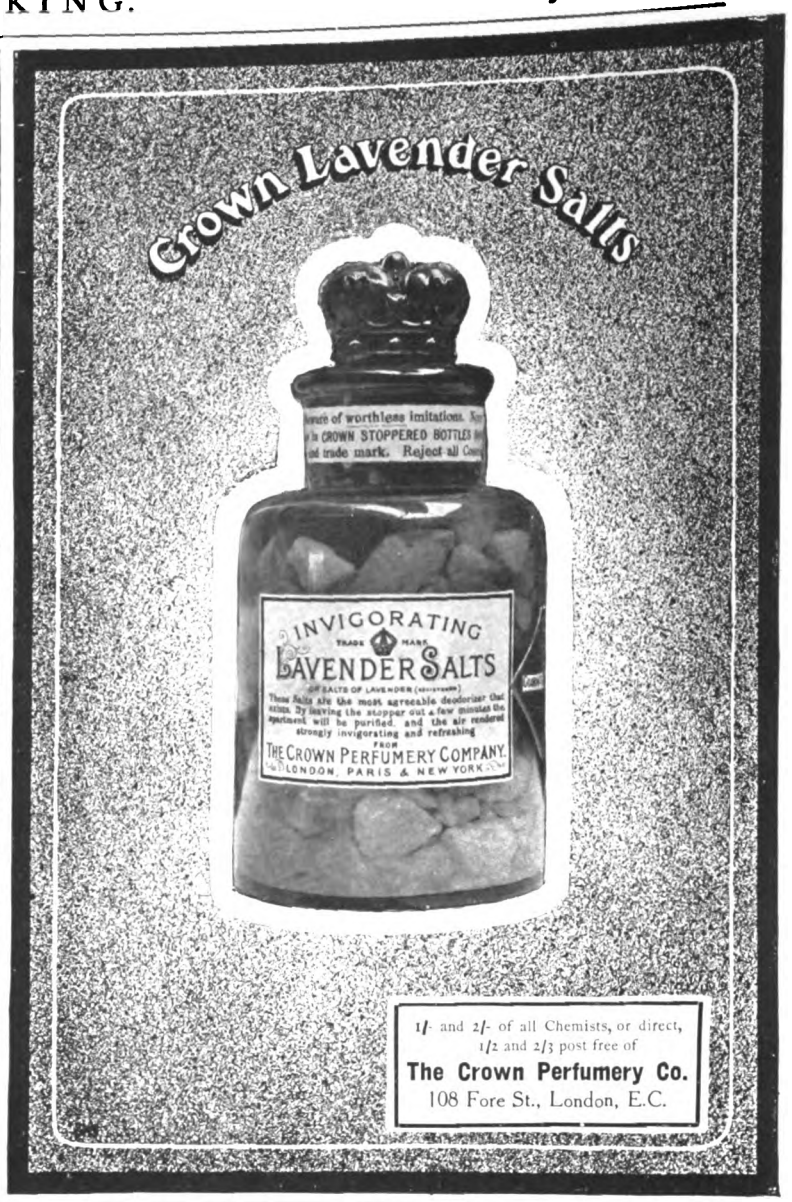


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# LITERARY NOTES.

MESSRS. CONSTABLE have done good service by publishing Mr. F. S. Delmer's admirable translation of "Gustav Frenssen's Jörn Uhl." No less than 120,000 copies of this work were sold in Germany within a year of its publication. At first sight it is difficult to understand what should have caused this book to have such an enormous vogue. The secret of it is twofold. It is a very close reproduction of a life which is well known to most people, in Germany and in all other countries—the struggling life of an honest, hard-working peasant; and, secondly, there is a fine courage about the story which will undoubtedly brace its readers to bear their troubles small and great, and hang on pluckily in the hope of better times. This is a loosely-constructed novel, and, for that reason perhaps strikes one more forcibly as a true picture of life; and here and there the writer rises to great intensity, as in the description of the battle of Gravelotte. Sympathetic and touched with humour, and full of quiet poetry, it is a remarkable book that no one should fail to read.

**A Famous German Novel.**

* * *

WE cannot congratulate Mr. Arthur H. Beavan on anything but the pictures in his book "Animals I Have Known" (Unwin). Some of these are quite interesting as portraits of the animals discussed, and others are reproductions of old prints, which are always welcome. The literary part of the work seems to us to fall between two stools. It is not sufficiently scientific to be valuable, nor sufficiently amusing to be good fun. These criticisms, however, only apply to the case of readers who are adults. We imagine that there are many boys who will find the book delightful, and it would not be a bad present to make to anyone under the age of, say, fifteen. Mr. Beavan has seen a great number of animals in many parts of the world, and such passages as those on Vampires will cause a thrill to young readers.

**Animal Chatter.**

* * *

WE are glad to see that Messrs. A. and C. Black are completing their pictorial description of British Isles with a work on Wales. The letterpress is by Mr. Edward Thomas, who is, to begin with, a Welshman, and, moreover, a writer who has proved himself, by his little volume of essays, "Horae Solitariae," his book on Oxford in Messrs. Black's series of picture books, and many contributions to the periodical press, to be exceptionally fitted for the task of describing his beautiful and mysterious native land. The illustrations are the work of Mr. Robert Fowler, R.I., on whose art Mr. A. G. Finberg contributes a note.

**A Picture Book of Wales.**

* * *

AMONG the reprints on our table is a very handy edition of Thackeray's "Esmond," published by Messrs. Nelson at the astonishingly low price of 6d. The book is clearly printed on opaque paper, and is firmly bound in neat dark blue cloth. The latest of Messrs. Newnes's sixpenny illustrated novels is "In Kedar's Tents," by the late Henry Seton Merriman. Here again paper and print are all that could be desired, and eight full-page illustrations by Mr. A. S. Hartrick add considerably to the pleasure of the novel.

**Reprints.**

* * *

MR. WERNER LAURIE has started his new Music Lover's Library with Miss Olga Racster's book, "Chats on Violins." Under this title is grouped a series of pleasant chats telling the early history of the violin, and also dealing with all the better known forms. All the great makers, from Gaspar di Salo, Maggine, Amati, to Stradivarius are described, the whole being interspersed with many anecdotes about makers and players, and useful chapters on violin music and playing. The pictures are uncommon, comprising as they do representations of all the ancient members of the violin family from the ninth century.

**The Music Lover's Library.**

* * *

AN important military work has just been published by Messrs. Longmans. "The Science of War" is a collection of essays and lectures by the late Colonel G. F. R. Henderson, C.B., well known as the author of "Stonewall Jackson and the American Civil War." It was Colonel Henderson's intention, had he lived, to collect and publish these papers himself; since his death the task has been very ably carried out by Captain Neill Malcolm, D.S.O. Of special interest at the present moment, in view of the existence of what is known as the "Blue-water School," are Colonel Henderson's opinions on the relative value of the Army and Navy. "Even to maritime empires," he says, "an efficient army is of the first necessity. A navy can protect, but it cannot destroy. It can ward off attack, but counter-attack is beyond its scope." But Colonel Henderson is not unduly prejudiced in favour of his own Service. "An army," he writes, "supported by an invincible navy, possesses a strength which is out of all proportion to its size. Even to those who rely on the big battalions and huge fortresses, the amphibious power of a great maritime state may be a most formidable menace; while to the state itself it is an extraordinary security." Field-Marshal Lord Roberts contributes a brief but appreciative memoir of the author.

**The Science of War.**

THE LATE COLONEL GEORGE FRANCIS ROBERT HENDERSON, C.B.
Whose important work on "The Science of War" has lately been published by Messrs. Longmans, with a memoir by Lord Roberts.

* * *

THERE is always a good deal of the "I" in Miss Henriette Corkran's titles, but it is a very pleasant "I," and we have no objection to meeting it as often as she likes. In her new volume, "Lucie and I" (Unwin), she departs from professed reminiscence for something that reads like part fact, part fiction. "I" in this case is a charming girl called Gabrielle Amory, and Lucie is her cousin, an artful minx, who tries to steal her lover. The book contains some pleasant descriptions of life in London and Paris, and is throughout very light and amusing. Miss Corkran knows how to get the most meaning out of the fewest words.

**"Lucie and I."**

* * *

WE have received from Mr. C. F. Dowsett a striking little pamphlet called "Æsthetic Acres." Mr. Dowsett, who is a Fellow of the Surveyor's Institution and a member of the Royal Agricultural Society, lives himself in one of the most beautiful parts of England, at Winklebury, near Basingstoke; and the object of his pamphlet is to advise the acquisition of land, not for immediate profit, but for health and æsthetic pleasure, and also for ulterior profit. In spite of Mr. Dowsett's arguments, we cannot see how such an enemy of cities as he is can justify to himself the acquisition of land for ulterior profit, since it can only be by the growth of cities that that land can come to have its ulterior value. But on the æsthetic side of the question we are heartily in agreement with the author's statements. There are moments when we all feel with Mr. Kipling, as quoted by Mr. Dowsett, "a very fine contempt for *painted shows* and the *smeared things* that are called pictures." Nature, after all, is the mother of Art, and a few hours in the country, especially at this time of year, give one more æsthetic satisfaction than all the pictures in the world.

**Æsthetic Acres.**

* * *

THE "One and All" Garden Books, issued at popular prices under the editorship of Edward Owen Greening, F.R.H.S., have a distinct character of their own. We have received No. 2 of the penny handbooks published by the Agricultural and Horticultural Association. Mr. T. W. Sanders, the writer, is the well-known President of the National Amateur Gardeners' Association. He has taken pains to state in simple terms all the most important information on the culture of hardy and half-hardy annuals. The editor has fully illustrated the handbook with about thirty pictures of easily grown plants, adding cultural directions to each illustration, a very useful plan.

**For the Garden.**

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*BOOKS TO READ.*

Filippino Lippi. Introduction by P. G. Konody. (Newnes's Art Library.)
The Early Work of Titian. Introduction by Malcolm Bell. (Newnes's Art Library.)
The Book of Photography, by Paul N. Hasluck. (Cassell.)
The Earl of Elgin, by G. M. Wrong, M.A. (Methuen.)
Rambling Recollections, by Pearce Morrison. (Sonnenschein.)
The Barber of Saville, by Beaumarchais. Translated by Arthur B. Merick. (Dent.)
Baliol Garth, by Algernon Gissing. (Chatto and Windus.)
A Prince of Lovers, by Sir George Magnay. Bart. (Ward, Lock.)
When a Girl's Engaged, by Hope Merrick. (Chatto and Windus.)
Stingaree, by E. W. Hornung. (Chatto and Windus.)
The Friendships of Veronica, by Thomas Cobb. (Rivers.)
The Upton Letters. T. B. (Smith, Elder.)
Main Currents in Nineteenth Century Literature, by George Brandes. Vol. IV.—Naturalism in England. (Heinemann.)
The Science of War, by the late Colonel G. F. R. Henderson, C.B. (Longmans.)
Chats on Violins, by Olga Racster. (Laurie.)
The Poems of Ernest Dowson. (Lane.)
A Southern Garland, Australian Poets. (Edwards, Dunlop.)



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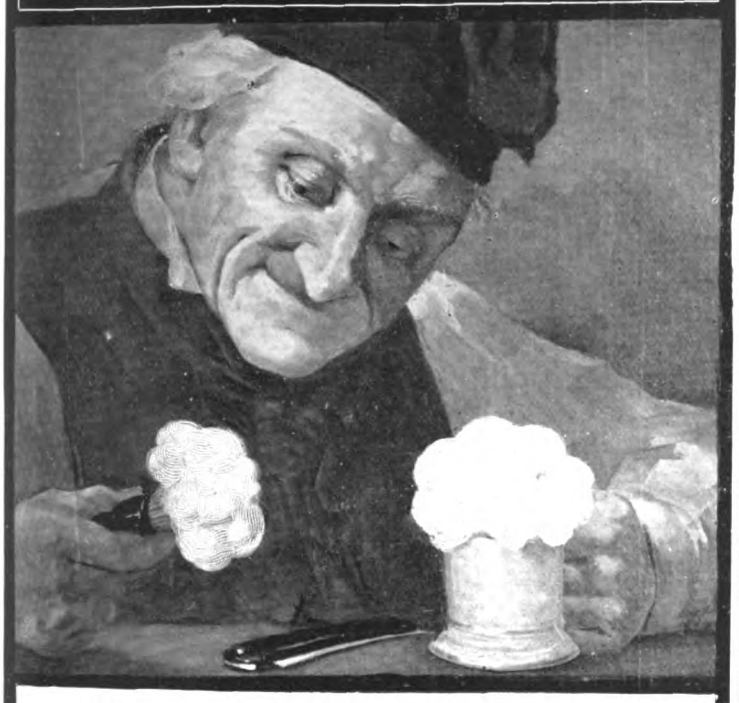

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# Leaves from a Collector's Note-book.

## *WELSH PORCELAIN: SWANSEA*

SOUTH WALES played an all-important part in the production of the finest kinds of porcelain at the end of the eighteenth century and during the first two or three decades of the nineteenth. To realise the full beauty of the masterpieces of the Swansea potter, and to learn to distinguish genuine specimens from shams and to differentiate the china of Swansea from that of Nantgarw, the collector should pay a prolonged visit to the Cardiff Museum, after carefully reading the magnificent work of Mr. William Turner on the history of the once famous factories of Swansea and Nantgarw. He should also master the contents of the excellent little booklet on the subject written by Mr. John Ward, the able Curator of the priceless Cardiff Collection, by whose kindly aid the accompanying illustrations are reproduced for the first time. The careful inspection of typical specimens of undoubted genuineness enables the buyer of old china to detect fraud and imposition far better than any amount of theoretical study. Mr. Ward might well follow the example of Mr. Haywood of the Royal Worcester China Works and place a small case of condemned "duffers" at the entrance of his china gallery.

It is proposed to consider briefly in this article the high-class porcelain of Swansea. Other articles will be devoted in due course to the porcelain of Nantgarw; to the work of Pardoe and Billingsley, the greatest of all the masters of the art; and finally to the early earthenware for which the "potworks" of Swansea were renowned long before the golden age of the Dillwyns and the Bevingtons. The expert can easily see the essential difference between the Swansea porcelain and that of its neighbour Nantgarw. The white ground of the former lacks the transparency and lustrous appearance of the latter. In 1790 the works were in the hands of Mr. George Haynes, who invented what he termed "opaque china," which he prophesied would some day vie with "Sieve (*sic*) pottery." "His prophetic soul," says Mr. Turner, "may have seen the real porcelain of 1814-17 arise in the then future; but though some of it" (such as is shown in the illustrations) "rivalled the *pâte tendre* of Sèvres, it was never developed from the evolution of the 'opaque china.'" Ten years later the Dillwyns acquired the works, Mr. Haynes remaining there as manager. Mr. William Weston Young was engaged as "decorator," and with his advent came the age of unconventional painting, of natural history subjects of all sorts, of shells, birds, butterflies, and insects. A very few pieces are marked "Young pinxit" or "Young f." It was not till 1810 that the Bevingtons succeeded Haynes as managers of the Cambrian Pottery, holding three shares to Mr. Dillwyn's seven. In 1817, Messrs. Walker and Bailey migrated from Nantgarw to Swansea. Mr. Bailey is responsible for some of the finest painting to be seen on the more important specimens of this beautiful china. Good work was also performed by the artist Baxter, who had been a student of the Royal Academy, by De Iunic from the Royal manufactory at Paris, and other artists, some of them natives of Swansea. The most noted buyers of Swansea china in those halcyon days were Lord Ilchester, Lord Dynevor, Sir Christopher and Lady Mary Cole, Sir John Morris, and Sir W. W. Wynne. The making of the elaborate kinds of Swansea china, beloved of the collector, ceased about 1823.

THREE MAGNIFICENT VASES OF SWANSEA CHINA
Decorated with flowers and foliage, painted unconventionally. In the Cardiff Museum.

In 1870 the works themselves were sold to Messrs. Cory for a patent fuel works and coal wharf. A great deal of genuine Swansea china bears no mark. Some of it was marked, when soft, with a stamp; a few specimens bear the word "Swansea," put in after glazing with a pencil and red paint. It often happened that Swansea porcelain was sent to London to be decorated. The plates with birds, in the illustration now given, were painted in London by Bradley and Co., and by Colcleugh. It is believed that those displaying botanical specimens with dark leaves are the work of W. W. Young. It is quite possible that the products of both Bristol and Llanelly may be mistaken for inferior Swansea, for at the dissolution of the works a large number of copper plates for transfers were sold. Some fine examples of Swansea porcelain are also to be seen in the Museum of the Royal Institution at Swansea. Mr. Turner reproduces in his exhaustive work some superb plates decorated with fruit and flowers by Morris. Excellent heraldic work was done by Beddoes, Baxter is responsible for figures, and Jenny for gold tracery. Billingsley will be spoken of on another occasion. Collectors of Welsh porcelain are most likely to pick up genuine pieces of Swansea china in North Somerset, Devon, or in Bristol. Mr. Mallett of Bath and Mr. Franklin of Taunton are rarely without one or two specimens, and a dainty posset oup, charmingly decorated with roses, was lately in the possession of Mr. Baker of Weymouth.

B.

SOME VERY FINE EXAMPLES OF SWANSEA CHINA.
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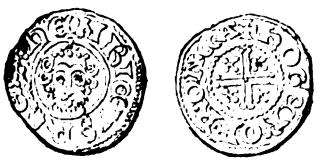
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# Motoring Notes.

BEFORE many weeks are past the automobile corps which the Russian Government has equipped and sent to the front will be engaged on active service in Manchuria. The results will be watched with the greatest interest by military authorities throughout the world, as the present is the first occasion on which the motor-car has been employed on a large scale in warfare. According to *The Times*, the firm of A. C. Warnecke, Hanover, received at the beginning of the present year an important commission to organise a large automobile corps, and supply the necessary cars suitable for the Manchurian roads. The delivery of the order was made at the end of March, the cars having been previously tested in the most thorough manner. The trials were conducted upon rough tracts over open country instead of ordinary roads, and in order to prove the strength of the cars they were considerably overloaded, and a high speed maintained. The drivers have been drawn from the Russian railway regiments, and the training was superintended by Herr Warnecke himself.

* * *

The Paris police have recently been taking active steps to put a stop to the selfish habit so common among the professional class of motorists of allowing clouds of smoke to issue from the exhaust pipe. A large number of summonses have been issued against offenders, and convictions and fines will doubtless follow in due course. Up to the present the London police have shown great forbearance in this respect, but unless something is done voluntarily by motorists to abate what is a growing nuisance, a campaign against the smoky exhaust is sure to follow. Carelessness in the matter of over-lubrication is not confined to the drivers of new cars, for whom some excuse may be found in their desire to keep their engines well supplied with oil at a somewhat critical period of their existence, as one often sees well-worn vehicles of antique pattern proceeding down a crowded London street, and leaving a pungent cloud of blue smoke in their wake.

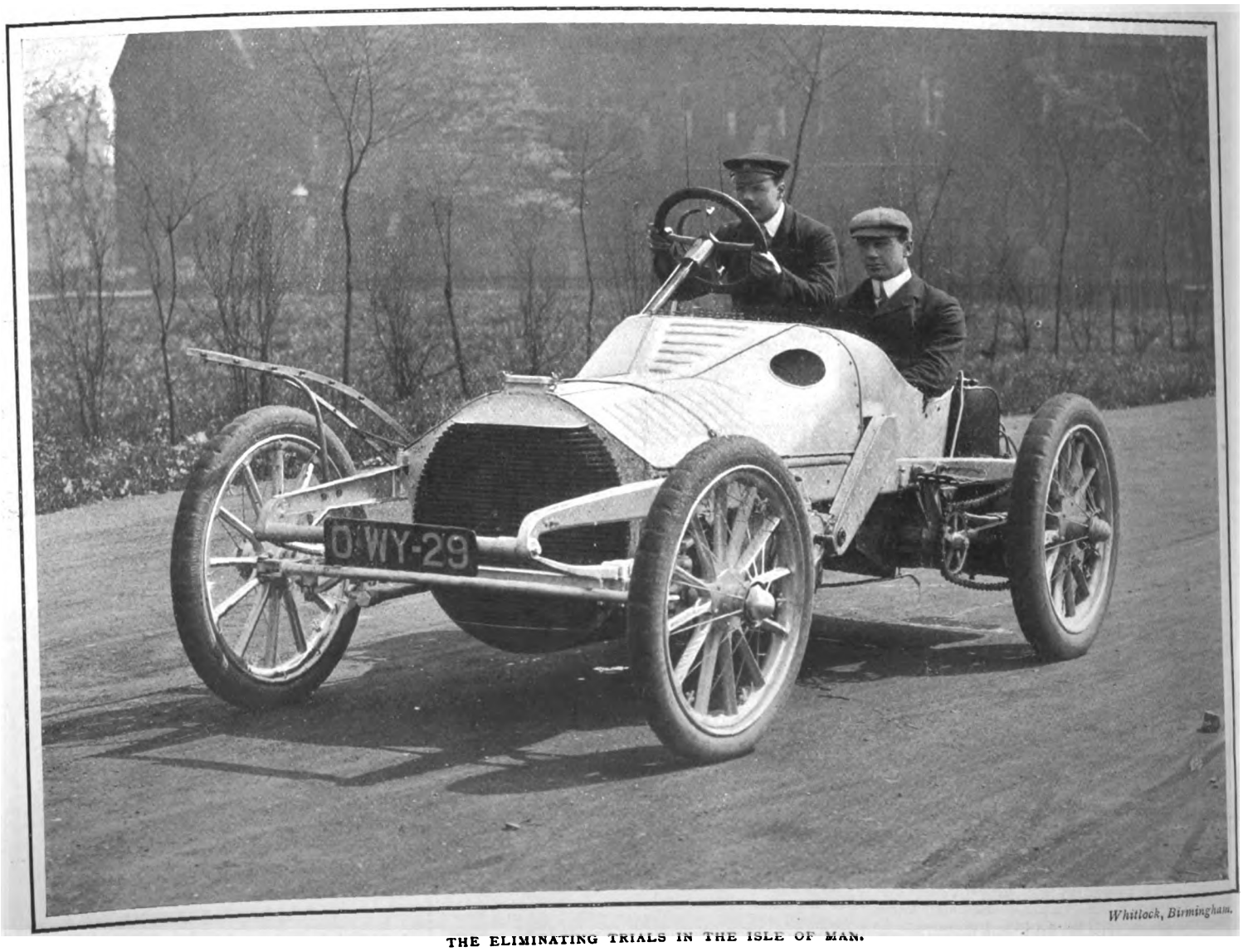
* * *

Mr. Paris Singer, who for some years past has occupied the post of hon. treasurer to the Automobile Club, has undertaken to offer a reward of £100 for the identification of any motor driver who drives off without stopping after causing an accident. He suggests that the rules under which the money will be awarded shall be drawn up by the committee of the Automobile Club. Although there is at the present moment a disposition to exaggerate the actual number of cases of the nature to which Mr. Singer refers, and to ascribe unjustly to motorists accidents in which they were in no way concerned, yet it is an undoubted fact that drivers have on several occasions recently shown a cowardly and disgraceful reluctance to face the consequence of their acts. The knowledge that a large reward will in every instance be offered where a driver makes off unidentified after causing an accident will certainly help to reduce the number of these cases, which more than anything have served to excite public feeling against the motor-car.

Several chief constables and other public officials have recently written to the Automobile Club, requesting it to impress upon its members, and motorists generally, the urgent need for careful and considerate driving, and also pointing out danger-spots where slow speeds are essential. The reluctance with which some enlightened members of the police force are compelled to institute "traps" is illustrated by the remarks of the chief constable of Lincolnshire in his letter to the club. "I would ask the Automobile Club to use their best endeavours towards securing a more satisfactory state of affairs as regards the use of the road in question, and so enable the police to avoid employing harshly repressive and vexatious measures, which are so much to be deprecated in principle, and are repugnant to all concerned." It is to be hoped that motorists will take heed to his friendly warning and drive with the utmost discretion, not merely in the neighbourhood of Grantham, to which it particularly refers, but also on all the roads of the county.

* * *

The Continental Tyre Company have recently issued a second edition of their "Handbook for Automobilists," which proved so popular last year. It is a compact volume, of handy size, and full of the kind of information that the motorist requires when touring through Great Britain and Ireland. A special feature is a list of convenient tours, with a map of Great Britain. The guide can be had free of cost (except 6d. for postage) on application to the firm at 104, Clerkenwell Road, London.




THE ELIMINATING TRIALS IN THE ISLE OF MAN.
M. Bianchi, in his Wolseley racing car, starting for a practice drive.



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# Fashions of To-day & To-morrow.

## HATS AT THE MAISON LEWIS, PARIS.

THE latest Parisian hats have all the decided tilt to one side; they are immensely stylish when worn in the right way. What is the right way? you may ask, and indeed it is a somewhat difficult question to answer with any satisfaction. But you cannot fail to discern the difference in the way a Frenchwoman puts on a hat and the manner in which an Englishwoman carries out the same operation. There would seem to be only two modes of doing this, the wrong and the right; and yet what vastly different effects we may obtain! I happened to have this brought directly under my notice this week when I went to several of our first milliners with some provincial ladies to oblige some friends of mine. The elegant assistant, whose patience we sorely tried, was French—with her hair dressed to perfection; she brought us all her most charming hats and tried them on to show us the effect. We found them, one and all, sweet, delightful, charming, and a string of other gushing adjectives; but, alas! when my ladies from the North tried them on I confess I felt distressed as one after the other was discarded disdainfully as horrid, dowdy, ridiculously showy, etc., especially as I was fain to acknowledge that they did look very, very different on them. After spending two or three hours in this pleasant manner and buying nothing, I made a mental vow never to try such an experiment again. "Why, we can do better at home than this; *our* milliners are much smarter," was the opinion of these North Country ladies, expressed in a highly-indignant tone of voice to each other.

Two charming hats from the Maison Lewis of Paris and London are here illustrated. The one in pale pink fine straw, set daintily on the head, and much tilted on the one side by means of two white wings. A bandeau of pink liberty silk, the crown being draped with the same colour. What could be more simple than this?

*IN PINK STRAW, TRIMMED WITH PINK LIBERTY SILK.*
(Maison Lewis, Regent Street, W.)

And yet how *chic* and becoming. An ideal hat for the races, with one of the many delightful light summer toilettes. Then the second one in sky blue straw, with the white osprey aigrette and blush roses; it would be difficult to find anything more becoming. Another trying article that is much abused is the veil. So much depends on the adjustment of this, both for comfort and appearance. Some of the most stylish veils I have seen are to be had at Messrs. Charles Lee and Son's of Wigmore Street. The variety is very great, suitable for all occasions, and so easily donned too. These are all so neatly and practically arranged with a thread at the top that it is quite impossible to wear them incorrectly, and the saving of time is considerable. Nothing makes a woman come so near using bad language as a veil that will not go on properly; so I think we women owe Messrs. Charles Lee and Son a debt of gratitude for this.

I am glad to see that the question of crinoline "to be or not to be" has been satisfactorily settled. Our skirts are to fit tightly,

*IN SKY BLUE STRAW, WITH WHITE AIGRETTE AND ROSES.*
(Maison Lewis, Regent Street, W.)

and gracefully define the curves and lines of the figure, but they are fuller than ever round the lower part, and necessitate a great amount of skill in the cutting and fitting to obtain the correct effect. The under-skirts naturally must correspond in fulness, and thus hold the skirts away from the feet. For washing dresses, the under-skirts made of lawn with many full frills are the most practical and efficient for this purpose, especially as they take the starch so well after washing, and keep their shape beautifully.

Some French blouses I have seen lately are really charming in laces and muslins of all descriptions, and they are practically adapted for keeping in their place at the waist. These have a shaped piece into which the fulness is gathered, and with the aid of a safety pin, or better still a loop, which can be attached to the corset hook, the bodices never wrinkle or get untidy, and always look trim and neat under the bolero or little coatee which will be so much patronised *when* the summer comes. A few days ago we all rushed to our dressmakers to hurry on our linen costumes, as we were simply unbearably hot in our cloths and tweeds—now we are only too glad to return to them and furs once more. And the cheery fire is more than welcome.

There are some sweetly pretty and at the same time extremely compact and useful bags to be seen now, and really until fashion decrees that we shall once again be allowed a pocket somewhere in our gowns these bags are a boon. The ones I like best are the flat leather ones, with many compartments; they will hold your letters, cards, purse, handkerchief, and other necessary articles, and yet not be too bulky, although one busy woman I know carries one of these, and it sometimes looks like a small portmanteau; but then she is, as I say, a very busy woman in the literary world, and has so many notes to make on her daily rounds.

R. D.

*(From photographs by Reutlinger.)*



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AND SIMILAR GOODS.

SOFT AND ABSORBENT.

THE "OSMAN" TURKISH TOWEL.
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7/10ths of ALL

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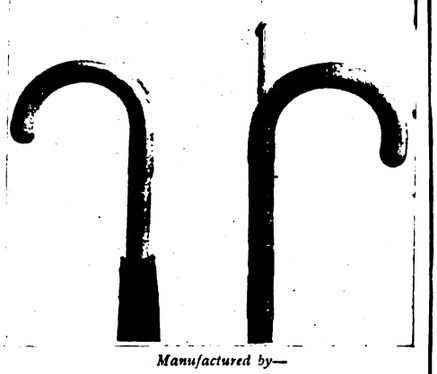

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Day to day variety in after-dinner sweets may always be secured with Brown & Polson's 'Patent' Corn Flour. Such delightful dishes as

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**Corn Flour Blancmange or Blancmange Sponge**

are first favourites whenever tried.

Prunes and Blancmange is better than Prunes and Rice.

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**Awarded 37 HONOURS.**

One doctor writes: "'DAREN' is 20 per cent. more nourishing than white bread." Another writes: "'DAREN' Bread is delicious. If it were in more general use there would be much less indigestion and other sufferings." Most Towns have one or more bakers making 'DAREN.' It is sold in 2d., 3d., and 4d. Loaves. Each loaf is stamped 'DAREN.' Ask your baker to supply you. If any difficulty is experienced in obtaining 'DAREN' Bread, apply the 'DAREN' Flour Mills, Dartford, Kent, for name of nearest agent. A dainty Sample Loaf of 'DAREN' will be sent on receipt of four penny stamps to defray cost of postage.

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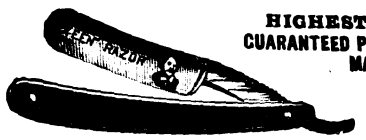
**HOLLOW GROUND. SPECIAL STEEL. HAND FORGED.**

*"I know that Razor, it comes from Sheffield."*



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Black Handles ... ... each 3/- & *5/- | Ivory Handles ... ... each 5/- & *7/6
*Per pair, in best Case, 15/-; 7-day set, 50/- | *Per pair in Russia Case, 21/-; 7-day set, 70/-
"CAVENDISH" CARVERS (Regd. brand) keep "an edge that won't come off."
Fine Ivory, 20/-; Imitation ditto or Stag, 10/6 per pair. Post Free of all Dealers.
Sole Makers, GEORGE BUTLER & CO., Trinity Works, SHEFFIELD.


# THE KING'S MENU.

TO-DAY'S menu is well adapted for either a Sunday supper or for a little luncheon party in a modest establishment. Given a couple of chafing-dishes and a casserole, everything can be prepared beforehand with the exception of the eggs, and these can be scrambled in the chafing-dish in the dining-room.

With regard to the sweets, the compôte could be of cherries, green gooseberries, or any other fruit procurable. It is a great improvement if a little liqueur be added to the syrup the fruit is cooked in.

The advantages of junket are that it is very cheap and very easy to make, provided a really reliable brand of junket tablets is used, while if the junket is stood on ice for half-an-hour before serving—of course after properly coagulated—it makes a very dainty dish, especially if whipped or clotted cream be put on the top. If whipped cream, sweetened, flavoured, and coloured a pretty pale pink, pistachio green, or apricot yellow, is piped round the edge of the junket in its glass dish, in a ring of little roses, with one big rose in the centre, a very pretty dish is the result, and one, moreover, that can be varied almost indefinitely, as the junket and cream can both be flavoured with any of the liqueur syrups now obtainable for a shilling or so the large bottle, or of course liqueur itself can be used, or a simple essence such as vanilla, almond, or lemon.

For the junket tablets I have found Chr. Hausen's the most uniformly reliable, as well as extremely economical. Most good grocers and stores keep them now, but if any of my readers have any difficulty in procuring a specimen tube they can obtain one direct from the London depôt at 77, St. Thomas's Street, London Bridge, S.E., if they enclose 6d. in stamps, and mention this paper when they write. Each tube contains twenty-four tablets, each of which will convert a quart of new milk into a perfect junket, if the directions enclosed in each tube are followed.

**A JUNE LUNCHEON OR SUNDAY SUPPER.**

ŒUFS BROUILLES AUX POINTES D'ASPERGES.

PETITS PAINS DE SAUMON A LA RUSSE.

PIGEONS EN CASSEROLE.

SALADE D'AGNEAU A LA PRINTANIERE.

JUNKET.

COMPOTE DE FRUITS.

CROUTES D'ANCHOIS.

Junket is such a valuable article of diet, especially for all sufferers from nervous and wasting diseases, including consumption, that one wonders it is not more common on our tables, not only in the summer but in the winter months as well, especially now that doctors here are awaking to the wonderful cures effected by the Weir Mitchell treatment, in which milk plays so large a part. Offered as junket, it is always popular with children as well as with many people who find fresh milk difficult to digest—a difficulty usually entirely obviated by the action of the rennet composing the tablets, as this, comprising, of course, the gastric juices of calves stomachs, relieves the human stomach of most of its work, as it partly digests the milk when it coagulates it.

Speaking from personal experience I would counsel every sufferer from nervous exhaustion and dyspepsia to give a good trial to junket having it, variously flavoured, with a fresh fruit salad compôte or macedoine three or four times a week, with the addition, if possible, of whipped or clotted cream. While trying it, avoid rich indigestible puddings, pastry, and sugary sweets, pickles, and vinegary sauces, and a distinct improvement in health will be experienced in nine cases out of ten. The reason, of course, is that new whole milk (which must, of course, be used for junkets) is rich in easily digested and assimilated fat (*i.e.*, the cream), and as healthy nerves should contain 22 per cent. of fat, while the muscles contain but 3 per cent., it is very evident that sufferers from nervous exhaustion and kindred disorders arising from this soon find the benefit of "scientific stoking" of their bodily machinery, when they recognise the necessity of an increased supply of fat for the proper nourishment of the nerves and brain. Its need, of course, is indicated by this very high percentage of fatty matter, which must be present if they are to be healthy and normal.

Cod liver oil has been, and still is, greatly used for the purpose, but a dainty junket, accompanied by cream and fruit, is surely a much pleasanter way of increasing the proportion of the right kind of fat in our regular diet.

And now to revert to the recipes for the other dishes in the menu.

## ŒUFS BROUILLES AUX POINTES D'ASPERGES.

Break into a basin as many eggs as you require, and allow a dessertspoonful of fresh cream and a heaped dessertspoonful and a-half of asparagus tips for every two eggs used. The second chafing-dish is to prepare the tips in before adding them to the scrambled eggs, but if they could be brought in ready in a hot legumiére only one would be needed. After cooking the asparagus as usual—or the heads can be cut off and boiled separately in salted



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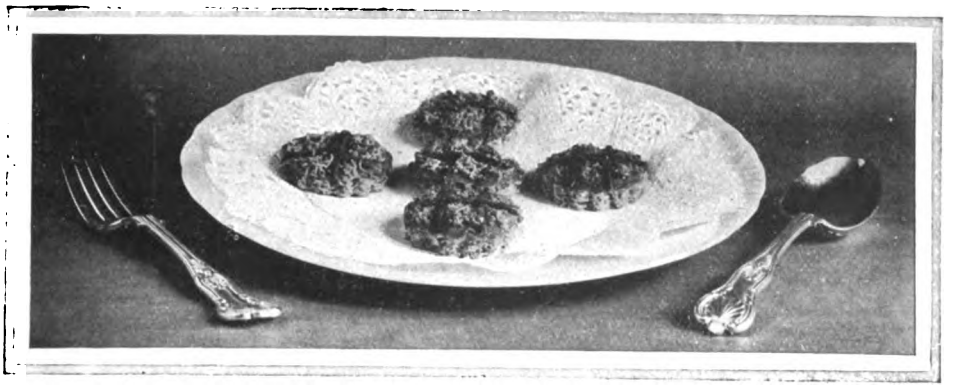
water when prepared specially for this dish, and not rechouffé from a previous meal, while the stalks are cooked much longer and used for a purée—cut off the heads, drain well, then toss them in a pan with a little butter, an ounce to the gill of tips (which would be right for six eggs) being the usual allowance. The beaten eggs and cream are seasoned with salt, pepper, and a dust of nutmeg when this is not objected to. Have the inner dish of the chafer ready in the outer one filled with boiling water and the lamp lit, pour in the eggs and cream and stir steadily till they begin to thicken, then add the hot asparagus tips, stir again till the eggs are on the point of setting, then serve at once straight from the pan. Green peas are equally good with eggs like this, a spoonful of grated ham or tongue can also be added as well, flaked cold salmon, lobster, shrimps, etc., in fact, it is a most useful dish in the hands of a good manager, as in it all sorts of odds and ends can be used in appetising form.

### PETITS PAINS DE SAUMON A LA RUSSE.

Make a salmon forcemeat, fill some little moulds with it, poach them till the centre feels firm when touched with the finger, then set aside till cold. They are then unmoulded, masked with mayonnaise aspic, and then when this is set served on a mound of lettuce or other suitable salad, or on rounds of cucumber, and garnished with seasoned water-cress and chopped aspic. In any case, put a spoonful of horse-radish or Suédoise sauce on the top of each little mould. Lobster or other fish can be used for the forcemeat, or a mixture which makes this a very useful little dish—as trimmings from fillets, etc.—can be used for the forcemeat, and this eked out with some pounded sieved shell-fish.

### SALADE D'AGNEAU A LA PRINTANIERE.

Braise the best end of a neck of lamb and set aside till cold. It is then divided into neat little cutlets, and then coated with mint jelly. For this stir two large tablespoonfuls of mint sauce into half a pint of aspic jelly, and use just as it is setting. When the coating on the cutlets is set arrange these *en couronne*, and fill the centre of the dish with a lettuce salad, dressed with mayonnaise and garnished with plovers' eggs. Garnish round the cutlets with chopped mint jelly. Another nice version of this dish is obtained by coating the cutlets with tomato aspic, then arranging them in a circle and filling the centre with a salade cuite to taste, or simply cold asparagus tips or green peas tossed in either a plain oil and vinegar dressing or a mayonnaise. Use equal parts of tomato purée and aspic jelly mixed together for the tomato aspic.



CROUTES D'ANCHOIS.

*(Specially prepared and photographed for this paper.)*

### *ANSWER TO CORRESPONDENT.*

COLD SAVOURIES (Juanita).—How will these do? Shrimp Darioles: Line some little moulds with aspic cream (one part thick sweet cream to two parts of just liquid aspic jelly, and a few drops of tarragon vinegar, using just as the mixture is getting cold), fill these moulds with shrimps, pounded to a paste with a little thick cream or butter and a drop or two of anchovy essence, and a seasoning of mace and cayenne. The tops of the moulds when full are run over with a layer of the aspic cream, then set aside till firm, preferably on ice or in the cave. Have ready either some little rounds of fried bread or savoury paste biscuits to taste, dust with coralline pepper and minced parsley, put a slice of cucumber on each, after first seasoning it with a few drops of oil and vinegar, then turn out a little dariole on each. Mock Caviar Balls: For these wash and bone some anchovies, rub over a mortar with a freshly-cut clove of garlic, then pound the anchovies in it together with just enough fresh olive oil to make a smooth paste, and a seasoning of dried powdered parsley, coralline pepper, salt, and lemon juice. Now form this paste into balls, and set them on ice for an hour or so before serving accompanied by a rack of hot dry toast. This mixture is also very good spread on thin slices of brown or Hovis bread and butter, and then rolled up before serving. Very similar is the following: Pound smoothly four washed and boned anchovies, two small shallots or four chives, and a teaspoonful of mustard with sufficient rich cheese and butter to make a smooth, strongly-flavoured paste. Serve like the mock caviar. SYBARITE.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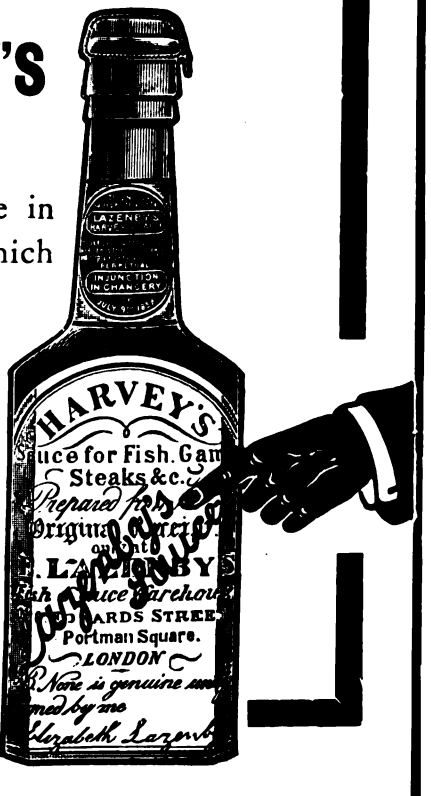


Prepared by
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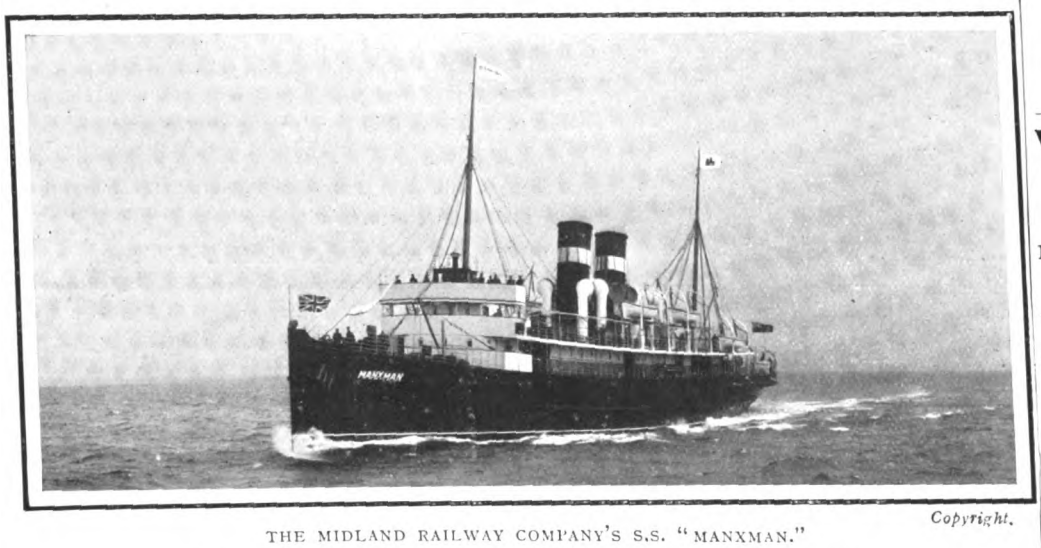
# Here, There, and Everywhere.

THE Midland Railway have recently had built for their cross-channel service between Heysham and Belfast and the Isle of Man four large steamers, two of which, the "Antrim" and the "Donegal," are twin-screw steamers, whilst the other two, the "Londonderry" and the "Manxman," are propelled by turbines. The vessels are the fastest afloat, being easily capable of attaining a speed of between 22-knots and 23-knots, and are provided with every modern convenience for day and night services. The "Manxman," which has been built by Messrs. Vickers, Sons, and Maxim, Limited, at their Naval Construction Works, Barrow-in-Furness, is owned by the Midland Railway Company, and is intended specially for the Douglas service from the new harbour at Heysham. The accommodation consists almost entirely of large saloons, with a number of state rooms to suit night service, should it be desired to have an extended trip. There are three complete decks, the main, upper, and promenade, while above the latter there is a shade deck, which forms a splendid unobstructed promenade. In regard to the state rooms, the Midland Company, acting on the advice of Mr. John Mathieson, have introduced the single-berth arrangement, which has been found so acceptable in the case of railway travellers. The second-class accommodation usually provided in such ships is given over to the third-class passengers, the state rooms, dining-room, smoke-room, and other conveniences excelling what has hitherto been done. The 23-knot speed was obtained without any undue pressure of boilers or machinery, so that there will be no difficulty in getting a similar satisfactory result when the vessel goes into service. The 23-knots is about one sea mile per hour better than has been attained by any previously built turbine merchant ship.

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THE MIDLAND RAILWAY COMPANY'S S.S. "MANXMAN."
One of the new turbine steamers plying between Heysham and Douglas.

MR. ROBERT ARTHUR presents at Kennington Theatre this week Arthur Shirley's well-known drama, "The Grip of Iron," in which Mr. Fred Powell will again be seen in his original part of Simonet the Strangler. The week following he has arranged for the first English production of a very successful American comedy-drama, called "Human Hearts." At the Coronet Theatre Miss Ada Reeve will present the musical play "Winnie Brooke, Widow," in which she so charmingly fills the title *rôle*. By arrangement with Miss Julia Neilson and Mr. Fred Terry, "Sunday" is staged at Fulham Theatre, and played by a first-class company, including Miss Jean Stirling Mackinlay, who will take Miss Neilson's original part.

THE Whitsuntide holiday programme of the Great Northern Railway aims this season at being more extensive and varied than usual. Cheap tickets and quick trains are features in the arrangements. The company announce that they will run special cheap excursion trains from London and suburban stations. The attractions of the Lincolnshire Coast are being prominently brought under the notice of the public, for special excursions are leaving King's Cross for Skegness, Sutton-on-Sea, and Mablethorpe, and a special opportunity for Londoners to spend a few hours at the seaside will be afforded by the express half-day excursion leaving King's Cross at 11.40 a.m. on Whit-Monday for Skegness. For this train the extraordinarily low fare of 3s. will be charged.

CHEAP tickets available for eight days will be issued by the Great Eastern Railway to Brussels and Liége, *viâ* Harwich and Antwerp, for Whitsuntide. Passengers leaving London in the evening reach Brussels next morning and Liége at noon, after a comfortable night's rest on board the steamer. For visiting The Hague, the Rhine, North and South Germany, and Bale for Switzerland, special facilities are offered *viâ* the Great Eastern Railway Company's Royal British Mail Harwich—Hook of Holland route.

THE cigarette to-day is ubiquitous. On the 'bus and in the cab, after meals and even during meals, early in the morning and late at night, men may be seen smoking cigarettes, and for people who smoke so continuously something really pure and reliable is wanted. The Salonica Cigarette Company have been well advised in taking premises in Piccadilly, for a readier supply of their cigarettes will certainly lead to increased demand. And unlike most really good cigarettes, the Salonica brands are not expensive, ranging from 12s. a hundred for the Extra Fine, to 7s. for the Divan. Moreover, these cigarettes are supplied in three sizes, grand, medium, and petit format.

A VISIT to Dieppe, Rouen, or Paris just now is indeed delightful. You cross from Newhaven in well-appointed turbine and twin-screw steamers, and in about three hours land on foreign soil. From Dieppe the journey to Paris is made through the charming Seine valley and the ancient city of Rouen. To enable the journey to be performed economically the Brighton Railway Company have arranged to run a special fourteen-day excursion, *viâ* the Newhaven-Dieppe Royal Mail route, and the tickets will be issued on Saturday, June 10.

SPECIAL excursion tickets will be issued by the South Eastern and Chatham Railway Company to Paris *viâ* Folkestone and Boulogne, by the service leaving Charing Cross at 2.20 p.m. on June 8, 9, and 11, and by trains leaving Charing Cross at 10 a.m. and 2.20 p.m. on Saturday, June 10. They will also be issued by the night mail service leaving Charing Cross at 9 p.m. and Cannon Street at 9.5 p.m., each evening, from June 8 to 11 inclusive, *viâ* Dover and Calais, returning from Paris at 2.40 p.m. *viâ* Boulogne, or 8.40 p.m. *viâ* Calais, any day within fourteen days. A cheap excursion to Boulogne will leave Charing Cross at 2.20 p.m. on Saturday, June 10, and Sunday, June 11, returning at 12.5 or 7.10 p.m. on Whit-Monday. The home arrangements made by the company are also excellent, and full particulars may be obtained in the special holiday programme and bills.


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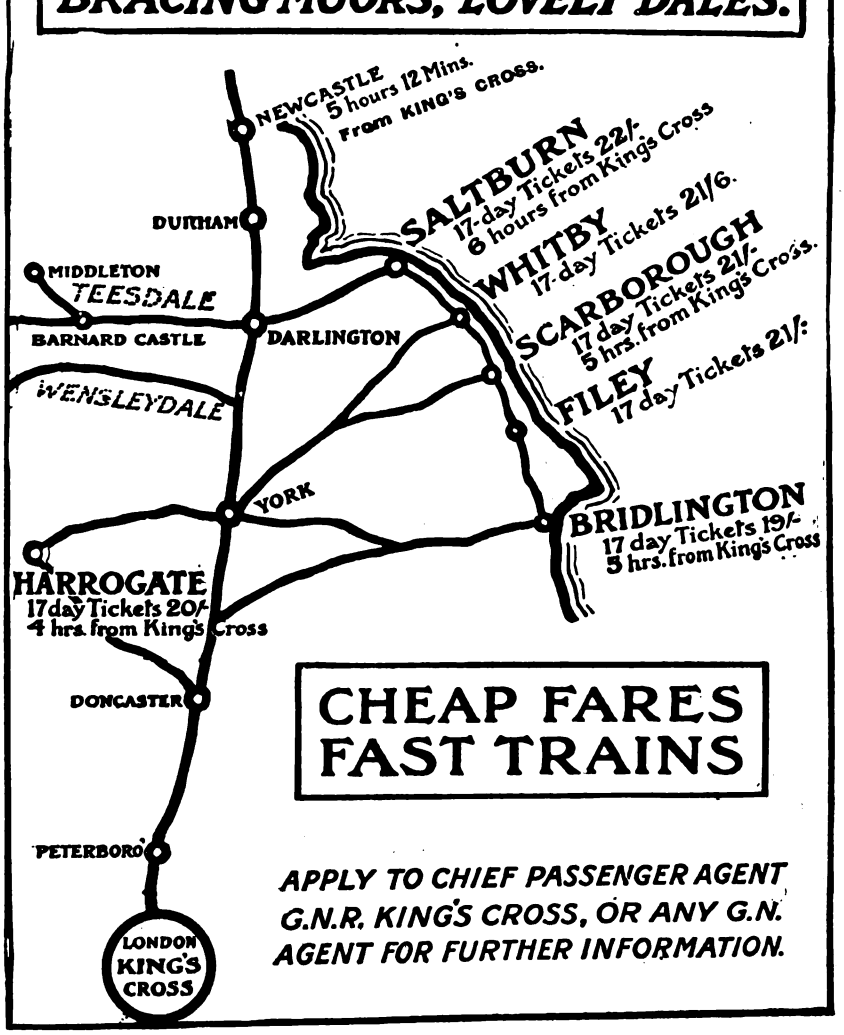


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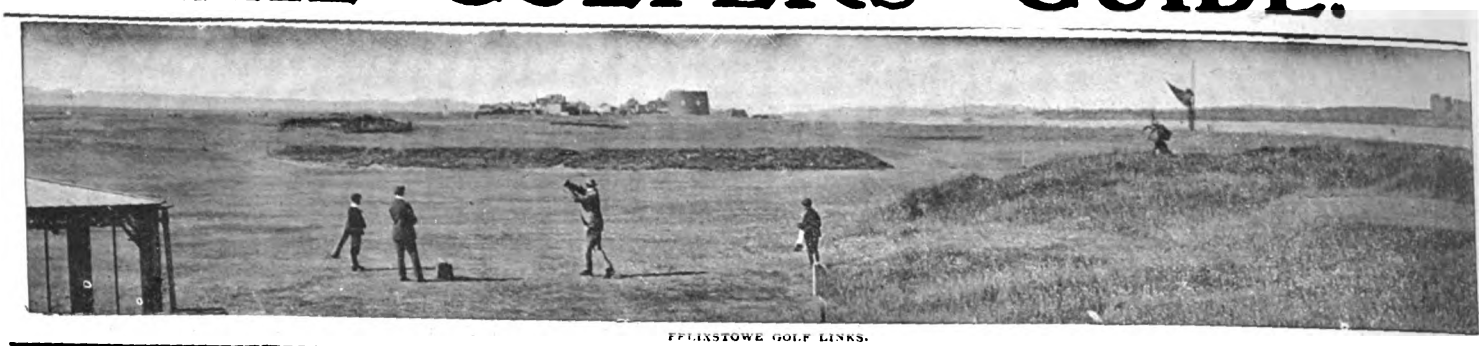

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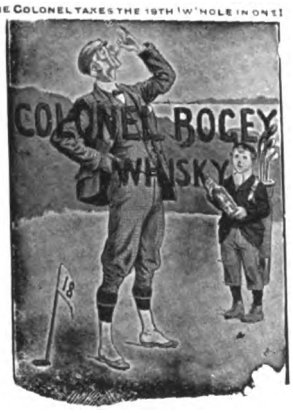


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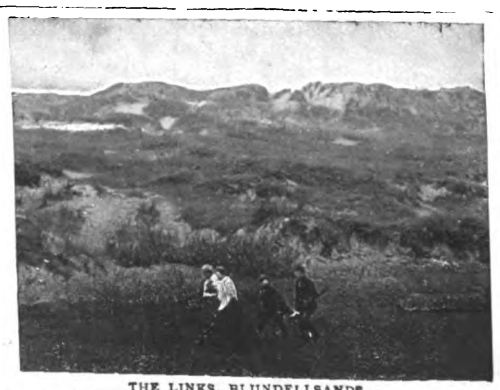

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New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

*Week-End Tickets, including 1st Class Return Railway Fare, Hotel Accommodation, and Full Board,*

Saturday to Monday, 35/-; Friday to Monday, 42/-.

To be obtained from Thos. Cook, Ludgate Circus, or any of their offices.

Resident Proprietress, Mrs. GIBSON.

Telephone, 8 Bexhill. Telegrams: "Riposo, Bexhill."

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**SEATON, DEVON.**

First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.

Misses E. A. and C. C. SMITH, Proprietors.

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WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.

*Telegrams: "Sackville, Bexhill."* *Telephone: 10, Bexhill*

THE GOLF LINKS, CHERTSEY.

**LEIGH-ON-SEA (Essex).**

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

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Moderate Tariff. Special Week-End Terms for Golfers, inclusive of table d'hôte dinner. Saturday until Monday morning, £1 1s. The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable being on sand.

**GENTS' GOLF GARTERS.** NON-ELASTIC; Nickel Lever Buckle, no teeth; Fine Tan Webb, ⅞ in. wide; instantly adjusted to any TENSION; ensures comfort and smartness in appearance, 1/- per pair post free.—**DAN MOODY & Co., Egyptian Works, TROWBRIDGE.**

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# THE GOLFERS' GUIDE.

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TEN ROUNDS WITH ONE BALL.
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SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer)*

"'Is it a Private House or an Hotel?' is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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**RE-COVERED** HASKELLS, ARLINGTONS, or WIZARDS

Post Free. **PER 14/- DOZ.** Post Free.

We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

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**Golf Ball Manufacturers,**

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Club Houses can be efficiently and economically lighted by

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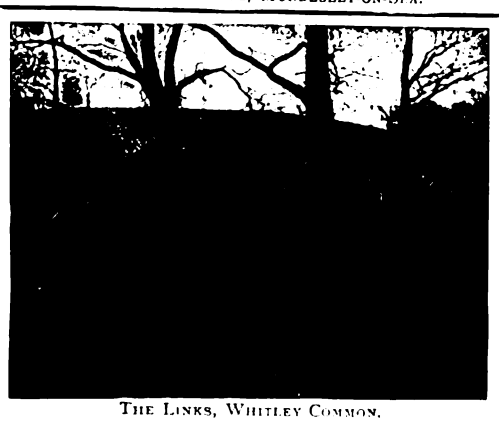

THE LINKS, WHITLEY COMMON.

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H. R. Cox, New Proprietor.

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MAGNIFICENT GOLF LINKS.

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**DEAL, adjoining Sandwich.**

## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

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These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.

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## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.
Tennis, Croquet, and Putting Lawns, Boating, Fishing.

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**SHERINGHAM, NORFOLK.**

## THE SHERINGHAM HOTEL,

ADJOINING GOLF LINKS (18 HOLES).

LARGEST HOTEL IN SHERINGHAM. Open all the year round. Handsome Dining Hall, 67ft. long. Numerous spacious Suites of Rooms commanding beautiful Sea and Land Views. Billiard and Smoking Rooms. Excellent and Improved Sanitary arrangements. Extensive Private Grounds. Lawn tennis, croquet. First-class Stables. Accommodation for Motors and Cycles. Through Trains from King's Cross, Peterborough, Birmingham, Leicester, etc.

*Telegrams:* "Sheringham Hotel, Sheringham."
*National Telephone:* No. 3. F. EDENS, Manager.

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## WHITE LION.

THE OLDEST FAMILY HOTEL.

Facing the Sea, with a frontage of 200ft.

Two new wings added, furnished by MAPLE & Co.

Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.

MODERATE TARIFF.

*Special Terms for Golfers and Families during the Winter months.*

Perfect Sanitary arrangements.

Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

**CLACTON-ON-SEA.—"The Towers" Private Hotel.**—Accommodation for over 100 guests. Large lawns for tennis, bowls, and croquet. Close to golf links. "The Towers" occupies the best position on the cliffs, facing sea, due south. All public rooms and most bedrooms overlook the sea and the private lawns.—Under the direct supervision of the proprietors, EMMERSON & HARRIS.

THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**

Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit.

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National Telephone, No. 11.

**BARTON-ON-SEA, HANTS.**

## BARTON COURT HOTEL.

Nine-and-a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms.*

Telegrams—"BARTON HOTEL, NEW MILTON."

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Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

MAGNIFICENT GOLF LINKS ADJOINING THE HOTEL.

Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

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DR. J. M. BARRIE says—"What I call the 'Arcadia' in *My Lady Nicotine* is the CRAVEN Mixture and no other."

**"CRAVEN"**—acknowledged throughout the World the Mixture of Merit and Purity. The Favourite Tobacco since its invention in 1857.

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BY THE

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FOR COMFORTABLE TRAVEL AND PICTURESQUE SCENERY.

In connection with the Whitsuntide Holidays, the **MIDLAND** Company will issue cheap tickets from **LONDON (St. Pancras)**, Moorgate Street, Aldersgate Street, Farringdon Street, King's Cross (Metropolitan), Greenwich, and Woolwich Stations, to the principal provincial towns and holiday resorts in the United Kingdom and Ireland, including . . .

**PEAK OF DERBYSHIRE.** — **Matlock, Rowsley** (for Haddon and Chatsworth), **Buxton, Bakewell, Chapel-en-le-Frith, Hayfield, &c.**

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Full particulars of these with fares and every information will be found in the Company's Whitsuntide **Programmes** to be had **free on application** to the District Superintendent, Midland Railway, St. Pancras; THOS. COOK & SON, Ludgate Circus, or to any Midland Station Master or Agent in the London District.

**Extension of Week-End Tickets.**

The short date Tickets issued on June 9th and 10th will be available for returning on Sunday (where train service permits), Monday, Tuesday, or Wednesday, June 11th, 12th, 13th, or 14th.

DERBY. **JOHN MATHIESON,** *General Manager.*

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Cook's THRONE SOAP adds life to the skin!
Why?
Because it is thoroughly prepared from skin-nourishing constituents by scientific methods (under scientific control).

Six dainty samples sent post free for six penny stamps.

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*The Royal Specialists for Ladies' Wear, . .*

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**The Royal Crescent Veil,**

a shaped Patent adjustable Veil, at prices and quality showing a great saving over veiling purchased by the yard.

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The latest and largest selection in London.

Messrs. LEE & SON continue to send a box containing a good assortment by post; boxes ready for return, no trouble after selecting.

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## NORWAY

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**RHEUMATISM,**

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And Bodily Aches and Pains.

**In 1/1½ and 2/6 sizes.**
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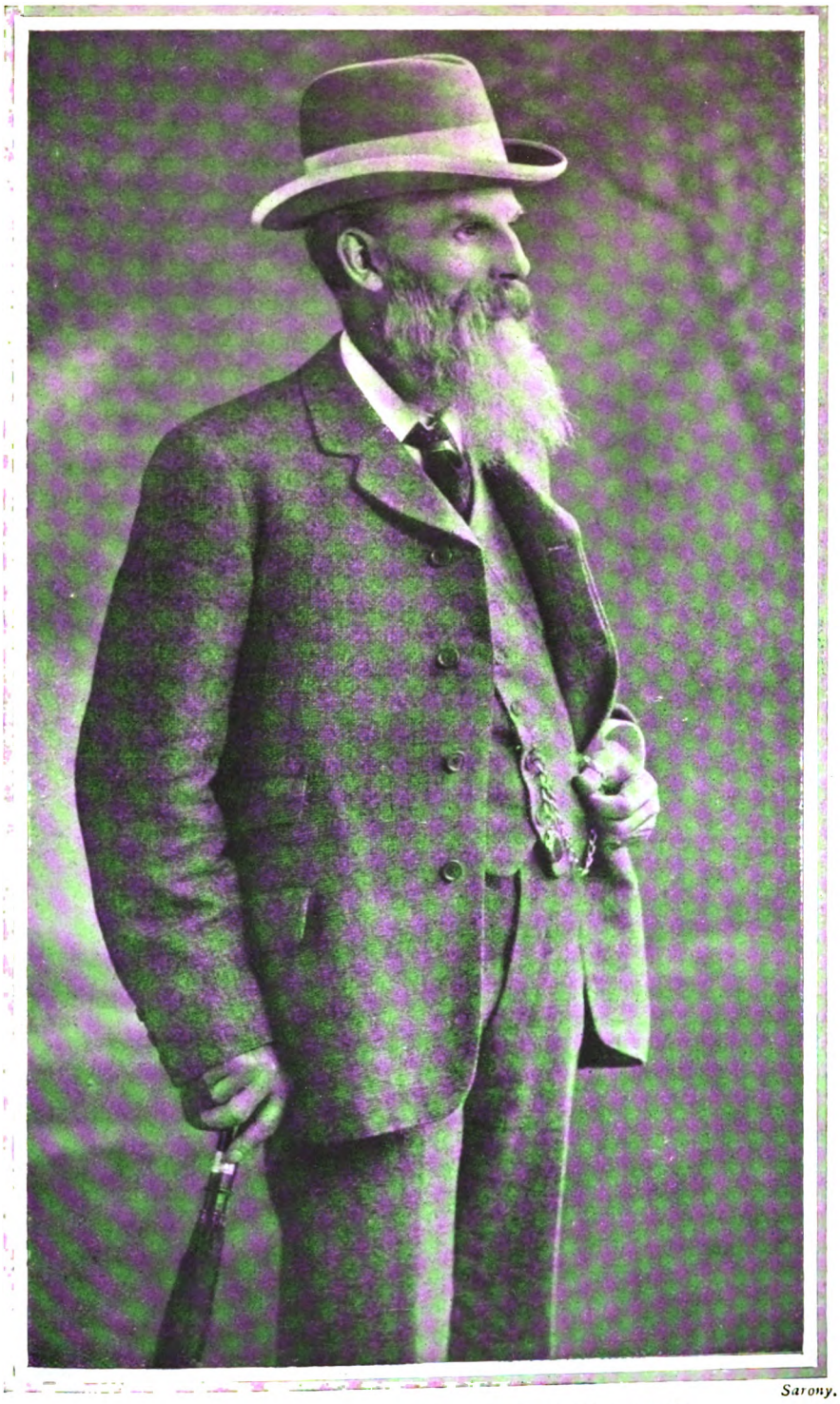
# ON THE LINKS—GOLF AT CROMER.


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

VOL. XX. No. 436. SATURDAY, JUNE 10th, 1905. PRICE 6d.

*Sarony.*

MR. SILAS K. HOCKING

Prospective Liberal Candidate for Mid-Bucks.

(*See page 319.*)

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected*

# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 486. Saturday, June 10, 1905.**

*Editorial Offices*—3, SOUTHAMPTON STREET, STRAND, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone*—*No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.

**EDITORIAL.**

*photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

KING EDWARD AND KING ALFONSO.—Fresh from his triumphs in the French capital, the King of Spain has been welcomed in England with all the sincerity and hospitality that sunshine and crowded streets, gay decorations, and brilliant pageants can signify. But underlying all the pomp and circumstance of the visit is a feeling of friendliness for the young man, called upon at so early an age to assume the cares and burdens of a crown. The five days of his visit have taken him through many parts of London, and everywhere he has found a great crowd waiting to cheer him. From the time the thunder of the cannon of the Channel Fleet welcomed him in Spithead cordiality has been in the air, and his obvious pleasure at all that has been done for his entertainment has been noted with as much satisfaction here as it was in Paris. King Alfonso goes back to his own country knowing that here in England there are many thousands watching with friendly eyes the progress his country is making in the reawakening of commerce and art. Spain has a glorious past. There is no reason why, under the guidance of a keen and enthusiastic monarch, the future should not be equally bright.

*End, Sunningdale.*

H.M. BRIG "KING EDWARD VII."

After the launch at Virginia Water last week. The brig, which was taken by road from Brentford to Virginia Water, was under the charge of Messrs. John Tims and Sons, the King's watermen. It is 48-ft. in length, has a beam of 13-ft., and has been fitted up for the use of Prince Edward and his brothers, who will receive their first instruction in seamanship on board her.

THE KING AND THE ROYAL WEDDING.—Next week the great social event of the year takes place at Windsor, and the Royal borough will be more crowded with scions of reigning houses, envoys extraordinary, and members of the nobility than it has been since the Duke and Duchess of Connaught were married. At the end of this present week the Court removes to Windsor Castle, and there all the distinguished guests bidden to the marriage of Princess Margaret of Connaught and Prince Gustav Adolf of Norway and Sweden will be received by the King and Queen. All the arrangements for the ceremony and the attendant festivities are complete. From Windsor the newly-married couple will cross to Ireland for the honeymoon, and after spending a fortnight there will journey to Sweden, possibly in the "Victoria and Albert," escorted part of the way at least by the Swedish coast squadron.

PRINCE ARTHUR IN BERLIN.—Once again Prince Arthur of Connaught has been to Germany, this time to represent King Edward at the wedding of the Kaiser's eldest son. The brilliant ceremony in the venerable Court Chapel of the Schloss, the quaint and picturesque ceremonies which have accompanied the solemnisation of the wedding, and the intense enthusiasm with which the Prince and his bride were greeted in the streets have served to make the visit to Berlin a pleasant one for all the Royal delegates. The revival of many old and curious customs has made the marriage a peculiarly interesting one. One ceremony, that of "crowning" the bride before she starts for the Chapel, is as ancient as Prussia itself. Each Princess bride has had one of these "bridal crowns," but for one of them the crown had a real and not a merely honorary significance. Princess Sophia Louise of Mecklenburg, when she was married to Frederick I. of Prussia in 1708, was given an Imperial crown, and the ceremony before the wedding was not part of the bridal adornment but an actual corona tion.

THE KING AND AMERICA. — Though in sending a Royal carriage and escort for Mr. Whitelaw Reid when the new American Ambassador presented his credentials, the King made no departure from the formalities usual to the reception of a new ambassador, the warmth of the greeting accorded to Mr. Whitelaw Reid will not be lost upon the citizens of the great Republic. At the Diamond Jubilee and again at the Coronation he was over here as the representative of the President. Born in Ohio in the year Queen Victoria came to the throne, Mr. Reid has in his time played many parts. He began as a school teacher, became a journalist and newspaper proprietor before he was twenty-five, was war correspondent, then leader-writer, and then took up cotton growing. But journalism soon reclaimed him; he joined the staff of the New York *Tribune*, and later bought the paper. In 1890, however, he took up the duties of Minister to France, and he has now come to this country to foster and extend the good relationship already existing between the two great Anglo Saxon nations.



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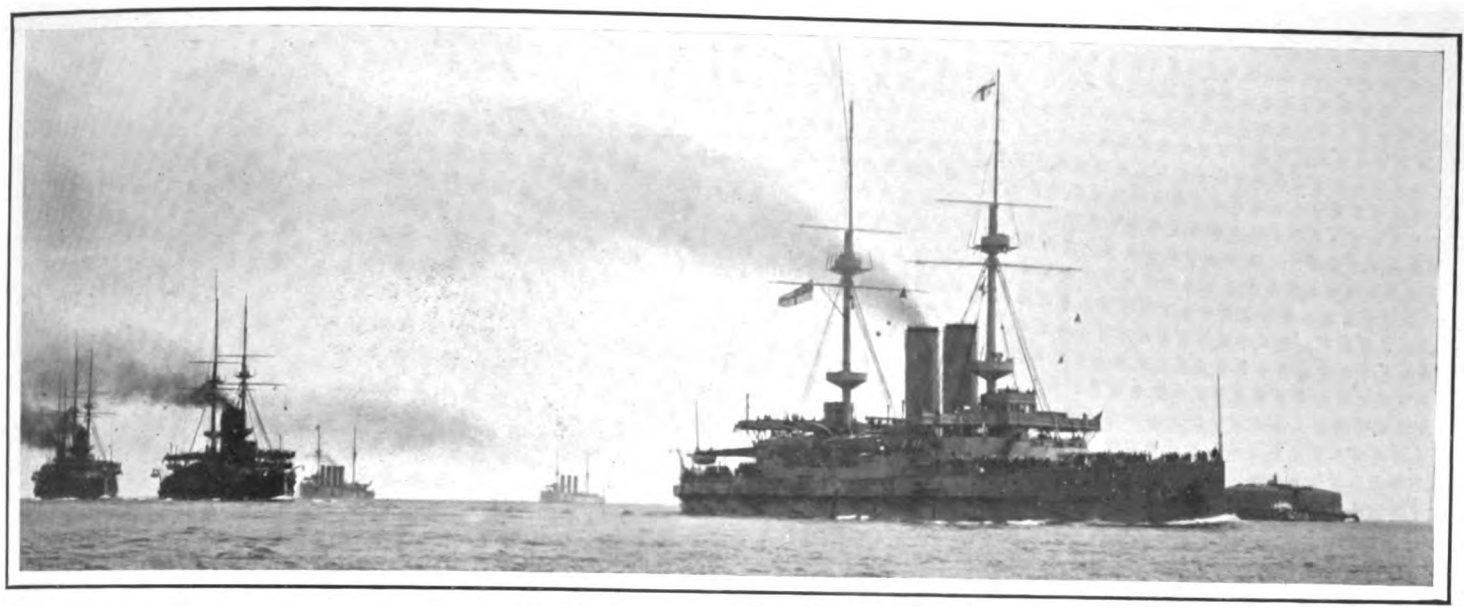


Cribb, Southsea.

THE CHANNEL FLEET AT SPITHEAD.

The Fleet was assembled off Portsmouth to welcome the King of Spain on Monday, when his Majesty crossed from Cherbourg in the "Victoria and Albert." At Portsmouth the Prince of Wales met the King and accompanied him to London.

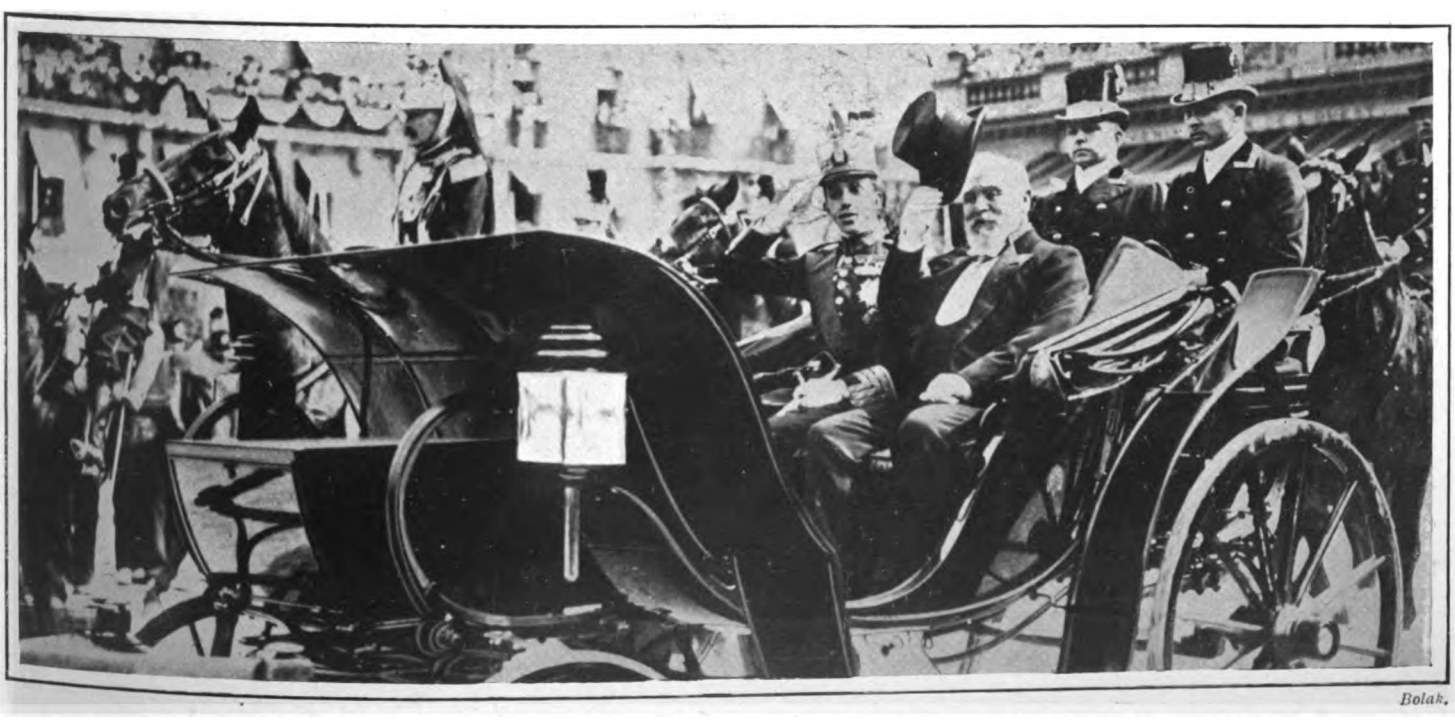
Chusseau.

THE KING ATTENDING MASS.

During his stay in Paris an attempt was made to assassinate King Alfonso with a bomb. On the following day he attended mass to offer thanks for his escape.

KING ALFONSO IN PARIS.

The first ex-territorial tour of the young King of Spain began with a visit to France, where he was received with great cordiality. He had a busy week, attending receptions and reviews, banquets and gala performances.



Bolak.

THE KING OF SPAIN AND PRESIDENT LOUBET.

The King and the President drove about Paris very freely during the visit, and large crowds gathered wherever the Royal visitor was expected. This week the King has been in London as the guest of King Edward, and has had a very crowded programme to get through.



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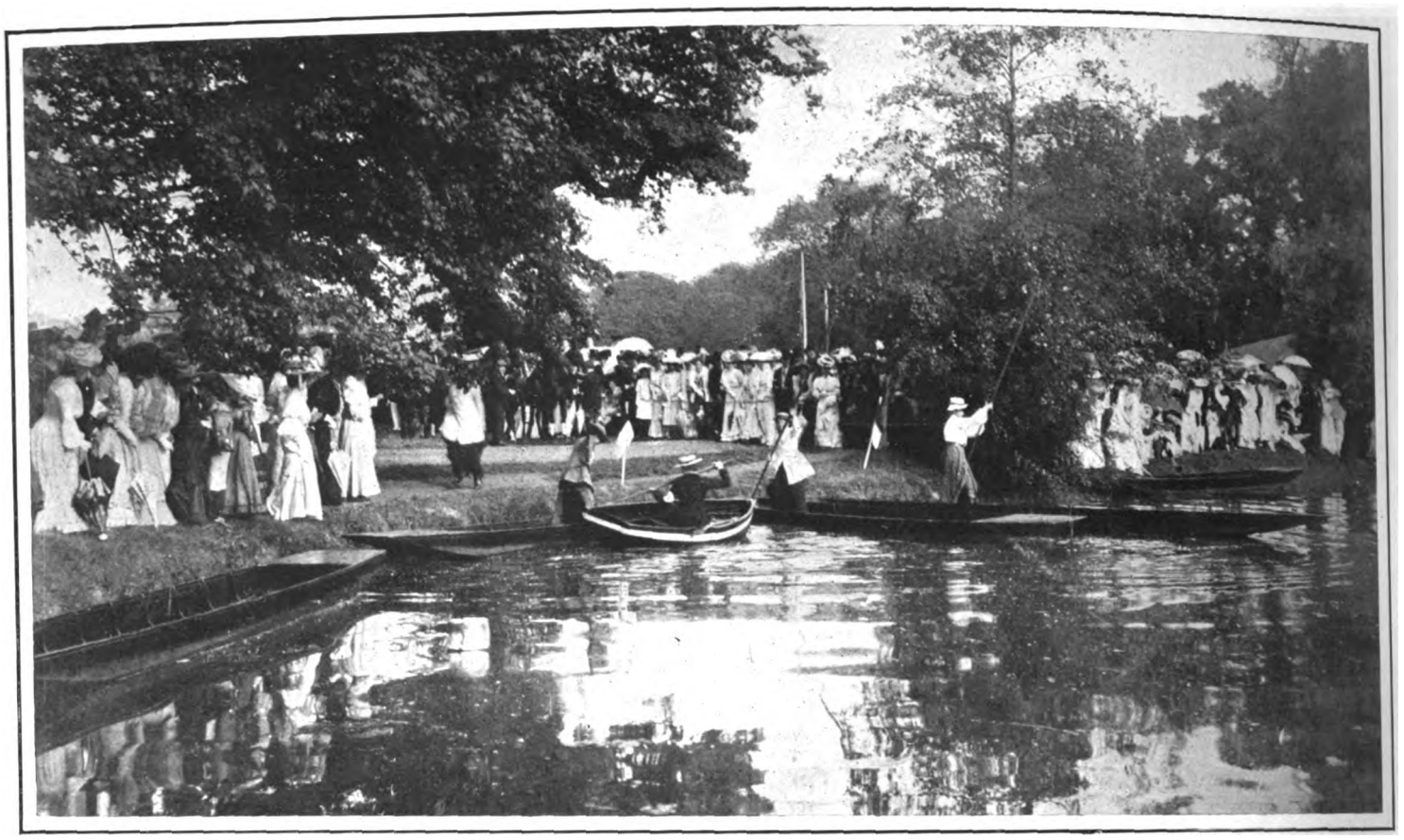
# THE LADIES' GYMKHANA AT RANELAGH.



THE RESCUE RACE ON THE ORNAMENTAL WATER.

In this event, the great success of the afternoon at Ranelagh last Saturday, a lady riding one pony and leading another had to go to the lake, dismount and cross in a punt, return with a gentleman, who on arrival at the bank, mounted the second pony, both lady and gentleman then riding hard for the winning-post.

TEA-TIME ON THE LAWN.

There was a brilliant concourse of spectators at Ranelagh for the ladies' gymkhana on Saturday last, and a number of wonderful confections were to be seen. The lawns at tea-time presented a most animated sight, and the whole afternoon was most successful. The Duchess of Roxburghe presented the prizes to the winners of the various events.



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# THE FOURTH OF JUNE AT ETON.

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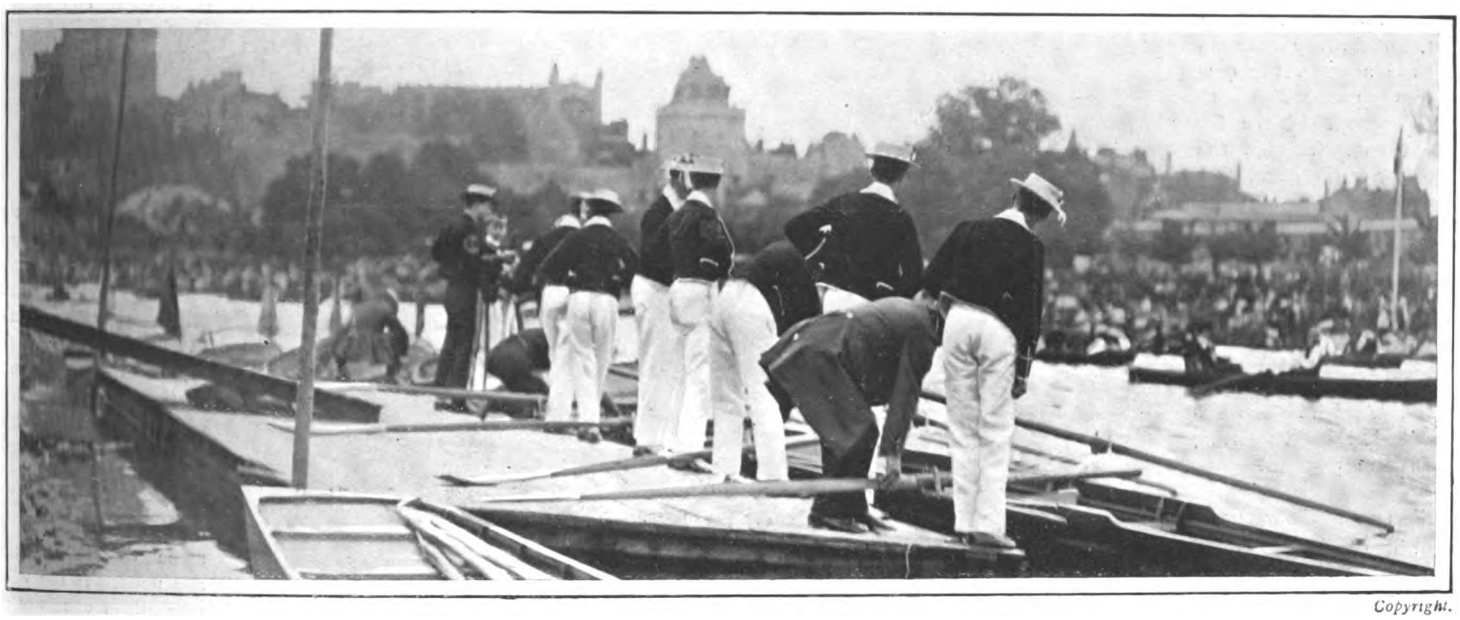
THE PROCESSION OF BOATS, WITH "MONARCH" IN THE VAN.



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THE CREW OF "DEFIANCE" READY TO LEAVE THE RAFT.

Copyright.

WATCHING THE CRICKET MATCH BETWEEN ETON AND NEW COLLEGE.

Last Saturday, the Fourth of June celebrations at Eton were marked by a note of farewell to Dr. Warre, the retiring head-master, and a firework portrait of him which was lighted in the evening was the signal for an outburst of cheering, which was an eloquent token to his popularity.



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THE MALL.—So the name of the old road from Buckingham Palace to Whitehall is not to be changed after all. The King has expressed the desire that it shall be known still as The Mall, and the crude and inartistic Processional Road goes by the board. We do not, nowadays, give good names to our new streets (though Kingsway and Aldwych may be said to be exceptions to the rule), and it would have been sad indeed if the historic name of King Charles's playground should have been lost. The Mall, however, was not the original site of the game of pell-mell, the street in which the War Office now stands claiming that honour. Pell-mell resembled, as has often been pointed out, both croquet and golf, and remained for some time literally the sport of kings. And though the newly-completed road may often be the scene of processions, the fact need not be indicated in its name. Indeed, only last week a wonderful array was seen in the avenue, the carriages proceeding to Buckingham Palace for the Court. Though the number of spectators was large, there must be thousands of Londoners to whom this brilliant sight is absolutely unknown, and yet as a pageant, as a panorama of wealth and beauty, it would be difficult to rival. And The Mall is precisely the right setting for such a pageant.

PRINCE EDWARD'S BRIG.—In the "Naval intelligence" of last week was a little item of great interest, though perhaps internationally it was not of great significance. It was the addition of a new war-ship to the Navy List, a second "King Edward VII.," and a fair-sized boat, though no rival to the battle-ship in which flies Admiral May's flag as Admiral of the Atlantic Fleet. The 48-ft. brig, which has been prepared for Prince Edward's use on Virginia Water, was taken last week to its station by the King's Waterman, Tims of Staines, and the commander of the vessel will take over his duties during the next few days, and sail his little craft, with the aid of a petty officer, over the usually placid waters which the Duke of Cumberland and Paul Sandby, the water colourist, evolved to replace a morass some 150 years ago. William IV. always maintained a frigate there, and Queen Victoria had a State barge on the water for many years. Virginia Water is a beautiful spot. Whatever his faults, Cumberland was not a bad judge of effect in landscape gardening, and the arrangement of the lake, which is some 150 acres in extent, is such as to give the appearance of a boundless expanse of water. And upon this Prince Edward will get his first practical instruction in seamanship. The duties of the teaching staff at Osborne should become a sinecure, so far as he is concerned, when the petty officer of the "King Edward VII." brig has shown his Royal Highness the ropes, in a literal sense.

*Thomson.*

MRS. RANDELL

Who was one of the principal stall-holders at the "Noah's Ark" Bazaar, which was opened on Monday by the Duchess of Portland.

THE SHAH'S TOUR.—The Shah of Persia is to European eyes a picturesque figure. We read of his "Peacock Throne," in form like a trestle-bed, 9-ft. long by 6-ft. wide, the woodwork studded so thickly with precious stones that it is well-nigh invisible beneath the coating of rubies, diamonds, emeralds, and sapphires. And the treasures of his palace, carved ivory models of the most exquisite workmanship, wonderful carpets, to put the exact value of which into figures were to raise smiles from the incredulous—all these have been described to us by the facile pens of those who have been able to obtain sight of them. The other side of the picture, too, has not been neglected. The poverty of the country-folk, the corruption of the ruling governors and their entourages, and the vileness of their prisons, have received equally graphic and illuminating treatment at the same hands. But through it all there is very little mention of the Shah himself, the ruler of 8,000,000 people, and a factor of no little importance in the Asian question. Perhaps the reason is that we in Europe know him better than do his own people, to whom he shows himself only on rare and ceremonious occasions. The Shah of Persia has visited us before, and in Europe even Persian majesty cannot hide itself altogether from the eye of the general public.

CANALS.—The waterways of England are at present, if the metaphor may be allowed, standing with one foot in the grave. They have fallen into disuse, and though some of them are picturesque enough, and some of those who still make a living by them are, as a race, most interesting to the student of human nature, yet some drastic measures are needed if the whole network of canals is not to be swept ruthlessly away. Lord Roberts once said that, as a means of transport for troops and munitions of war, canals were safer than railways; and though there is perhaps something bizarre about the slow-moving barge in this age of rapid transit and perpetual motion, there is much that is still useful in these waterways. In the Midlands there are nearly 600-miles of canals which could be easily turned to very good account, and which, though they need not and could not compete with railways for the transit of light or perishable goods, could be very well utilised for the transport of heavier wares. There is evident a desire to revive the canal as a working partner in the great business of the distribution of our produce, which may rescue it from the weeds and the anglers to whom it is now abandoned. Or our canals might be turned into safe and comfortable courses for motor-boats to race along.



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AN AUSTRALIAN ARTIST.—Though there are many Australian artists of repute, foreign governments are not exactly competing with one another for the possession of their works. But this is the happy position of Mrs. Ellis Rowan. For her paintings the Germans are prepared to pay £15,000, the Americans have made an offer for them, and the Victorians are equally on the alert to secure them for their National Gallery. The collection, which includes a picture of every Australian wild flower, has been exhibited in every European capital, in New York, and in the Colonies. To ensure fidelity to Nature, Mrs. Rowan took long journeys to the remotest parts of her native land, and her success as an artist has been admitted by the first critics of the day. It would be a pity if such a peculiarly national collection should go to a foreign country, and so Australia is likely to become the possessor. Mrs. Rowan is a daughter of Mr. Charles Ryan of Victoria, and a sister of Lady Charles Scott. Her husband was an officer in the 43rd Regiment.

THE COLONIAL CONFERENCE.—The Colonies will hardly feel complimented to learn that the Government had forgotten all about the Conference of 1906. Acting on a suggestion made by Mr. Seddon, the Premiers came to an agreement with the Colonial Secretary that they should meet automatically every four years. Therefore, in the natural order of things, a Conference will meet next June. But at Edinburgh Mr. Balfour made it obvious that the fact had escaped his memory, and Mr. Lyttelton has been writing despatches to the Colonial Governments, which prove that he is in the same case. Not that this is anything new. But Colonials would prefer a little less talk about the Imperial spirit, and a little more practice. Such a confession as Mr. Balfour's is not likely to impress them with the inefficiency of the Government, particularly when it has been tacitly made by the Colonial Secretary, who of all Ministers should know better.

Thomson.

MRS. LEONARD AVERY

Who presided at the toy stall at the "Noah's Ark" Bazaar, held this week at Prince's Skating Rink, under distinguished patronage, in aid of Our Dumb Friends' League.

A NEW HOSTESS.—The ball given by Mrs. Marshall Roberts in Grosvenor Square last week was a great success, and one of the fairest figures there was the hostess herself. She is one of the many Englishwomen married to American millionaires, though, with the exception of Mrs. McCormick, none of them does much entertaining in the London season. Mrs. Roberts is beginning her career as a hostess early, for she was married only three years ago this month. Her husband, who came over to England with his mother at the close of the late reign, is now half an Englishman, for he was an officer in the Scots Guards. His father, according to a list drawn up by Mr. Henry Clews, the well-known New York banker, was among the six richest men in the United States. He was, too, a personality with charm as well as force. His widow married Colonel Vivian.

LORD SELBORNE IN SOUTH AFRICA.—Lord Selborne has begun well. His first speech at Cape Town was as tactful as it was to the point. There was something graceful as well as illuminating in his reference to the four figures who stand out in the history of South Africa. For in paying a tribute to them, he suggested that he would follow in their steps. That two of them were Van Riebeck and President Brand is a compliment to the Dutch, which they will not fail to note. The first was the founder of the Cape Colony, since it was he who planted a settlement at the foot of Table Mountain in the seventeenth century. President Brand was the most enlightened statesman the Dutch have yet produced in South Africa. In thus emphasising the essential oneness of the Africander people, English and Dutch, Lord Selborne has struck a right note.

CADET BATTALIONS.—The Prince of Wales never loses an opportunity of impressing on us the value of Colonial experience. At Hampstead, the other day, he returned to the subject. The occasion was the opening of the headquarters of the 1st Cadet Battalion of the Royal Fusiliers. He began with the impression of the Cadets he received in the Colonies four years ago, and ended with the opening sentence of a memorandum lately issued by the Federal Government of the Commonwealth: "The training of the young is the foundation of any sound system of national defence." A nation in which the rising generation is a Cadet Army is never likely to conceive the duties of citizenship lightly. How valuable such training can be we proved in the South African War, since nearly all the Colonial contingents consisted of men who had been Cadets.

A SOCIETY DANCE.—Lady Cooper is the wife of Sir Daniel Cooper, who succeeded to the title a year or two ago. His father was one of the richest Australians of his time. Like the late Lord Sherbrooke, he was one of the ground landlords of Sydney, having bought land for a song in the old days with an eye to the city's future development. His generosity was princely, and he and his comely wife were typical Colonists of the fine old school. Sir Daniel is best known as an owner of race-horses. His wife is a sister of Sir George Grant Suttie and of the Countess of Stair. The dance she gave at her house in Hill Street is her first essay at London entertaining on a large scale.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE Ladies' Championship was won at Cromer last week by Miss Bertha Thompson of the Beverley and East Riding Golf Club, who defeated Miss M. Stuart of the Royal Portrush Club in the final by 3 up and 2 to play. The new lady champion has long been known as one of our best match players, and, though a frequent winner of tournaments, she has never been able hitherto to do her game justice in the principal ladies' competition of the year. This year, however, Miss Thompson's game appears to have been particularly sound and steady, reaching occasionally to some brilliant efforts when her various matches became critical. It was not until the fourth round that the new lady champion began to feel the pressure of the draw, for in this round she had to meet Miss Dod, the holder of last year's championship. Miss Dod, however, did not appear to be playing the consistently strong game that won her the championship at Troon last year, and Miss Thompson beat the Open Champion rather easily by 4 and 3 to play. Then in the fifth round Miss Thompson had a very stiff match against Miss M. Curtis of the Essex Club, America, who was one of the finalists in the American Ladies' Championship of 1900, held at Shinnecock Hills, Miss Frances Griscom, one of the American lady players at Cromer, being the winner. Miss Thompson only won at the nineteenth hole, and then in the sixth round she had even a stiffer match against Miss Steel of Sheffield, who carried the lady champion to the twentieth hole. The semi-final also produced an admirably-contested match against Mrs. F. W. Brown of Wimbledon, who at one time was looked upon as a likely winner. But Miss M. E. Stuart having beaten Miss Dorothy Campbell of North Berwick, the final was played between representatives of England and Ireland, with the result already stated.

* * *

Miss Thompson, therefore, secured her first championship through the sterling merit of her play, and in no degree owing to what has come to be known as "the luck of the draw." That the win was a very popular one may be accepted from the fact that when her victory was secured, it is reported that two stalwart Scottish ladies insisted, in the fervour of their enthusiasm, upon carrying the new lady champion shoulder high for a short distance, and that thereafter one of the American ladies shook Miss Thompson's hand warmly with the greeting, "Let me shake you for America." There was this year a record entry of 137 for the Championship, and only two of the competitors who entered scratched. It was a busy week's golf at Cromer, and the smoothness with which all the arrangements of the gathering were carried through speaks highly for the organisation and administrative methods of the officials of the Ladies' Golf Union, aided by the willing assistance of the executive of the Royal Cromer Club. At the close of the competition the Championship cup and medals were presented to the winners by Lord Suffield. Next year's Ladies' Championship will be held at Burnham in Somerset.

* * *

The Open Championship at St. Andrews this week has drawn together a very large and representative gathering of professionals from the three countries. The play began on Saturday last with the England *v.* Scotland International match promoted by the Professional Golfers' Association. A great deal of public interest was taken in the match in which Taylor played Braid. Both players were at the top of their game, and a very fine struggle for supremacy was witnessed. Braid carried off the first two holes, and completed the first half in 37, to Taylor's 38. Coming home, however, Taylor drew out a magnificent game, whereby he soon wiped off his arrears, and beat Braid by 3 and 1 to play. Taylor did eight holes in 34 strokes. Harry Vardon beat Herd by 5 and 3, Tom Vardon and Jack White, the Open Champion, halved their match, Toogood beat Willie Park by 3 and 2, and Andrew Kirkaldy beat Sherlock by 4 and 2 to play. On the day's play England won the singles by one point, while in the foursomes Scotland won by two matches to one. The result of the competition was, therefore, a tie on the day's play.

* * *

The nine-hole course of the Coombe Wood Golf Club was formally opened a week ago by the Prime Minister. The course is primarily

Tucker Brothers, Cromer.

THE LADIES' CHAMPIONSHIP.

The Semi-Finalists and Finalists—standing (left to right)—Mrs. F. W. Brown (Wimbledon) and Miss Dorothy Campbell (North Berwick); sitting (left to right)—Miss Bertha Thompson (the Open Champion and winner of the Cup) and Miss M. E. Stuart (Royal Portrush).



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# On the Links.

intended for the enjoyment of the tenants and residents on the Coombe Wood Estate, which is quite close to Norbiton. The holes are varied in point of play, and the surroundings are charming and picturesque. From the verandah of the club-house the Rev. Ewart Barter explained the circumstances in which the club had been formed, and thereafter Mr. Balfour (as will be seen by the illustrations on another page), formally opened the course by driving the first ball. A foursome was organised, in which the Prime Minister, partnered by the Rev. Mr. Barter, played Sir Edgar Vincent, M.P., and the Hon. Evan Charteris. The match was halved after the last-mentioned couple were 1 down and 2 to play. Among those present were Lord and Lady Armstrong, Prince Francis of Teck, Sir Augustus FitzGeorge, Sir Adolphus and Lady FitzGeorge, and Sir William and Lady Vincent. The president of the club is Lord Charles Beresford, and among the patrons are Lord Archibald Campbell, the Duke of Fife, Earl de Grey, Mr. R. C. de Grey Vyner, and Mr. Hwfa Williams. Among the patronesses are Lady Magdalen Williams-Bulkeley, Baroness de Brienen, Lady Archibald Campbell, Georgina Countess of Dudley, and Mrs. Leopold de Rothschild.

* * *

The London Solicitors' Golfing Society held their annual dinner last week at the Café Royal, Regent Street, Mr. Thomas Rawle, the President of the Law Society, in the chair. After the loyal toasts had been proposed and honoured, Mr. G. A. Riddell proposed the toast of the society in a racy and humorous speech, and presented in his own name a handsome challenge cup for competition among the members. Mr. Tanner proposed "The Visitors," and Mr. Beale "The Captain and Officers," the last-named toast being replied to by Mr. Murray Smith, the captain, and Mr. Fenwick, the hon. secretary and treasurer. All the speakers laid stress on the value of the society, not only as a means of promoting more intimate social intercourse among the members of a busy profession, but in fitting every member of it by wholesome recreation on the links to withstand the growing strain of modern legal work. The speeches, which were brief, crisp, and humorous, were pleasantly interspersed by some admirable singing and sketches from Miss Grainger Kerr and Mr. Kenna Lawson. The Solicitors' Society has now a list of nearly 250 members.

THE LADIES' CHAMPIONSHIP.
Miss Thompson, the winner, bunkered on the way to the 3rd green.

* * *

There was a large attendance of members at the general meeting of the Tooting Bec Golf Club held recently, the chair being taken by Mr. S. T. Fisher, the captain of the club. The chairman congratulated the members on meeting under so much happier circumstances than in March last, when it appeared that the club was likely to come to an end on December 31 next. He described the conditions under which the land had been acquired by the new Tooting Bec Golf Company, Limited, and on which they proposed to lease it to the club for forty-two years, pointing out to the members that, as this company was composed of members of the club, they were in an unique position as a golf club, being practically the owners of their course. The report of the committee was unanimously adopted, and the necessary alterations in the rules of the club were unanimously agreed to. The chairman reminded the members that it was the present intention of the committee to elect 100 new members, at an entrance fee of five guineas, after which it would be at their discretion to raise the entrance fee. Judging from the fact that during the last three weeks over 70 nominations of new members had been put on the notice board, he expressed the opinion that in a very short time the 100 new members would be elected. In replying to a vote of thanks, the chairman congratulated the club on the interest shown by the members in the new scheme, as was proved by the fact that whereas the committee had asked them to subscribe for debentures to the extent of £10,000, debentures to the amount of over £17,000 had been applied for.

THE OPEN CHAMPION IN DIFFICULTY.
Miss Thompson makes a good recovery from a pulled shot in front of the 14th green.

## REVIEWS.

THE GOLFERS' YEAR BOOK FOR 1905 (Edited by John L. Low, with numerous contributions from prominent golfers. James Nisbet and Co., 3s. 6d).—Those who know Mr. J. L. Low would hardly select him as the man to edit a work of reference, although he deservedly bears the reputation of being one of the wittiest and best-informed writers about the game of golf. His best friends would not have imagined that the work of arranging statistics, and doing the vast amount of dull drudgery inseparable from the production of a book like the recently-published "Golfer's Year Book," would have suited his genius. But the book proves that he has the infinite capacity for taking pains, which is the accepted definition of true genius. A careful perusal of the "Club Directory" and the golfers' "Who's Who," which necessarily form the main part of the book, has failed to reveal any error of commission. Errors of omission there must be, since it is impossible, humanly speaking, to insert a notice of every golf course, and of every noted golfer, but serious errors are few. Two suggest themselves to the writer. In the "Who's Who" there is no biography of Mr. W. Greig, and in the list of clubs, Westward Ho! certainly one of the best, if not the very best, course, barring St. Andrews, is only mentioned, not described. The descriptions of the best-known courses, which are appended to the usual information about the clubs playing over them, the



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# *On the Links.*

Miss M. B. Adams (Wollaston, U.S.A.), who played against Miss A. Roberts, Mid-Surrey, in the opening round, and won at the 19th hole.

green fees demanded from visitors and the neighbouring hotels, should be invaluable to those who are thinking of taking a golfing holiday, as they are written by experts, not with a view to advertise the greens, but to state honestly their characteristics, good or bad. The holiday golfer can also verify the impressions gained by reading the "Club Directory," if he turns to the "Who's Who," and sees which courses are preferred by which players. The "Club Directory" contains all the information necessary for the non-member, and rigidly excludes anything in the shape of advertisement, so that the reader feels that it forms a really trustworthy guide, and that for once "statistic" is not the superlative of "lie." The book also contains accounts of the championships, the international matches, and the *News of the World* tournament, written for the most part by men who played prominent parts in those events; and there is an article on the rules of the game by the editor, which alone is pretty well worth the 3s. 6d. charged for the book. Probably the ideal which he sets before the golfing public is too aristocratic to be realised in these democratic days, but his article will, it is to be hoped, do much towards making people observe the spirit of the laws rather than endeavour to wrest the letter of them to their own advantage. The accounts of the big events give the reader a unique opportunity of realising what it feels like to take a prominent part in them, and he can hardly fail to be struck by the way in which the great players combine the opposite virtues of dourness and charity. To sum up, the "Golfer's Year Book" is good, and as the editor would say, "the thing is right."

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"Golf and How to Play It" is the title of a little book which has just been published by Mr. Horace Cox at the *Field* Office. The author describes himself as "An Old Player," and the purpose of the book is to examine in a philosophic and reasoned spirit the underlying scientific principles of how best to learn the game, and to educate the beginner in grasping a few cardinal points which long observation and experience have established as absolute essentials. It is not easy to say whether the author is an "old player" in point of years only, or whether he has grown grey and stiff in assiduous practice of the game during a varied lifetime spent on the links. The text of his work occasionally leads to both conclusions, for though he has absorbed the essential spirit and tradition of the game in its practical outcome of precept and principle, he now and again writes like one who is essentially familiar with the game in its latest modern developments only. Thus, on page 6, he writes of a tee being "formed of a small pat of mud placed between marks on the teeing ground." Now a real "old golfer" could never ally golf with a "pat of mud," except on an English course in a wet and muddy winter; and when the mud is thus interposed as a necessary element in the game, the conclusion seems to be obvious that the writer has had little acquaintance with Scottish golf, and not much of seaside golf. Neither is it quite safe guidance for an "old golfer" to allege, as he does, that "the holes are placed at distances varying from, say, 110-yds. to 350-yds. apart," when experience of the game ought to have told him long ago that very many holes on the majority of golf courses are 400 yds., 500-yds., and over 600-yds. apart. Again, what clear idea is to be gained by this description of the method of playing the game: "The side may consist of one, 'a Single'; a match may be played by three, each, playing with his own ball, strikes the ball alternately; in this way three can play, also one player may play against two, playing one ball between them, when the match is called a 'Threesome.'" Is that description worthy of the lucidity of knowledge which an "old golfer" instructing beginners should possess of the methods in which the game may be, and is, played in a single, a three-ball match, and a threesome? Again, he writes of the jigger being used in approach play to give "top spin" to a ball, when, if he has any claim to antiquity of experience he must know that the use of the jigger is to impart "under spin" to prevent the ball from rolling too far. But worse than these blemishes is the dictum which he lays down (obviously without taking Lord Salisbury's advice to verify his references) that the rules of golf lay down a size for the greens, the holes, "and the balls." Where in the rules does the author find any definition of the "size" of the balls? One other dictum is too delightful to leave unburied. The author says: "While the novice must learn to strike the ball true, the expert player can take liberties. As he exercises command over it, he may strike it below the belt if he likes. 'but this is scarcely a fair stroke.'" How chivalrous in golfing behaviour is our "old golfer" to be sure!

While the advice given in the book to the beginner as to the spirit in which the game should be approached and played is admirably sound and practical, it is a pity that the "old golfer" should not have taken more pains to see that his statements of fact, at least, were beyond cavil.

Miss Ethel Barnet, of the Misquamant Golf Club, America, who played against Miss Andrews, of Ashdown Forest, in the first round, and won by 5 and 3

THE AMERICAN LADIES AT CROMER.

Mrs. Durlacher (Prince's), the celebrated lawn tennis player, who was beaten on the second day by Mrs. F. W. Brown (Wimbledon), by 6 and 4.

Miss E. Lockwood (Lexington, U.S.A.), the opponent of Miss E. Steel, Sheffield, who won by 4 and 3.

Miss F. C. Griscom (Merion, U.S.A.), who met Mrs. G. Hunter, Woking, in the opening round, and was defeated by a hole.



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# *On the Links.*

## COOMBE WOOD GOLF CLUB.

(1) Sir Edgar Vincent, M.P., in a foursome. (2) The Prime Minister playing off the tee in the foursome. (3) Mr. Balfour and Sir Edgar Vincent listening to the opening address. (4) The opening ceremony at the club-house, the Rev. Ewart Barter addressing the assembled golfers. (5) The Prime Minister playing the first ball at the opening ceremony a week ago.



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# *On the Links.*

The opening ceremony connected with the new 18 hole course of the St. Cuthbert Club, Prestwick. Mrs. Weir, the wife of the Provost, has just driven the first ball.

THE AMATEUR CHAMPIONSHIP.

Mr. E. D. Prothero (Prestwick), who was beaten in the fifth round by the Hon. Osmund Scott by 2 and 1.

Mr. A. R. Aitken (Prestwick), who was beaten in the semi-final by the Hon. Osmund Scott by 2 and 1 to play.

## *Correspondence.*

### THE BEHAVIOUR OF A GOLF CROWD.

To the Editor of "The King."

Sir,—As your most interesting paper circulates largely among golfers and their friends interested in the game, may I, as an old player, appeal to ladies and gentlemen in these days of mammoth crowds at great golf matches, to show some of the traditional decorum of behaviour when critical shots have to be played. I appeal more particularly in the interest of our great professional and amateur players, who naturally enough have no desire to be querulous or to find open fault there and then with many stupid, if well-meaning, spectators.

The other Saturday I was one of the crowd at the great Bushey Hall Professional Tournament, and I could scarcely restrain my impatience at the needlessly disconcerting behaviour of many ladies and gentlemen, who presumably knew something about the game, whenever one of the professionals had to play a shot. The Bushey Hall executive had wisely enough refrained from imposing any restriction on the spectators by sending out caddies with ropes to keep the crowd back following Taylor, Braid, and Vardon. But over and over again I saw lamentable instances of inconsiderate behaviour on the part of members of the crowd. One can excuse a great deal in a gushing, excitable lady who will not be restrained from showing the elegance of her toilet on putting green, tee, and bunker; but no golfer can pardon the implied ignorance of her cavalier, in Panama and immaculate flannels, who will persist, like the Derby dog, in always moving about the spots with his female retinue where the golfing instinct would counsel him to remain stationary, and to keep a firm controlling hand on the flounced skirts that flutter near him. This precaution he rarely attempts to observe, with the result that the harassed player has to stop his game, and politely ask the embarrasing cohort to stand aside from his tee shot or his critical putt.

If knowledge of the game is absent—and that is the charitable view to take—then the smallest grain of common-sense ought to tell such spectators that there is only one way of seeing a golf match with comfort to themselves and the general body of players—and that is to stand in those spots where they cannot be seen by the players, and in which no eye either marks their coming or their going.—I am, etc., An Old Golfer.

## *FIXTURES.*

June 10.—Hanger Hill, Medal.
June 10.—New Luffness, Trayner Cup.
June 10.—Cinque Ports, Captain's Prize.
June 10.—Hythe, Whitsuntide Meeting.
June 10.—Royal St. George's, Whitsuntide Meeting.
June 10.—Rye, Whitsuntide Meeting.
June 10.—Glasgow, Garroway Cup (at Killermont).
June 10.—Frinton, Whitsuntide Meeting.
June 10-13.—Tooting Bec, Foursome Tournament.
June 10-16.—Bushey Hall, Whitsuntide Open Meeting.
June 12.—Hanger Hill, Whit-Monday Competition.
June 12.—Portmarnock, Cup Competition.
June 12.—Cinque Ports, Scratch Challenge Cup.
June 12.—Royal Isle of Wight, Whitsuntide Meeting.
June 12.—Royal North Devon, Whitsuntide Meeting.
June 12-14.—Le Touquet, Whitsuntide Open Meeting.
June 13-15.—Royal Cromer, Whitsuntide Meeting.
June 14.—Hanger Hill, Evening Fête.
June 15.—Hastings and St. Leonards, Ladies' Open Meeting.
June 15-17.—Bar Golfing Society, Annual Tournament, at Sandwich.
June 17.—Hanger Hill, "Bogey."
June 17.—Bushey Hall, Vice-Captain's Prize.
June 17.—Tooting Bec, Victoria Diamond Jubilee Cup.
June 17.—Royal Portrush, Midsummer Meeting.
June 17.—Wembley, Open Amateur Meeting.
June 19.—Hanger Hill, Ladies' Open Competition.
June 19.—St. George's Challenge Cup, at Sandwich.
June 19-20.—Scottish Ladies' Championship, at North Berwick.
June 19-24.—Yorkshire Union Championship Meeting, at Redcar.
June 22.—Hanger Hill *v.* Wembley.
June 24.—Hanger Hill, Open Amateur Meeting.
June 24.—Sudbrook Park, Rube Challenge Shield.
June 24-25.—Le Touquet *v.* Press Golfing Society.
June 26.—Highgate and East Finchley, Ladies' Summer Meeting.
July 31.—Irish Open Amateur Championship, at Dollymount.
October 7.—New Luffness Autumn Meeting.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XLVI.—Mr. Silas Kitto Hocking, Prospective Liberal Candidate for the Aylesbury Division of Buckinghamshire (Mid-Bucks).**

OF the numerous candidates for Parliamentary honours who are waiting with pardonable impatience for Mr. Balfour's decision "to return to a simple life and go to the country," few possibly are more widely known or have done more good in their generation than Silas Hocking, who is an adept at the rare art of teaching without preaching, and of writing with absolute purity of thought without being either prolix, dull, or uninteresting. The yearly book which Messrs. Frederick Warne and Co. generally publish from the fertile pen of the prospective Liberal candidate for Mid-Bucks is always eagerly looked forward to by a countless number of readers, who have remained faithful to him ever since the success of "Her Benny"—now in its thirtieth edition, and translated into nearly every European language—won him fame with a suddenness which very few writers, except Lord Byron, have ever experienced. For over twenty years the sales of his books have averaged 1,000 a week, and the circle of his admirers is ever increasing. "I have aimed at one thing," says Mr. Hocking with perfect frankness, as you talk to him in his picturesque home amongst the Northern Heights of London, high up on the slope of the breezy ridge popularly known as Hornsey Lane, looking towards Shepherd's Hill and the Crouch End Playing Fields, "and that is to tell a story which should be wholesome and entertaining, that should convey a useful lesson, and leave behind it a pleasant flavour. I have written about what I knew for people whom I understand. That they have appreciated my efforts has been my abundant reward. I have realised more than I ever expected, and yet I am not without hope that my best is yet to be accomplished."

After half-an-hour's chat with Mr. Hocking you are not in the least astonished that the House of Warne were able to certify six years ago that the sales of his books, exclusive of publications other than fiction, had already reached a total of more than 1,000,000 copies. Nor do you find it at all difficult to understand why the devotion of the honest, sensible, clean-living farmers of Mid-Bucks to the learned zoologist who now represents the wealth and influence of the Rothschilds, as well as the hereditary traditions of aristocratic Conservatism in that part of the world, has been rudely shaken, and that the result of the poll in the Aylesbury Division at the next General Election is likely to be as great a surprise as the recent Liberal victory at Brighton. Like a good many other men who have made their mark in the world, Silas Hocking was the son of a Cornish mining "Captain"—a man of more than ordinary ability, who had studied mineralogy in his leisure hours, and was reputed to be able to "dowse" a tin-lode better than any of his fellows. It was in the year before the first Great Exhibition that the People's Story-teller was born in the village of St. Stephen's, in the fair country of "Tre, Pol, and Pen"—the Cornish Riviera, he has never ceased to love with all his heart. Before he went to the Grammar School at St. Austell he had drank deeply at the well of Cornish folk-lore (for Cornwall is still a very fairy-land of romance), and had derived his first inspirations from the pages of the "Arabian Nights," "Gulliver's Travels," and the "Pilgrim's Progress"—a curious, but by no means infelicitous, combination. In course of time Mr. Hocking resolved to become a minister of the Methodist Free Church of his forefathers, and the best years of his life were devoted to pastoral work at Pontypool, Spalding, Liverpool, Burnley, Manchester, and Southport. As he preached as well as he wrote, Mr. Hocking's services were always in request on special occasions, but ten years ago he determined to retire from "circuit" work and devote his attention exclusively to literatare and politics. While working in Lancashire he had the rare good fortune to marry Miss Esther Lloyd, the daughter of a Liverpool merchant, who is in keen sympathy with all her husband's aspirations. Their elder son is now an electrical engineer, their younger a promising student at University College School. Their eldest daughter is married. Their second daughter is working for her final B.A. at University College. In the course of a brisk walk over the crest of Hornsey Lane, and while breathing the finest air to be found within five miles of the City, Mr. Hocking relates the story of how he came to write his first book, "Alec Green," and how he thought out the pathetic story of Liverpool slum life which laid the foundation of his fortunes. From the backwoods of Canada, the crowded cities of America, the South African veldt, and outlying stations of India, letters are constantly arriving at Heatherlow (Mr. Hocking's Highgate home) full of grateful help for comfort, consolation, and encouragement from the perusal of his writings.

*Chapman.*

MRS. SILAS K. HOCKING
Wife of the Prospective Liberal Candidate for Mid-Bucks.

Silas Hocking, to those who know him, is a patriot imbued with the sternest sense of duty, the broadest sympathy for the oppressed of every nation and creed, and the deepest of love of his country. He was strongly opposed to the war in the Transvaal. Those who praised him to-day dubbed him "Pro-Boer" in the dark days of Ladysmith and Mafeking. He did not hesitate to call a spade a spade, and his outspokenness cost him the seat for the Camborne Division of his beloved Cornwall, which he might otherwise have occupied at the present moment. The jingoes of the Northern Heights smashed his neighbour's windows on the opposite side of the Avenue Road in mistake for his, but Silas Hocking only smiled grimly and continued his denunciations of what he believed was wrong. To-day nine out of the ten rioters confess him to have been right, and the Camborne prospective candidate is quite as strongly opposed to the war policy of 1899 as his predecessor. The study at Heatherlow, in which Mr. Hocking works, is adorned with portraits of his literary contemporaries, a special place of honour is reserved for Mr. Gladstone, beneath whose picture hangs the original of Mr. Gould's caricature of the late Secretary of State for the Colonies as the Sphinx. It is now nearly two years since the appearance of Silas Hocking, on the platform of Mid-Bucks, first roused Mr. Walter Rothschild from an attitude of scientific somnolence and rudely interrupted the course of his etymological study. As it is, resolutions in favour of Mr. Hocking's candidature have been passed with enthusiasm in every part of the constituency. Lord Buckinghamshire (president of the Mid-Bucks Liberal Association), Lords Carrington and Battersea, Mr. J. Lawson Walton, K.C., M.P., Mr. Walter Hazell, and Mr. J. C. Hedderwick have all spoken in his favour, and before the time for the final struggle arrives "a pronouncement" may also be confidently expected from Lord Rosebery, for Mentmore lies within the boundaries of the Aylesbury Division. In the person of Mr. W. N. Marshall Mr. Hocking has secured an agent of more than ordinary ability and skill.

To-day Mr. Hocking is putting the final touches to a story of the struggle for freedom in Russia, the MS. of which is anxiously expected in Beford Street. To-morrow night he is due to address a meeting in one of those delightful Buckinghamshire villages in which the name of the writer of "Her Benny" is already something more than a household word. Mr. Hocking's personal knowledge of every topic connected with the social condition of the people is unique, and it is almost safe to prophecy that the much-anathematised "Pro-Boer" of 1900 will be one of the most popular and useful members of the next House of Commons.



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# The Motor: On Highway and Seaway.

THE uncertainty of motor-racing was well exemplified in the Isle of Man Trials, as both the cars from which the best results were expected failed to secure places in the team which will represent this country in the Gordon Bennett race. The famous six-cylinder Napier, which played such havoc with existing records at the Ormond Daytona Meeting on the coast of Florida, early this year, is certainly one of the fastest cars in the world, and there are good reasons for supposing that it is something better than a mere "sprint" machine without any staying powers. The flexibility of its engine, moreover, and its undoubted powers of rapid acceleration, seemed to mark it out as a car eminently suited to the Auvergne Circuit, and its inclusion in the British team was popularly regarded almost as a foregone conclusion. Luck, however, was against it, for once, in the Isle of Man, and it would have reduced the trials to a mere farce if cars which proved themselves more reliable on that occasion had been passed over in its favour. The other racer which disappointed popular expectation was the Siddeley, which had been regarded somewhat in the light of a very dangerous "dark horse." The general interest in its behaviour arose from two causes. In the first place, it had been built and run at the expense of an amateur, Mr. Lionel de Rothschild, although at the last moment the name of the entrant was changed to that of Mr. Siddeley himself, owing to a death in the owner's family. In the second place, it marked the first attempt of the Wolseley Company to build a racer on conventional lines, the ordinary Wolseley machines following the usual design of the Wolseley touring cars. It was an imposing-looking monster, and was fitted with the largest engine in the trials, and the bore and dimensions of its cylinders are only surpassed by the Hotchkiss and the De Dietrich among the French Gordon Bennett cars. Its performance was a disappointing one, although it started handicapped by a hastily-replaced gear-box and badly-worn tyres.

The chosen team consists of two Wolseleys and a Napier, as was the case last year, and although the cars selected may not be the fastest available, yet there is no doubt that the quality of the drivers is beyond all question. Mr. Rolls is a veteran of considerable experience, who can be trusted to keep a cool head and get the best possible results out of his car. His last big event was the Paris-Berlin in 1901, and his reappearance in the racing world came as a general surprise. Earp, who drives Mr. Edge's 1904 Napier, is probably the most promising professional in this country, although his experience in actual racing is somewhat limited. He was only excluded from last year's team by the accident at the Ramsey speed trials, which caused so much controversy at the time. Lastly comes Bianchi, Mr. Jarrott's diminutive ex-mechanic, who in the past has shared with his old employer in many a hard-fought contest, and has doubtless learnt from him the value of dogged perseverance under adverse circumstances.

With commendable promptitude the committee of the Scottish Automobile Club has issued its report on the recent trials. As so many cars obtained full marks for reliability, by making non-stop runs on all four days, the gold medal in each class has been awarded on the results of the timed hill-climbs as worked out by the club's somewhat peculiar formula. The laden weight of each car in pounds was divided by the aggregate of times taken in hill-climbs in minutes and multiplied by the total petrol consumption during the whole trial in gallons, the results, for convenience sake, being multiplied by a thousand. In the single-cylinder class, the Wolseley firm added to its remarkable series of successes in competitions of this description, the 6-h.p. car of that make being awarded a gold medal. Non-stop certificates were granted to the 8-h.p. De Dion and the 9-h.p. Cadillac.

In the class for two-cylinder machines, the 16-h.p. Albion, a solid-tyred Scotch car, which was geared to a maximum of 20-miles an hour, was awarded the gold medal, no other vehicle having made four non-stops, though several obtained considerably higher marks for hill-climbing, notably the Wolseley, which was fifth in order of merit of all the cars entered for the trial in this respect, and only lost one mark for reliability. In the four-cylinder class eleven cars obtained non-stop certificates, namely, the 16-h.p. Beeston Humber, 20-h.p. Ariel, 24-h.p. Mors, 24-h.p. Germain, 24-h.p. Thornycroft, 12-h.p. Richard Brasier, 30-h.p. Belsize, 15-h.p. Brooke, 20-h.p. Vinot and Deguingand, 12-h.p. Gladiator, and 12-h.p. Argyll. A gold medal was awarded to the Ariel, and a silver medal to the Mors, these two cars being first and second respectively in the hill-climbing results. The Glasgow Cup, for the car most economical in petrol consumption, went, appropriately enough, to the 12-h.p. Arrol-Johnston, a Scottish-built solid-tyred car of original design, which bears an excellent name for reliability in the North. It made an average of over 31-miles to the gallon, although its laden weight was 28-cwt., the consumption per ton mile working out at ·023-gal. These results must be regarded as constituting a sweeping victory for the British makers. Forty-three cars started, of which twenty-two were wholly foreign, while another two were of doubtful extraction, but may, perhaps, for the purposes of this comparison be included amongst the British cars, although they brought no credit on the home industry. Seven cars failed to complete the trials, four being of foreign manufacture. Of the fifteen non-stop certificates, eight were awarded to British-built machines, which also obtained all three gold medals. Finally, the most economical car in the whole competition was also of native origin.

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THE ELIMINATING TRIALS IN THE ISLE OF MAN.
Earp on the winning Napier passing the Bungalow.

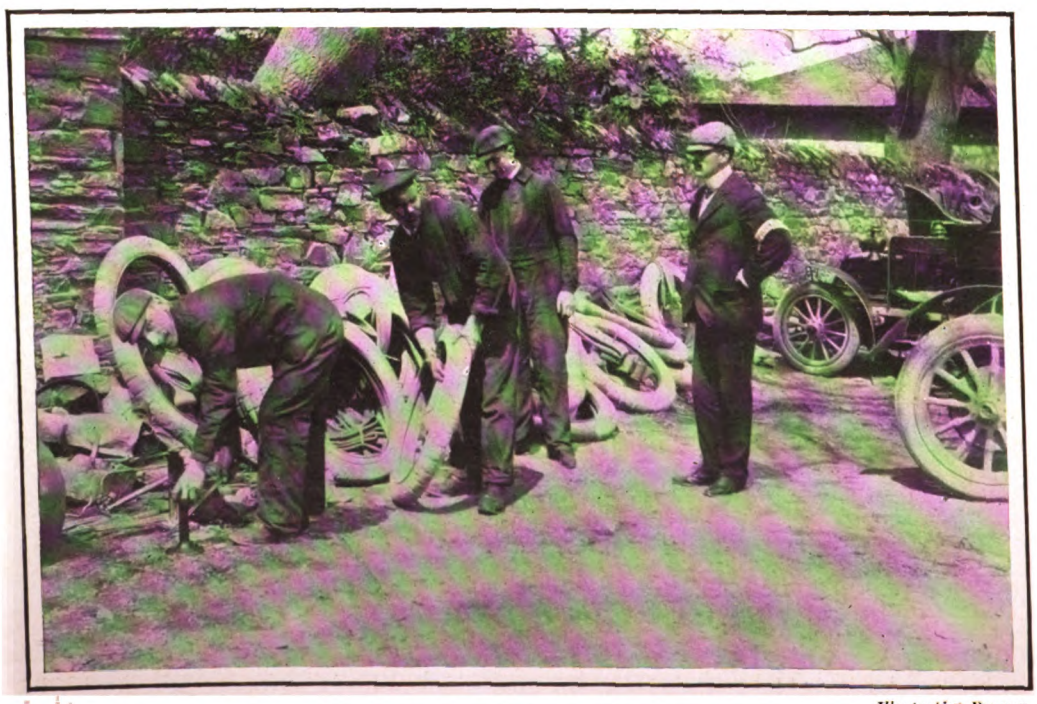

*Illustration Bureau.*

THE MANX ELIMINATING TRIALS.
The Dunlop depôt at Quarter Bridge



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One of the greatest evils of the "trap" system is that it is instilling into the minds of a large and influential section of the population, a serious doubt as to the fairness of police methods, and the accuracy of police evidence. There is hardly a motorist in the country who cannot quote some case either within his own personal experience, or that of some friend, where grave injustice has been done to a law-abiding citizen, in face of disinterested evidence which no unprejudiced tribunal could possibly ignore. One is loth to question the fairness of our administrators of justice, but motorists know by sad experience that in certain districts, when the word goes forth, no driver of an automobile can take the road in safety. Even if one disregards the cases where there has been merely a conflict of evidence, between the police on the one hand and the occupants of the car on the other, there yet remain the preposterous stories of under-powered and overloaded voiturettes attaining enormous speeds which any intelligent person would know to be a mechanical impossibility.

The latest example of the hopeless inaccuracy of police timing occurred in a recent case at Bishop's Stortford, which, however, differed from many others of a similar character in that the magistrates dismissed the summons. The defendant was charged with driving at 43½-miles an hour, not over a short stretch of downhill road, as is usually the case, but continuously for no less a distance than 4-miles. Four constables solemnly testified to this effect, and an air of scrupulous accuracy was given to their timing methods by the odd half mile. From the purely speed point of view the performance was really an excellent one, and no doubt the Court anxiously waited to hear who was the maker of the road-monster that achieved it. The defendant went into the box and confessed to a modest 7-h.p. Panhard, which, encumbered by a high Cape hood, and carrying a full load of passengers, he had been driving, on the day in question, on wet roads against a strong head wind! He had timed himself over the same stretch of road on a subsequent occasion under most favourable conditions, and had averaged 17-miles an hour with difficulty. After hearing expert evidence, the Bench dismissed the case, the chairman remarking that the police evidence and their watches were not at all satisfactory. This self-evident fact, however, did not prevent them convicting in other cases where the defendants were unluckily not in a position to establish a *reductio ad absurdum*, although the measured distance and the timing methods employed were precisely the same.

RADIATOR.

Rapid Photo. Co.

MISS MORYSS CLARK ENTERING HER ELECTRIC LANDAULETTE.

Miss Clark, who is an American, has been one of the most successful of the "Gibson girls" of this year's theatrical season.



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# *The Parisians of Paris.*

## MME. SIMONE LE BARGY.

It wants a fair amount ot courage for a Parisian actress to appear on an English stage and play the leading part in a strange language. Yet this is what Mme. Simone Le Bargy is preparing to do on June 13 in London, at the St. James's Theatre, in "The Man of the Moment," Mr. Melvill's adaptation of "L'Adversaire." It will be remembered that M. Capus' comedy was originally produced at the Renaissance, with M. Guitry and Mlle. Brandés in the *rôles* that will shortly be interpreted by Mr. Alexander and Mme. Le Bargy. Who cannot picture the state of mind of a Frenchwoman, no matter how great her talent, at the moment she embarks on such a sensational enterprise! The day before her departure for London, I saw Mme. Le Bargy at her home in the Rue du Cirque, and heard how she came to the decision—I should say how she agreed to her husband's decision; for it was he, with finger aloft and resolute mien, who said, "You go to London." And what can a wife do, and the wife of a Sociétaire of the Comédie Française, professor of the Conservatoire for the Propagation of Dramatic Art, under the circumstances? Any lingering doubts were dispelled. "He ought to know," she said, in all modesty, "and here I am, ready to go."

The way the matter came to be discussed is amusing. Mr. Alexander had travelled from London to see "Le Bercail," the play wherein Mme. Le Bargy was appearing as the intellectual and fascinating Eveline. During an *entr'acte* Mr. Tarride came to Mme. Le Bargy's dressing-room, and told her how much Mr. Alexander admired her talent, and how he would have liked to have talked to her. "But of what use?" said Tarride. "Mr. Alexander doesn't speak a word of French, and you don't speak English." "You're an ass," said Mme. Le Bargy; "I speak English fluently. Go and fetch him." And this is how the popular actor-manager and the charming Parisienne became acquainted.

Mme. Le Bargy is making her first visit to England, yet she has studied English, the language and literature, all her life. As a child she had an English maid, and later an English governess, and there is not a modern or classical author of any celebrity that she has not read; and strange as it may seem, she speaks with scarcely any accent—a slight one, of course, but then at times it is almost imperceptible.

*Boi sonnas et Taponier.*

MME. SIMONE LE BARGY

Who will appear shortly at the St. James's Theatre, in "The Man of the Moment," Mr. Melvill's adaptation of "L'Adversaire."

How will she please London audiences? that is the question that troubles her. As a Frenchwoman in a play adapted from the French, in a French atmosphere, there can be no possibility of a doubt of her success; her accent can only give an added touch of realism to the scenes. As an actress, she will charm them in London as she charms in Paris. She will show them the essence of French art, the natural easy grace, the unaffected enunciation, the simplicity of the French school of acting. Yet she has had no academical training. When M. Le Bargy married Mlle. Binda there was no thought of a stage career. Mme. Le Bargy had not passed through the Conservatoire. Her natural gifts were perfected by the judicious advice of her distinguished husband no doubt, but as an actress she made a brilliant apparition at the Gymnase in M. Bernstein's "Le Detour," almost untrained.

Mme. Le Bargy is highly emotional. In all the parts she has played she acts, as she expresses it, with her "nerves," and suffers and lives the *rôles* she creates. How is it we have so few actresses of this calibre in England! With the exception of Miss Terry and Mrs. Patrick Campbell, have we any emotional actresses? Do we find the most admired among them with tear-stained cheeks and troubled hands, beautiful in sorrow, magnetic in passion? Is it because the modern English drama does not comport such *rôles* that we have no passionate emotional actresses? Or that the actresses are not emotional enough to warrant the modern dramatist to write emotional parts?

When "Le Retour de Jerusalem" was produced, there was an outcry in a certain section of the Paris Press, echoed in the London papers. Here was an anti-Semitic play, it was said, brought out at a theatre managed by a Jew, and the heroine impersonated by a Jewess. I have no intention to renew this discussion. But I must say that Mme. Le Bargy was so convinced that M. Donnay's work was not of an anti-Semitic character, that she unhesitatingly accepted to appear therein. This fact alone should disculpate M. Donnay from having attempted to incite race hatred, although it must be acknowledged that, owing to a certain unskilfulness in the treatment of his subject, he laid himself open to such suspicion. Mme. Le Bargy is not only fully aware that she owes her remarkable powers of assimilation to her Jewish descent, but she mentions the fact with undisguised pride. She is deeply interested in the condition of the Jews. Mr. Zangwill little thinks that this talented lady is thoroughly acquainted with all he says and does in the Zionist Movement, and that in her hours of leisure her thoughts are with those of her co-religionists so cruelly tortured. Mme. Le Bargy is wonderfully gentle, but injustice arouses her anger; and as, unfortunately, she has quite recently witnessed some deplorable scenes in her own country which deeply impressed her, we cannot but admire her for the attitude she takes—an attitude which might serve as an example to others. A very bright, very versatile conversationalist, she talks quickly, like the majority of Parisiennes. She is aware, however, that she must modify her natural flow of words, as the English speak so slowly, especially upon the stage. Is it generally known that an adaptation from the French is composed of one half the words of the original play, in accordance with the time the English actors take to deliver them? Mme. Le Bargy will, however, surely do the right thing. She will act as she acts in Paris—with fervour, with sincerity, with passion, and she will speak on the English stage with perfect knowledge of English requirements.

FRANCES KEYZER.



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# PARISIAN PLAYERS.

CORNELL UNIVERSITY LIBRARY

MLLE. ROBINNE Reutlinger.

One of the most versatile and popular of Parisian actresses.



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# Under the Burgee.

IF the Ocean Race failed to arouse any considerable amount of enthusiasm amongst yachtsmen in this country, the phenomenally fast passage made by the winning schooner, Atlantic, will at any rate serve to make it a memorable contest. It is well-nigh impossible in such a race to obtain a connected account of the whole contest, and to obtain any idea of incidents during its progress one can but have recourse to the log-books of the different competitors.

In this respect I was particularly favoured in the case of the Atlantic, and, as the winning vessel, her log will naturally be read with the greatest amount of interest. With the object of giving the earliest tidings of the incoming boats, several vessels were cruising in the Channel, and I was fortunate in having a berth in the vessel which was first to greet her as she slowly made her way up Channel. She was abreast of Bishop's Rock at 9.37 on the morning of May 29; but with a very light air she was over six hours accomplishing the next twenty-five miles. Getting alongside her off Mounts Bay, I was able to hail those aboard, and carried on conversation for several minutes. After congratulations had been offered, and a few questions relative to the passage, I asked where they had last seen a competitor, to which the prompt and amazing reply was "Sandy Hook." All looked well, and said the passage had been an enjoyable one. The log of the voyage is interesting. Starting at 12.15 on May 17, she covered 165-miles on the first day in a fresh easterly breeze. The weather was cold and disagreeable, with variable winds, during the night. During the 18th they sighted one of the competitors, Hamburg, about six miles to leeward. The second day's record was 222-miles, with the weather gradually improving, and balloon staysails and spinnaker were carried. With an increasing breeze on the morning of the 19th, her spinnaker was lowered and squaresail hoisted instead. The westerly breeze continued to freshen in fair weather, and on the following day, the 20th, she logged 229-miles. When the breeze permitted balloon staysails were carried, and throughout the afternoon and night of the 19th full sail had been carried, and early in the morning her spinnaker was boomed out again. Towards night the wind was taking off, with a bad look in the sky towards the south-west, and at nine o'clock a heavy southerly squall was experienced, mainsail and spanker being lowered an hour later. On May 21 full sail, including balloon staysails, was carried. The distance covered during the day was 270-miles. The weather was fair, with a temperature during the daytime of 55-deg. Towards the morning of the 22nd the wind fell very light again, and the total distance logged for the twenty-four hours was only 113-miles, full sail, including jib, topsail, staysails, and squaresail, being carried. During the afternoon the breeze improved, light canvas being still carried. About 10.30 at night they passed within a mile of an iceberg, the temperature being 42-deg., and that of the water only 35-deg.

*Illustration Bureau.*

HAMBURG PASSING THE MARK.

This German schooner, which was designed by the late Mr. Watson, was second in the Ocean Race, and succeeded in covering 316-miles in one day during her voyage. She has now left for Germany, with a new suit of racing sails, to take part in matches during the Kiel Week.

The next day, the 23rd, was fair and clear, and with all light sail set, the distance covered was 243-miles, but later in the day the wind increased and the weather became squally; late in the afternoon another large iceberg was passed, about five miles to the north of the yacht's track. The sea was smooth, and a good run was made.

On the 24th the distance covered was 341-miles, which exceeds the record for a day's run made by Dauntless by 13-miles. The breeze was fresh to strong from southward; the wind began to increase in the afternoon, and canvas was reduced. During the night there was a moderate gale with a fair sea. On the morning of the 25th sail was still further reduced, foresail, mainsail, and jib being taken in, and fore and mizen trysails set. Notwithstanding the heavy weather the vessel behaved remarkably well, shipping no water, and at noon a full foresail was hoisted again, also mainsail and topsails. A little later the mizen topmast staysail was set, but was lowered again, with the wind and sea increasing. On the 26th, 276-miles were covered; with wind and sea gradually increasing, sail was reduced, and with a heavy following sea it was a question for some time whether to heave to or run. But little water was shipped, and the vessel was kept going all through the night, which was a bad one. Stormsails were carried on the 27th, and 243-miles were logged for the day, with both wind and sea moderating. In the afternoon mizen trysail and foresail were set, and later the foresail was set double-reefed in place of the fore-trysail. The ship was behaving splendidly in the heavy running sea, the wind hauled more southerly, and the squaresail was lowered, and as the wind and sea continued to moderate reefs were shaken out. The breeze was now fresh from the south-west.

Another fine run was made on the 28th, when 309-miles was the distance logged; the weather was generally improving and the sea had moderated. At noon the vessel was 303-miles from the finish. The night was squally. On the morning of the 29th the Bishop's Rock was sighted at 9.37. The breeze was very light from the south-west throughout the day, and she crossed the line at 9.16 p.m.

The majority of the yachts seem to have experienced much the same sort of weather, although they steered different courses. Valhalla, with her owner, the Earl of Crawford, on board, was the victim of ill-luck, being becalmed for over sixty hours during the race. She gave good proof of her sailing powers in a breeze, covering 310 miles in one day, and 599 miles in two consecutive days. It is reported that she will compete for the German Emperor's Heligoland Cup.

CORINTHIAN.

## OPENING REGATTA FIXTURES.

June 10.—Royal Corinthian Yacht Club.
June 13.—Royal London Yacht Club.
June 14.—New Thames Yacht Club River Matches.
June 17.—Royal Thames Yacht Club, Nore to Dover.
July 14.—Royal Cinque Ports Yacht Club Regatta.

### SOLENT CLASSES.

June 10.—Royal Southampton Yacht Club.
June 12.—Castle Yacht Club.
June 19.—Island Sailing Club.
June 20.—Southampton Corinthian Yacht Club.
June 21.—Royal London Yacht Club.
June 24.—Royal Southampton Yacht Club.
June 26.—Castle Yacht Club.



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# YACHTS OF THE YEAR.

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## ATLANTIC

Winner of the Ocean Yacht Race for the German Emperor's Cup. Mr. Wilson Marshall's schooner, commanded by Captain Barr, succeeded in crossing the ocean in record time, maintaining an average speed of 10½-knots throughout the voyage. Although fairly heavy weather was experienced at times, the Atlantic successfully accomplished the journey from Sandy Hook to Bishop's Rock in 12-days 4-hr. 3-min., and made a record sail of 341-miles in one day.



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# PLAYS AND PLAYERS.

Burford.

MISS MARGARET LESLIE.

The comparatively short run of "The Talk of the Town" in London has not militated against its chances on tour, and the wonderful dresses and "effects" with which it is provided are likely to cause considerable sensation in the towns the company visits. Miss Leslie, who was entrusted with a small part at the Lyric, has been promoted to more important duties in the touring company.



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# PLAYS AND PLAYERS.

*Draycott Galleries.*

## MISS BILLIE BURKE.

The song with which Miss Billie Burke made her first London success is now almost forgotten; but the singer has gone from one success to another, and her performance in "The Duchess of Dantzig," which continues to tour with enormous success, has secured her the place in light opera which discerning critics foresaw for her during her brief appearance on the music hall stage.



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# *The Traveller.*

## A HOLIDAY IN IRELAND

CARLINGFORD LOUGH.

On the banks of this fine stretch of water, much resorted to by yachtsmen and holiday-makers, are situated a number of popular watering-places, including Greenore, with its fine golf links and splendid scenery. Greenore, which is the nearest point to Liverpool, is reached by a daily steam-boat service from Holyhead.

THOSE who require entire change of scenery and surroundings without incurring the inconvenience and expense of going abroad, will find a tour in Ireland a most excellent substitute. Compared with other parts of the United Kingdom, the beautiful Green Isle has been sadly neglected by the tourist, though, as a matter of fact, it offers perhaps in even greater abundance the materials necessary to a thoroughly enjoyable holiday.

If you want to see the Emerald Isle at its fairest no better time could be chosen than the present. Everything appears so fresh and green that one no longer wonders why it has been dubbed the beautiful Green Isle. Visit Ireland, and you will never have cause to regret it. The tastes of practically every class of holiday-maker are catered for, from the golfer down to the student of antiquarian remains. The loughs and rivers of Ireland are the delight of the angler, while the scenery will challenge comparison with that of any other part of the United Kingdom.

A TYPICAL IRISH MUD CABIN.

From a photograph taken at the village of O'Muth, near Carlingford. These cottages are characteristic of the peasant dwellings of Ireland, and though perhaps less picturesque than those in this country, frequently form a subject for the brush of the artist.

From England the traveller has a wide choice of routes; but those who elect to make Dublin their centre will naturally choose the Royal Mail route, *viâ* Holyhead. Of the journey but little need be said, beyond that the traveller is afforded every possible comfort and convenience, from the time he leaves Euston till his journey's end. One can travel either by night or by day, the North Western Company maintaining two services daily between Holyhead and Kingstown.

Another excellent route is that of the North Western, which lands the traveller at Greenore. The journey by water is longer by some nineteen miles; the district, however, is an ideal one, both for the golfer and yachtsman, for here is situated one of the finest golf courses in Ireland, overlooking Carlingford Lough, a favourite rendezvous of the yachtsman. Greenore will be found a convenient halting-place, especially for those desirous of making excursions in the North of Ireland and the picturesque Mourne Mountains. One can also make short steam-boat trips on Carlingford Lough, in connection with which cars run to Warrenpoint, at the head of the lough, Rostrevor, Greencastle, Kilkeel, and Newcastle. The Greenore Hotel is perhaps one of the most comfortable in Ireland, and belongs to the North Western Railway. Visitors have free use of the splendid golf



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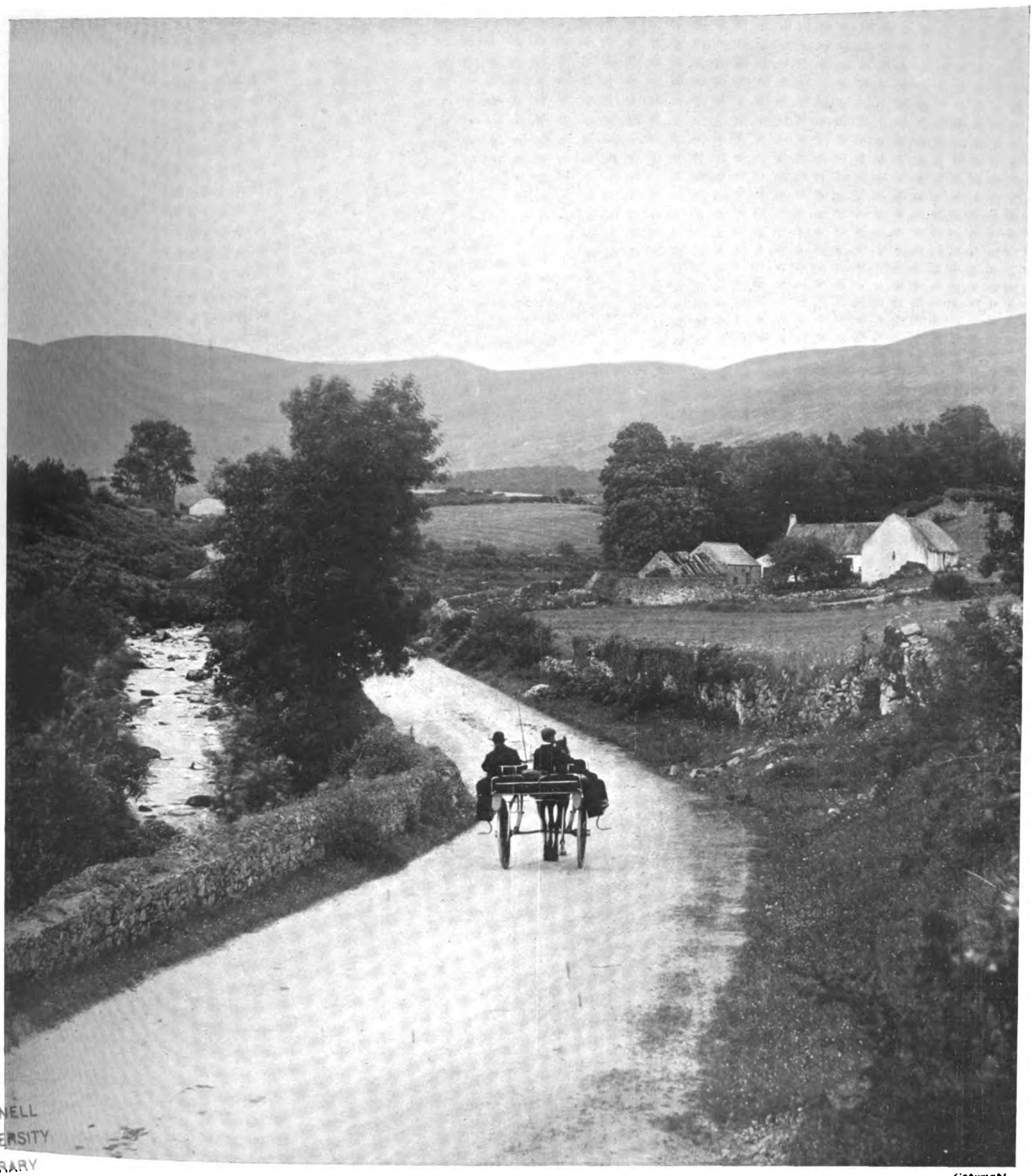
course, which has been laid out at the company's expense. Quite a feature of this delightful little holiday retreat is the pretty bungalows facing the lough, which can be hired for the season.

Dublin, besides being the most convenient centre for the excursionist wishing to explore the more picturesque portions of central and southern Ireland, is an interesting spot in itself, and had one the time to spare, many days could be devoted to sight-seeing. There is railway communication with practically every part of Ireland. For example, one can reach, by means of the Dublin, Wicklow, and Wexford Railway, such interesting spots as Kingstown, Glendalough, the lovely Vale of Ovoca, Bray, Arklow, Enniscorthy, Waterford, and Wexford. Again, one can take trips by Great Northern Railway to Howth, the seat of the Earl of Howth, also celebrated for its magnificent views, embracing the counties of Dublin, Wicklow, Meath, and Louth. On the same line is Malahide, which contains the castle of the Talbots. The journey may be continued by the Great Northern Railway to the ancient town of Drogheda, which has figured in Irish history from the earliest period. The excursion to the Boyne Valley should on no account be omitted. In the neighbourhood some remarkable caves are to be seen, also the ruin of a Cistercian monastery. Proceeding along the Boyne Valley we reach Kells, where St. Columba founded a monastery in the sixth century.

The Great Southern and Western Company's line from Dublin takes the traveller to the picturesque districts of Killarney and Limerick, to Kildare, Portarlington, Maryborough, Cork, Carlow, and Kilkenny.

Yet another line by which those starting from Dublin can travel is the Midland Great Western Railway, which takes the traveller to Tara, Trim, Maynooth, Mullingar, Athlone, Galway, Roscommon, Westport, Achill Isle, and Sligo.



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NEAR BELLURGAN, COUNTY LOUTH.

A view showing a portion of the Ballymascanlan River. In the vicinity is a massive Cromlech, known as the "Giant's Load," the upper portion of which weighs about 30 tons. Several Danish remains also exist in the neighbourhood.



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# The Australasian Lawn Tennis Team.

LAWN TENNIS may not be as widely patronised in Australasia as cricket, nor has it as yet garnered as many traditions; nevertheless, it is a force sufficiently potent to be able to send a representative team across the world to the Mother Country. This combination, fit and ready to do battle, has just arrived in London, and, judging by the form already displayed by its members on the courts, is at least capable of extending the best talent England can produce.

Progressive as are all foreign and Colonial votaries of the game, they always have this disadvantage with which to contend when they come over full of keen determination to this country—that the surface of the courts over here is of grass, whereas on the Continent, in India, and in Australia, either sand, gravel, asphalte, or a combination of the first two forms the composition of the "floor." In Australia, or at any rate in the region of Melbourne, whence come two of the leading players, it happens to be asphalte, and in consequence the new conditions require more than a nodding acquaintanceship. The grass court, with all its virtues, does not tend to promote speed, and though the Americans play on grass and know as much about rapid methods and hustling as anybody, it may be doubted whether even they can display as much mobility and dash as the Colonials. On grass there is a possibility of recovering lost ground after a toss or a slow drive; on asphalte or wood there is practically none. Before you can move your racket the ball has passed and the stroke is gone. As I say, this "easier" tennis—if you like to call it so—requires knowing.

In their endeavour to win the Davis Cup the Australasians are relying on two representatives from Victoria and two from New Zealand, and of these four men, Mr. A. W. Dunlop, captain of the team, is paying his first visit to England. By the best judges in Melbourne Dunlop is considered an artist of the game. His accomplishments are many, and his strokes varied. A persistent volleyer, and a sound one, he is, nevertheless, safe and accurate off the ground. Moreover, he can take his own time to win. Not so very long ago he found himself in New Zealand participating in a big tournament, at which rain and mud were the chief elements. He was drawn against a man whose aptitude for rushing his opponent often won him success. In this case it nearly did so, but not quite. Dunlop had four great blisters on his hand, and after each stroke found it necessary to pause and tie up his skin-torn member. He was one set and five—two down; every turn of the racket meant a twitch of pain. Nevertheless, he pulled that match out of the fire, and came out of the ordeal with flying colours. That is the sort of captain an International lawn tennis team requires.

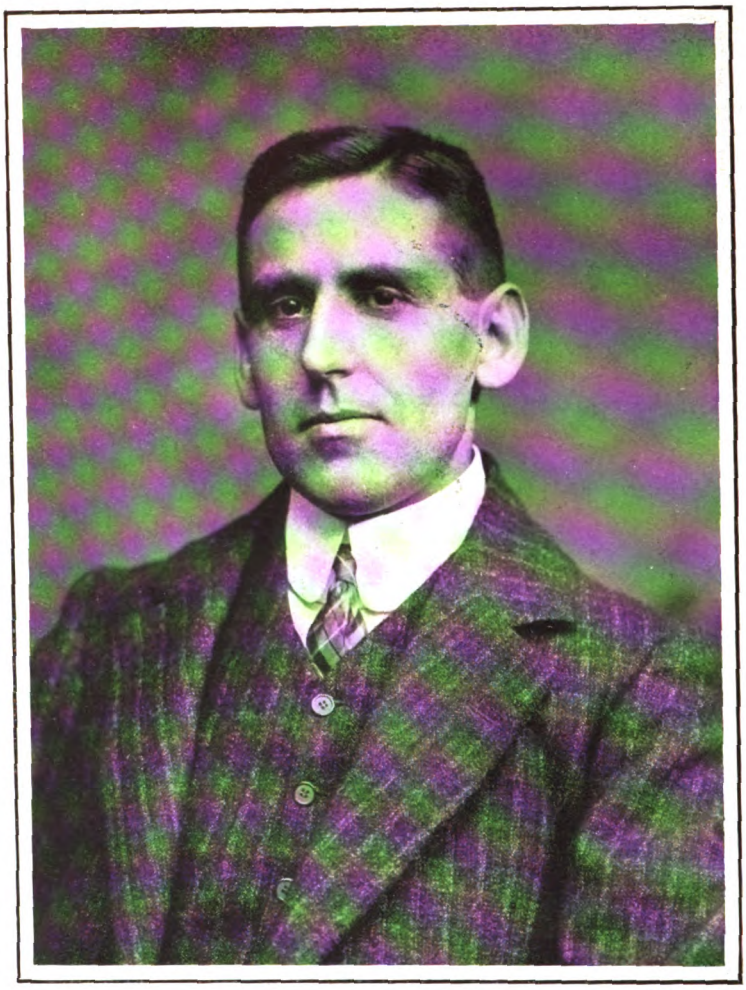
Mr. Brookes, his fellow-clubmate, is, perhaps, the best player in Australia to-day. He is the Larned of the Commonwealth. Some people would call him a "slasher," but his hitting is so consistently fine that it lacks the slasher's qualification—the tendency to be erratic. Brookes has an express service—a veritable American Pullman, which rushes and curves down the line. Some of his net strokes would do Dwight Davis good to see. He has come on wonderfully of late. Brookes and Dunlop are likely to form a very doughty team in the doubles.

Mr. H. A. Parker hails from Christchurch, N.Z. He received his tuition at the hands of Mr. J. Marshall (champion in 1890) at Wanganui College, and expanded at Wellington as a member of the Thorndon Club. Short and slight of build, resourceful and energetic, he has a natural aptitude for the game, and through his glasses surveys every corner of the court with a keen and experienced eye. He has cultivated a peculiar fore-hand drive, which perplexes most cracks and completely "downs" the novice. He is strong on the smash, and has a useful twist service. Whether Parker is selected for the singles depends upon the form he shows during the next month, but at any rate he will appear in many of the leading tournaments this season.

Of A. F. Wilding, the fourth player, I have written before in THE KING. He is at present president of the Cambridge University Lawn Tennis Club, and by some distance the best man at either 'Varsity. As keen as a knife, he will go the fullest measure to win. Young, strong, and optimistic, he has a personality which spells success.

Without imagining that they are going to carry back the Davis Cup to Australia, the team confidently hope to get as far as the round which brings them into line against the Americans. Belgium might conceivably frustrate this scheme, but I rather fancy the Cornstalkers will win the odd event in the doubles. Then they will dispute the right to challenge England for the "pot" at Wimbledon.

In addition to the Davis Cup competition, our Colonial visitors are booked for another engagement, not quite so exacting in its demands, but none the less a contest which cannot fail to evoke considerable interest. This is a six a side Test Match against Great Britain, which will probably be played at Wimbledon in the first week in July. The Australasians will, of course, depend upon the four players selected for the Davis Cup affair, and besides these are expected to co-opt the services of Messrs. D. Murphy (Victoria) and Doust (New South Wales), both of whom are now in this country. Such a six as this ought to acquit themselves with credit, and England will need her best exponents in the field if she is to keep her standard flying.



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MR. A. W. DUNLOP

Captain of the Australasian Tennis Team, which has just arrived in London.

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ALTHOUGH it is a little early in the season yet to gauge the relative form of the leading players, there have, nevertheless, been three or four notable performances both at home and abroad which can assist the handicapper. Up to date H. L. Doherty has not lost a set in a first-class engagement, and can already place to his credit the Monte Carlo, Nice, and Covered Court trophies. It may be that the champion, because he has not been thoroughly extended, has not exhibited his best form this season, and the slight illness from which he has just recovered may keep him back a little in the near future; nevertheless, it will be a great surprise if he does not emerge victorious from the coming all-important matches at Wimbledon, when his powers are likely to be severely tested. The champion's brother, Mr. Reginald Doherty, made his first appearance this year on grass at Leicester last week, and although the entry included such redoubtable exponents as G. W. Hillyard, W. V. Eaves, and C. H. L. Cazalet, the ex-champion stood out strikingly above the whole field.

New blood is still a drug in the market, but there are signs that a few young players are now taking a progressive march to the front. In A. E. Crawley, who won the open Berkshire Singles and subsequently nearly beat E. R. Allen at Surbiton, there is splendid material for a really first-class player—stamina and a comprehensive knowledge of the game. A. E. Crawley is a brother of the young Oxonian, W. C. Crawley, who made such a good impression two years ago, and who has now gone to Switzerland to take up an appointment. Another Berkshire man, G. B. Vernon, is likely to be heard of again. At Leicester he gave Eaves quite a fright in the open singles, and is pretty sure to go higher up the ladder. R. W. Kendall of Leicester, too, has a style, neat and aggressive, which ought to mean future fame.

A. WALLIS MYERS.



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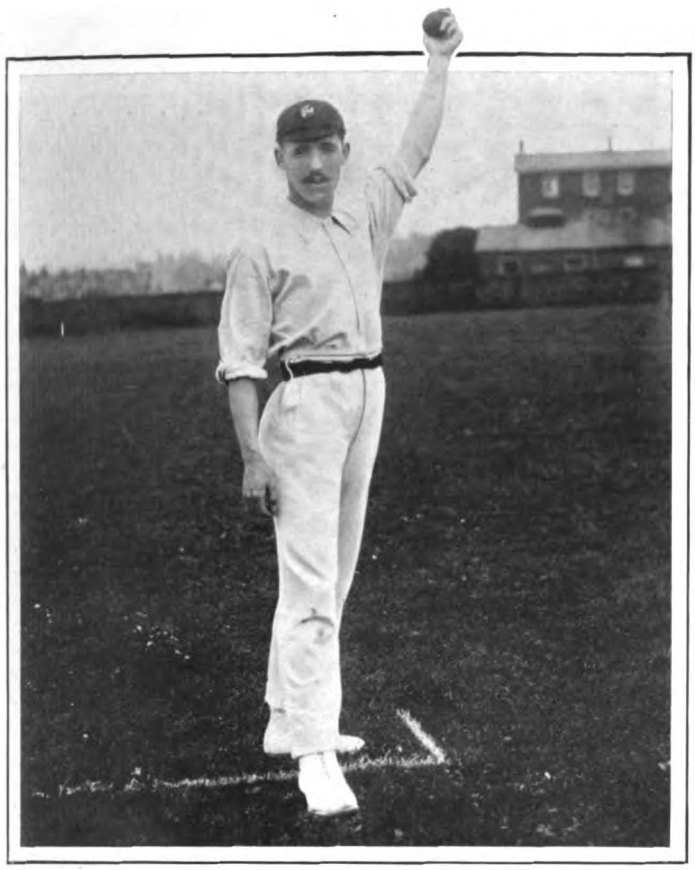
# THE CRICKET SEASON.



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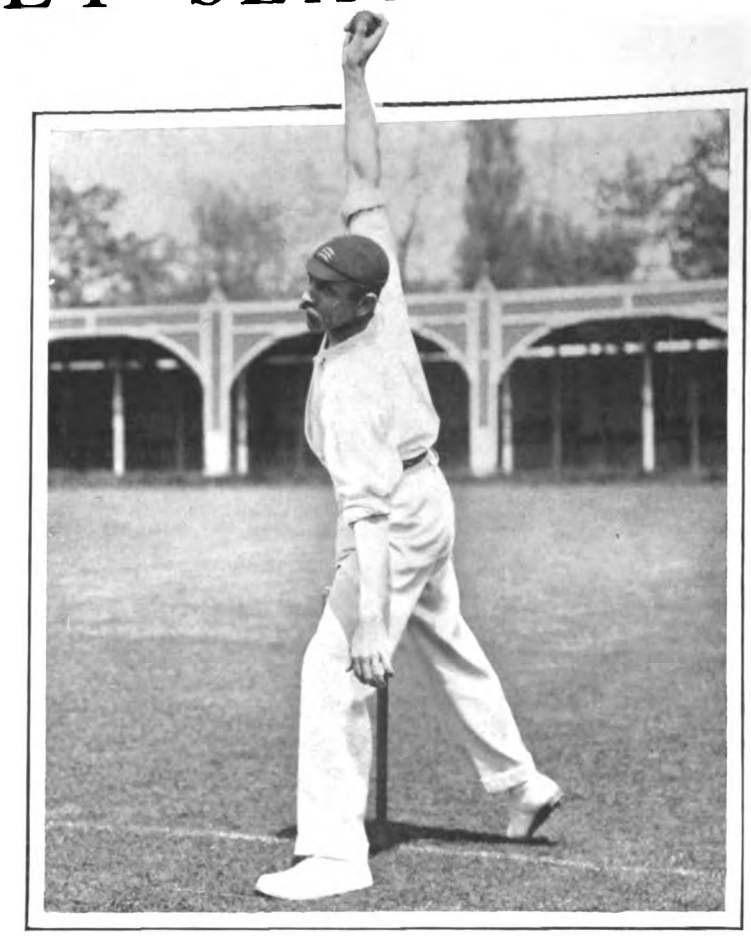
G. E. DENNETT.

In the ex-soldier, Dennett, Gloucestershire possesses a slow left-hand bowler who may work his way into the England XI. before September. He is, perhaps, just a shade too slow to be a really high-class left-hander like Peate, Peel, and Rhodes, as, in consequence of his pace, so much depends upon his field. This should not be a drawback with ten England cricketers to back him up, but this dependence on his field always has been something of a drawback in the characteristics of a left-hand slow bowler; so that Dennett is, perhaps, only in the fashion. He has a long way to go to get selected before Rhodes, as, to-day, we must have all-rounders in Test cricket, but more unlikely things have happened.



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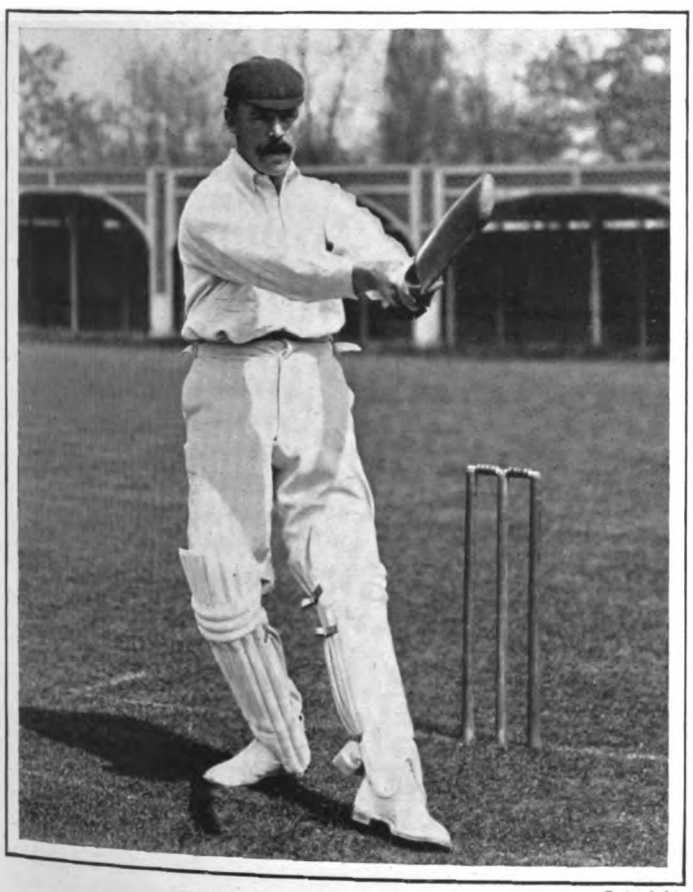
J. T. HEARNE.

Popular Jack Hearne. Never has a professional more thoroughly deserved the epithet which nearly always accompanies the name of the best bowler Middlesex ever possessed, and one of the best right handers that has ever bowled for England. He is one of the few men, some four or five in all, who have performed the hat trick in a Test match. In this gallery we find F. R. Spofforth, H. Trumble, Bates, and Johnny Briggs, a goodly company indeed. Few, if any, medium right-handers have ever been able to bowl with such nip and break back on a plumb wicket. His fine open-shouldered swing and delivery, which is as regular as the best time-piece, is chiefly responsible for this.



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CAPTAIN E. G. WYNYARD.

A splendid bat, one of the finest fields in his day that the game has known, possessor of the D.S.O. for service in the field in Burma, and of the Royal Humane Society's Medal for saving life by diving through a hole in the ice, finding his man some way from the hole, and bringing him back to it, also a champion on the toboggan, we have here in Captain E. G. Wynyard one who may truly be called an all-rounder. Many of Captain Wynyard's strokes remind one of the sword exercise, and no more careful watcher of the ball on a difficult wicket has ever played. He has played for England and Hampshire, is qualified for Essex, and might play for Middlesex, and his run-getting days are by no means over.

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G. L. JESSOP.

So far the cricket season, which has been so very fine, has lacked something. G. L. Jessop's name has been missing from the contents bills of the evening papers. In fact, the absence of his and Trumper's name in that position during a whole month of an Australian season is really quite remarkable. But Jessop is not a dead letter yet; indeed, he may have done something out of the ordinary before these lines are printed. In his case it has always been unsafe to conjecture. W. P. Howell, the Australian, is regarded in his native land as a far superior hitter to Jessop. We in this country have yet to see him approach Jessop in any branch of the art of "gentle tapping."



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# *More Green-room Gossips.*

## XXV.—WITH Mr. WILLIAM COLLIER.

### "Of Some Reminiscences."

IF collectors of theatre programmes have in their possession any playbills of the first production in America by Mr. Augustin Daly of "The Taming of the Shrew," they will see in the Induction "A Page, Master Collier." That same Master Collier is to-day the star of "The Dictator" company, which is on a short but merry visit to this country, and few men, even from the United States, have a more interesting history than Mr. Collier. Like most comedians from the other side, his humour is of the short, sharp, dry order, and he is off the stage very much what he is on, bubbling over with fun.

As I sat chatting with him one evening, and he brought out one reminiscence after another, he laughed as heartily over each story as if it were quite new to him. And, considering that he has played in every part of the United States without exception, and in the whole of his stage career has only missed one performance through illness, it may be judged that he has an interesting history.

"When I was ten years old," he told me, "I ran away from school to join a children's company that was playing in 'Pinafore.' I suppose that was only to be expected, for all my family were connected with the theatre, and I had the acting fever in my veins. However, two years later, I was quite willing to go back to school for a while, and when I had finally done with copy-books and pedagogues, arithmetic and slates, I joined Augustin Daly as call-boy. I served with him for six seasons, and came over to London for a little while in the same capacity. But after a while I was given extra work to do. I played two, and sometimes three, parts a night, eight performances a week, held the prompt-book, and continued to do call-boy's work as well.

"That was not in New York. We used to tour pretty well all over the States, and the parts we didn't go to then I've visited since with my own companies. At Philadelphia I remember once a funny thing happened to me. I was playing, in 'Mankind,' the part of a shoeblack, and after I'd come off and was waiting behind for my next cue, the back-door-man (what you call over here stage-doorkeeper) came up to me, and putting his hand on my shoulder, said, 'Now then, out you go, you rascal!' I said nothing, but let him lead me away to the door, and just as we got there we met Mr. Daly. 'Hello! what's the matter?' cried the manager. 'Just putting out a boy that had sneaked in while I wasn't looking,' said the back-doorman. 'Just putting out one of the actors,' said Mr. Daly. 'Why, man, it's Willie Collier, and the best make-up I've ever seen him in,' he added.

"Another time, in the same play, there was an awful row one night. In the scene in Leicester Square a lot of street urchins were fighting as the curtain went up. I was boss of the gang, and we used to rough and tumble pretty freely. Something happened to make one or two of them out of temper on the night in question, and they went for me hammer and tongs. I knew a bit about the noble art, and before we were separated there was a most realistic stand-up fight. The audience were most enthusiastic, but Daly came up afterwards and pinched my ear. 'A little too energetic, Willie,' he said. 'Don't be too realistic. It doesn't pay. And I'm inclined, in view of subsequent experience, to agree with him.

"After I left Daly I joined the company in 'Little Christopher,' which had already been played in England as 'Little Christopher Columbus.' But my first big hit was in 'The Man from Mexico,' an old play, but one that bears revival. Then I wrote a play myself, called 'Hoss and Hoss,' and, with Charles Reed, I toured the States in that for three years. It is a funny thing, but almost all the parts I have had to play since I left off being 'Master' Collier have been old men characters, until the last year or so."

*Ellis and Walery.*

MR. WILLIAM COLLIER

Who, with Miss Marie Doro, is appearing in "The Dictator," at the Comedy Theatre.

Around his dressing-room Mr. Collier has photographs of himself at various stages of his career, and a glance at these served to bear out his statement: Mr. Collier as a doddering grandfather, Mr. Collier as an elderly churchwarden, Mr. Collier in a make-up that might be meant for Mr. Squeers or Mr. Tackleton. But always Mr. Collier; for there is that in his personality which refuses to be hidden by wig or whiskers, paint or powder, and that something is in the main the twinkling humorous eye, and the short, almost curt way of speaking, so characteristic of the best American comedians of the day.

Mr. Collier has come and seen, and has undoubtedly conquered. "Laughter holding both his sides" characterises the scene at the Comedy Theatre from nine o'clock each evening, and as Brooke Travers, in the person of Mr. Collier, runs rapidly and lightly through his adventures, from escaped convict to Dictator in a South American Republic, the crowded house has to laugh. Mr. Collier does not, like Juanita, ask them to "choosse," he compels them to hilarity, and they prove willing to be coerced. He scores everywhere, whether when fraternising with his valet, making love to Miss Sheridan, welcoming President Santos Campos at the American Consulate, or playing poker with his army (which he has purchased for 3-pesetas a day), and winning the money back from them. Poker, with seven kings in the pack, is a game which even the Heathen Chinee of immortal memory understood.

F. E. R.



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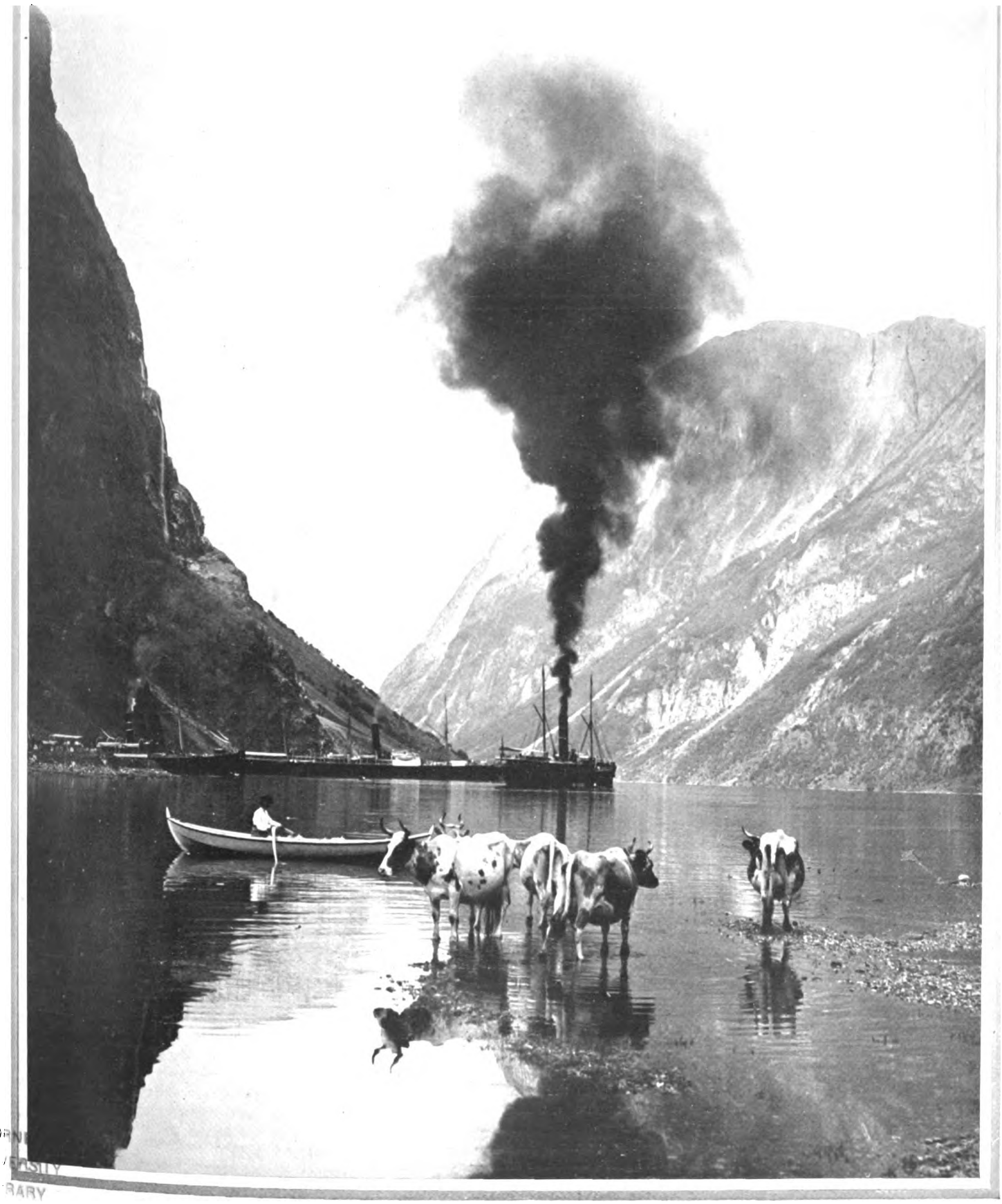
# In the Land of the Midnight Sun.



*Underwood and Underwood.*

THE NAIRD FJORD, GUDVANGEN.

One of the most beautiful of the inland seas which attract thousands of holiday-makers to Norway and Sweden every year during the holiday season. Gudvangen and Odde, two popular centres for excursions, are within easy reach of Bergen, where the majority of the pleasure steamers call on their voyage north.



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# THE SERVICES.

THE recent inspection by the King of the new Army guns is an apt reminder to the world at large of the singularly practical and well-focussed interest which his Majesty takes in all that relates to the real efficiency of his Fighting Services. We in this country do not require to have our memories refreshed or our intelligences quickened on this point, for it is very clearly "understanded by the people," as well as an article of faith in the Services themselves, that the King since his accession has had his finger on the pulses of our Naval and Military systems, and has scrutinised their condition still more closely than he was accustomed to do as Prince of Wales. But it is well that Europe should comprehend that, in the process which Great Britain is now undergoing of preparing for all possible eventualities, the King is taking a part which is altogether distinct from, and in its way very much more important than, any effort which, unaided, the Imperial Defence Committee or the Army Council can make. Nor, we may be sure, does Europe fail to perceive that such driving power as King Edward exercises by his attention to just the right Naval and Military details is worth far more to England than would be the parental control and omniscience affected by at least one Continental Sovereign.

As for the guns themselves, they represent the forceful application of the principle demonstrated in South Africa and confirmed in Manchuria, that, as *The Times* correspondent formerly with Kuroki's army tersely put it, the most effective gun is the biggest gun compatible with the field artillery degree of mobility. To many it will seem that five-and-twenty or thirty years is a short period in which to have increased the weight of the horse artillery projectile from 6-lb. to 13-lb., and that of the field artillery projectile from 9-lb. to 18½-lb. But the graver reflection is whether in the next quarter of a century we shall not see far greater changes, not only in the weight of projectiles, but in the "field artillery degree of mobility." It is said that some remarkable developments in this direction are in progress in India; but, without reference to concrete examples, it goes without saying that the whole question of mobility may be influenced by the capacity to bring into action at long ranges guns so powerful and destructive that field artillery of the present type will not be able to live within several miles of them. Is this not the old, old question of battle-ship *versus* fast cruiser in another shape?

A GOOD deal of personal and Society interest is attached to three recent important cavalry appointments, two to brigade commands and the third to the Netheravon School of Instruction. Brigadier-General J. R. P. Gordon, C.B., who has vacated the A.A.G.-ship of Cavalry at Headquarters — an appointment now abolished—in order to take over the Colchester Brigade, is an Old Wellingtonian and 15th Hussar, with a first-rate all-round record, in which, by the way, is included the Adjutancy of Methuen's Horse in the Bechuanaland Expedition of 1884, besides fighting service in Afghanistan, Burma, and South Africa. General Gordon is the son of that fine veteran, now in his seventy-third year, Sir Benjamin Lumsden Gordon, who was a very distinguished Horse Gunner, and commanded the Artillery in Roberts's advance on Cabul, later holding an important command in Burma. Brigadier-General the Hon. Julian Byng, who has left the Netheravon School to go to Canterbury, is the seventh son of the second, and half-brother of the present, Earl of Strafford. He is an ex-10th Hussar, and fought at El Teb and Tamai, as well as winning distinction in the last South African War. Colonel the Hon. J. E. Lindley, who succeeds General Byng at Netheravon, also did extremely well in South Africa. He was formerly in the Royal Dragoons, and is the eldest son of a well-known Lord of Appeal.

THE remarks made the other day by Lord Selborne as to the strategic importance of the Cape of Good Hope were full of instructiveness, and usefully pointed the moral of Admiral Rozhdestvensky's choice of the Cape route to the Far East for the major portion of the Baltic Fleet. At the same time, it will not be altogether surprising if Cape legislators have drawn from the latter circumstance an inference not exactly in harmony with Lord Selborne's further contention that there can be for South Africa no such thing as local defence. The writer of these notes does not, of course, presume to speak contentiously on such a subject; but it must be remembered that apprehension may have been created at the Cape, not so much by the mere apparition of the Baltic Fleet, as by the fact that that fleet was rendered by its colliers entirely independent of British coaling stations. Apart from hostile fleets, which our Navy can always be trusted to meet and crush, the place of the old privateers may be taken by the modern auxiliary cruiser collier-coaled, and whether a useful long-range gun or two at certain ports would be an altogether contemptible precaution against such visitors is something of an open question.

THE alterations which are taking place in the "Renown" with a view to providing suitable accommodation for the Prince and Princess of Wales in their Indian tour are not likely to escape some criticism, on the ground that a battle-ship more or less in these critical times may "make all the difference," and that the nation would more willingly have paid for the conversion of the finest liner afloat to the purposes of the Royal visit. But we may take it that the Admiralty understands uncommonly well the making of "alterations" which at a pinch would interfere very little indeed with the "Renown's" reappearance at the shortest notice in a fighting *rôle*. Moreover, it is obvious that there are contingencies in connection with the forthcoming tour which would render the presence of their Royal Highnesses in a liner, however powerfully escorted, a source of some anxiety. Things are different—very different—to-day from what they were when our present King made his memorable voyage to India in the old "Serapis," and there are possibilities to be reckoned with which were absent when our present Prince and Princess of Wales visited the Colonies in the "Ophir." Hence, doubtless, a decision not likely to be modified at the call of ignorant and careless critics.

*Elliott and Fry.*

THE KING AND THE OFFICERS OF THE PRINCE OF WALES'S OWN NORFOLK ARTILLERY.

From a photograph taken on the occasion of the recent inspection by the King at Dovercourt. The names of the officers are, reading from left to right, back row—Captain L. Buxton, Lieutenant L. Cranworth, Lieutenant Hon. G. Keppel, Hon. J. G. Ward, Colonel A. Davidson, Colonel the Earl of Kintore, Major R. F. Boileau, Lieutenant C. E. Trafford, and Second Lieutenant W. M. Banbury. Front row—Captain Twiss, Major Sir A. C. Thornhill, Captain C. H. Walter, Colonel Viscount Coke, King Edward, Lieutenant-Colonel T. L. Hare, Major E. H. Evans-Lombe, Lieutenant F. R. Rippingall, and Captain J. M. Wilson.



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# *Japan's Great Naval Victory.*

ADMIRAL TOGO.

From a new photograph of the victor in the battle of the Sea of Japan. The picture was taken outside his residence during his recent visit to Tokio.
(*From copyright stereograph, H. C. White Co., London.*)



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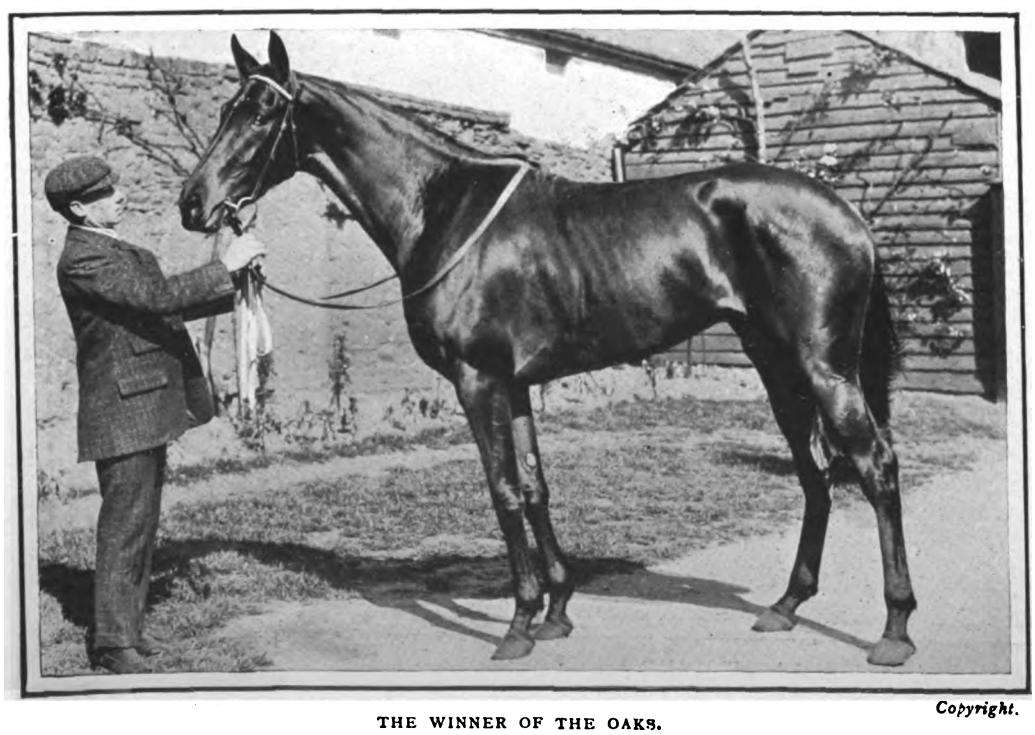
# THE RACING SEASON.

DERBY Day broke bright and fine, and the attendance when the horses went down to the post for the great race must have been almost a record one. Previous to the race a look round in the paddock showed us Jardy in the light of a much-improved horse since he won the Middle Park Plate last year, and he has all the appearance of a race-horse of the highest class; but the dull, dry look of his coat showed only too plainly that he was not in the best of health. Cicero, on the other hand, was brimful of health and vigour, and is a totally different type of horse to the lengthy, wiry, and elegant son of Flying Fox and Airs and Graces. Chevalier Ginistrelli had effected a marvellous improvement in Signorino, who seemed to have gained in length and scope, and was certainly looking far better than I have ever seen him do before. Rouge Croix has not done well, but he showed such speed in the race that he must always be kept on the right side, and he is sure to win a good race sooner or later. Jardy led the parade, and was accorded a hearty greeting from the crowd along the rails, but he hardly cantered down with the fire and swing we had seen him show at Newmarket. Cicero swept by in the most business-like style, and of the others, perhaps the most taking runner was Shah Jehan. There was very little delay at the post, and the nine runners were sent away on very level terms. Jardy, who had the outside berth, immediately dashed to the front in order to secure a good place at the turn, and after going about a quarter of a mile still held a slight lead of Cicero, Liao, Silver Streak, and Shah Jehan. At the mile post Silver Streak raced to the front, and was followed by Jardy, Liao, Rouge Croix, and Cicero. Jardy was now steadied back, Rouge Croix shot up to Liao, and they rounded Tattenham Corner in close company; but Cicero and Signorino were always lying handy. On they came, and a roar went up, "The Frenchman's beat. Cicero wins!" Nearer and nearer come the flying hoofs, Signorino challenges, Cicero, nothing loth, strides on more resolutely than ever and maintains his ground. Suddenly Stern and his "sick" horse appear once more on the scene. Jardy wins! does he? Stride after stride he gains; he reaches Cicero's girths, and by a supreme effort holds him for a few strides; his courage never fails or falters, but he cannot overcome the weakness of disease, and Cicero is no faint-hearted antagonist. That challenge is stalled off, as is that of Signorino, and amid the cheering of the multitude Lord Rosebery sees his horse sweep past the winning-post three-quarters of a length in front of the gallant Frenchman, who only kept Signorino out of second place by a short head. The race for the Juvenile Plate, which was won by Mirida, will not readily be forgotten, owing to the sad accident which caused the death of poor little Evans, whose mount stumbled and came down crossing the tan road, bringing with her the Childhood filly, ridden by Murray, who fortunately escaped with a shaking. Evans was very popular, and much esteemed and respected by all who knew him, and the expressions of regret and sympathy when the sad news became known were universal and very sincere.

W. A. Rouch.

THE WINNER OF THE DERBY.
Lord Rosebery's Cicero, Cyllene—Gas.

The racing on Thursday was extremely good, and a programme which included four races of the value of 1,000-sovs. each left nothing to be desired. The antics of Orchid and Out o' Sight occasioned some delay at the post for the Royal Stakes of 1,000-sovs., but eventually Orchid got away a trifle in front of Melayr. It was only just on the post that Golden Gleam, splendidly ridden by Plant, managed to get his head in front. The excitement of this race had barely subsided when Zinfandel, Caius, and Pretty Polly came out to do battle for the Coronation Cup—and what a race it was! Caius made the running at a tremendous pace, followed by Zinfandel, with Pretty Polly last, and so they ran till coming into the straight, when Zinfandel closed up to the leader. On they strode till, about a quarter of a mile from home, Pretty Polly swept by them like a flash, and won as she liked by four lengths in the extraordinary time of 2min. 33 4-5sec., or nearly 6sec. faster than all previous records over the same course. Sir E. Vincent's Donnetta beat Ambition and Sir Daniel for the last of the 1,000-sovs. races, the Durdans Handicap Plate.



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THE WINNER OF THE OAKS.
Mr. W. Hall-Walker's Cherry Lass, Isinglass—Black Cherry.

Of the Oaks on the following day there is little to be said, except that Mr. W. Hall-Walker's Cherry Lass, trained by Robinson and ridden by H. Jones, won as she liked, followed respectfully home, at a distance of four lengths, by Queen of the Earth, some six or seven lengths in front of Amitie, who filled the third place. Cythera, Gemma, and the filly by St. Simon out of Splendid finished in the order named for the Acorn Stakes, and one of the most entirely successful meetings ever known at Epsom came to an end with the victory of Corœbus in the Belmont Plate.

At Alexandra Park on Saturday the following horses may be worth noticing: Pollion in the June Handicap, Rather Warm in the Finsbury Handicap, Sarcelle, with a run, will win the Maiden Plate, and Aggressor should go very close for the Islington Plate. CAURIE.



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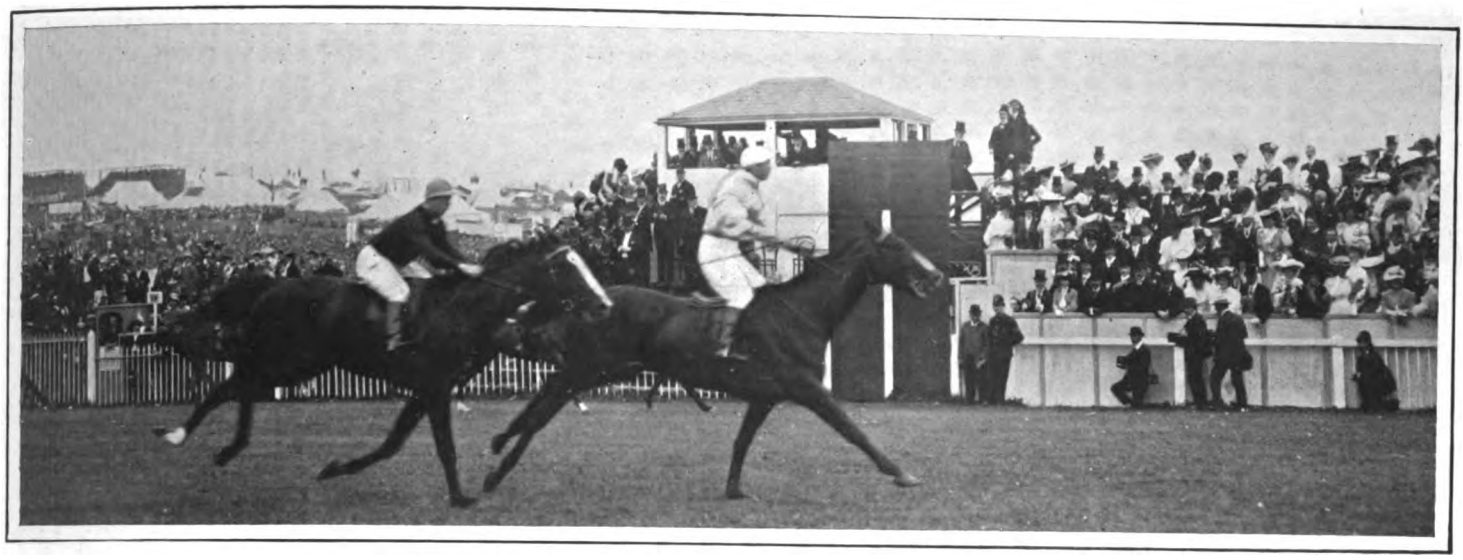
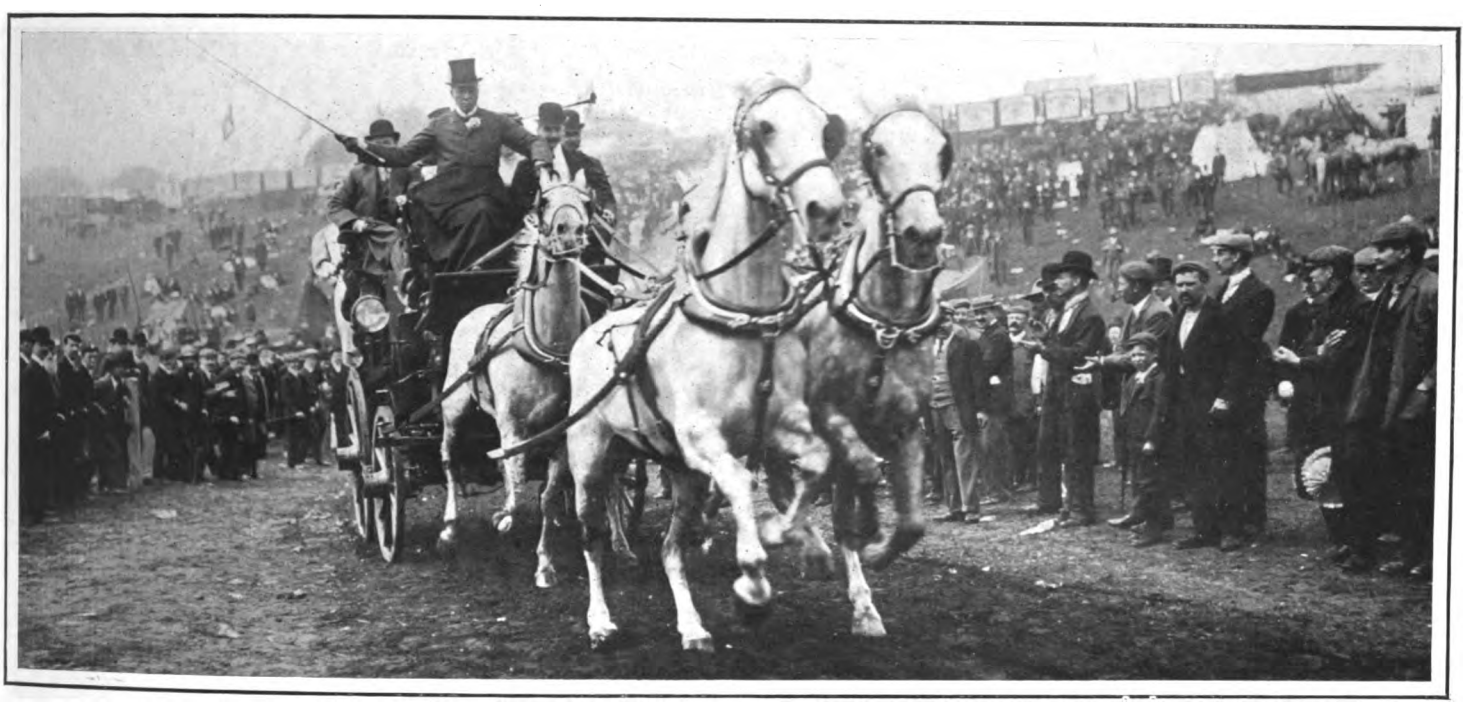
# THE DERBY AND THE OAKS.



*W. A. Rouch.*

THE FINISH OF THE DERBY: CICERO BEATS JARDY BY THREE-QUARTERS OF A LENGTH.

For the third time Lord Rosebery has succeeded in winning the Derby Stakes, Cicero carrying his colours to victory last week in the famous race. M. Edmond Blanc took second place with Jardy, and Chevalier Ginistrelli's Signorino was third, the race this year being, therefore, thoroughly cosmopolitan.



*W. A. Rouch.*

AT THE DERBY: FULL GALLOP UP THE HILL.

The glories of Epsom Downs have been sung so often that it must be unnecessary to say anything further. Coaching parties are just as fashionable as ever, and crowds invariably gather on the hill to watch each new arrival drive up.

*W. A. Rouch.*

IN THE PADDOCK ON OAKS DAY.

As with the Derby, so with the Oaks this year, the favourite won, Cherry Lass romping home. The crowds of ladies who attended the meeting this year were favoured with brilliant weather for the display of their frocks. The favourite colours seem to have been silver-grey and white.



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# The Uniform of the Marine.

AT THE ROYAL NAVAL AND MILITARY TOURNAMENT.

(Drawn for this paper by J. Jellicoe.)



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# Rosy Cheeks

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An old saying is that the human body entirely changes every seven years; that is, we now have no elements in our system which were there seven years ago. It is certain that we can change from the vigour of buoyant health to a debilitating illness in a very short space of time, and sometimes, if we are fortunate in finding just the proper re-builder, the disease is driven out and health returns just as quickly.

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DUBLIN, June, 1905. HENRY PLEWS, *General Manager.*




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# LITERARY NOTES.

ONE of the most interesting biographies of a season that has been rich in biography is the reminiscences of Sir John Furley, which Messrs. Smith, Elder have published under the title of "In Peace and War." Sir John is the greatest living authority on Red Cross work in war. He helped to found the National Red Cross Society in 1868, having seen the need of such an organisation during the war between Denmark, Prussia, and Austria in 1864. He served throughout the Franco-German War, first on the side of France, and after Sedan on that of Germany. He was present during the outbreak of the Commune, went through the Carlist War of 1874, during which he rescued O'Donovan, the *Daily News* correspondent, from a Carlist prison, and after many other adventures in aid of the sick and wounded, and sufferers from natural catastrophes, was Chief Commissioner of the Central British Red Cross Committee during the South African War. The story of this varied and eventful life spent in the service of other people, Sir John Furley tells in a modest, straightforward, and often humorous manner, and no one should neglect his book.

**A Red Cross Knight.**

* * *

MIXED feelings are aroused by a perusal of "The Poems of Ernest Dowson," which Mr. John Lane has recently published, with two portraits (one from a photograph, the other from a drawing by Mr. Will Rothenstein), and the reprint of a memoir by Mr. Arthur Symons. On the one hand, the exquisite beauty of most of Dowson's lyrics produces nothing but pure æsthetic pleasure. His range was small, but within his limits he was as true a poet as ever wrote, and one of his poems at least, that "To Cynara," is in its way perfect. On the other hand, it is sad to think that the juice should have been crushed out of the grape through so much folly and suffering. The story of Dowson's life is told sympathetically and sanely by Mr. Symons. It is a story of ill-health, intemperance, and a constant struggle, in which the volition of the subject counted practically for nothing, between exquisite sensibility and gross appetite. Poetry, as we know, is often the child of suffering, but we cannot help thinking that Dowson might have been just as good a poet if he had lived a more normal life. After all, perhaps, the whole thing is a question of health.

**Ernest Dowson.**

* * *

TWO new books on the Russo-Japanese War have lately been published. The first is "With the Russians in Manchuria" (Methuen), by the Hon. Maurice Baring, who is correspondent for the *Morning Post*, and has reprinted his letters with some amplification from that paper. The other is "Empire in the East, or Japan and Russia at War, 1904-5" (Chapman and Hall), by Mr. Bennet Burleigh, the well-known correspondent of the *Daily Telegraph*. Mr. Baring's book is one that would do a great many people good. The war correspondent, he says in effect in his preface, has ceased to be so much a reporter of events as a kind of umpire or impartial witness, who can tone down the exaggerations and correct the misstatements of violent partisans. Mr. Baring is not a Russophil, but he was so disgusted at the conduct of certain Dutch and German newspapers during the South African War, that he made a vow to remember that there are two sides to every question; and at the present moment, when our national fairness and sporting instinct seem, to tell the truth, to be a little clouded, it is well to have a book before us by an author who, without sacrificing his patriotism, is ready to acknowledge all the good points of our allies' enemies. Mr. Bennet Burleigh also is temperate, and his last chapter is likely to prove something of a cold douche to a good deal of hot-headed enthusiasm. It is to be hoped that his reader will not be content with his vigorous and graphic descriptions of the war, but will go on to read his opinions as there expressed. His book is profusely illustrated from portraits, and contains half-a-dozen valuable maps.

**Books on the War.**

* * *

MESSRS. CONSTABLE announce two books that should be of exceptional interest. One is a posthumous novel by the late George Gissing, entitled "Will Warburton." It was obvious to all readers of Gissing that during his later years some of his pessimism was leaving him; and though "Will Warburton" is again a tale of life in London among the lower middle classes, it is not so depressing as "Demos" or "New Grub Street." That being so, it will not improbably turn out to be the best novel that Gissing ever wrote. The other book is a war book by a popular novelist, Mr. John Fox, jun., the author of "The Little Shepherd of Kingdom Come." The title of the book is "Following the Sun Flag; A Vain Pursuit through Manchuria," and we gather that its object is rather to amuse than to instruct.

**The New Gissing.**

SIR JOHN FURLEY, K.C.B.

After the painting by Hugh de T. Glazebrook. Reproduced from "In Peace and War," Autobiographical Sketches. Smith, Elder and Co.

* * *

THE scene of her new novel, "Life of My Heart," has been laid by Miss Victoria Cross in India, a suitable climate for a novel of this character. The book is dedicated to "the young, the romantic, those who possess beauty, and those who believe that love is the best gift of life." "They alone," says the author, "should read it, for they alone will understand it." What the story of this novel is, it is best to let readers discover for themselves; and all that we need say here is that the Anglo-Indian does not come off very well at Miss Victoria Cross's hands, and that the book is one that shows all this author's store of energy and passion, and will advance her reputation as a writer of fiction of a certain order.

**Life of My Heart.**

MESSRS. GEORGE NEWNES AND CO. have issued at 6d. a popular edition of Mr. Osborne's most interesting life of Father Dolling, with a portrait on the cover of the strangely ugly, but yet attractive, face of a man who had a quite unusual amount of personal fascination. The present writer had the privilege of knowing him well, quarrelling with him, and making it up again; and he cannot remember ever laughing so heartily as he did when Dolling was in the mood to be funny. Mr. Osborne's book is a most interesting story of an extraordinary life. No man was better loved, and in some quarters, perhaps, better hated, than "Brother Bob," the intimate friend and counsellor of unnumbered people from pickpockets through undergraduates to distinguished men of letters and science.

**Brother Bob.**

* * *

"PRINTERS' PIE," which, as our readers will doubtless remember, is an annual founded by Mr. W. Hugh Spottiswoode, and Mr. Arthur Croxton, to help the funds of the Printers' Pension, Almshouse, and Orphan Asylum Corporation, is this year even larger than it was last, though the price still remains at 1s. net. It is an admirable number, containing literary contributions from all sorts of well-known people, from the Duke of Argyll and General French to Mr. G. R. Sims and Mr. Pett Ridge. The illustrations include seven coloured plates, by Mr. Cecil Aldin, Charles Buchel, Dudley Hardy, the late Phil May, and several members of the "London Sketch Club," and with the generous aid of Messrs. W. H. Smith and Sons in the distribution, the corporation ought to benefit by a handsome sum.

**Printers' Pie.**

* * *

THE latest volume of Messrs. Heinemann's "Contemporary Men of Letters" Series is a little work on Bret Harte, by Mr. Henry W. Boynton. Mr. Boynton certainly does not fall into the error commonly committed by biographers, that of over praise. He is, if anything, a little "superior" and hard upon his subject. Granted that Bret Harte was sentimental, and granted that his range was narrowly limited, the author of "The Luck of Roaring Camp" was at times all but a perfect artist on his own ground, and has had more influence on some of our most popular later writers than is generally recognised. Still, Mr. Boynton's book, if a little sharp, shows discrimination and critical power, and should be read by all who like Bret Harte without quite knowing why they like him.

**Bret Harte.**

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## *BOOKS TO READ.*

Ivories, by Alfred Maskell, F.S.A. (Methuen, the Connoisseur's Library.)
Bygone Years' Recollections, by the Hon. F. Leveson-Gower. (Murray.)
Demeter, A Mask, by Robert Bridges. (Oxford, Clarendon Press.)
Poverty Bay, a Nondescript Novel, by Harry Furniss. (Chapman and Hall.)
The Country-House Party, by Dora Sigerson Shorter. (Hodder and Stoughton.)
The Day's Journey, by Netta Syrett. (Chapman and Hall.)
It's a Way they have in the Army, by Lady Helen Forbes. (Duckworth.)
Love in June, a Pastoral Comedy, by Keble Howard (Chapman and Hall.)
The Memoirs of Constantine Dix, by Barry Pain. (Unwin.)
The Grand Duke, by Carlton Dawe. (Hutchinson.)
Life of My Heart, by Victoria Cross. (Walter Scott Publishing Company.)
Later Peeps at Parliament, by Henry W. Lucy. (Newnes.)
Pictures in Umbria, by Catharine S. Macquoid. Illustrations by Thomas R. Macquoid, R.I. (Laurie.)



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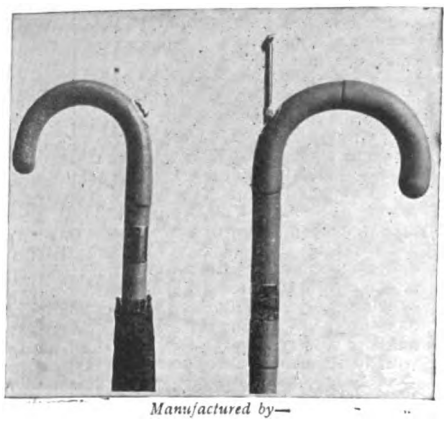

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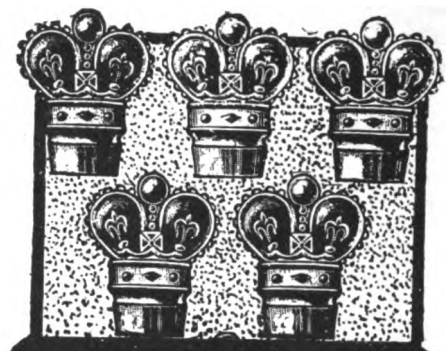

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# Leaves from a Collector's Note-book.

## *WELSH PORCELAIN: NANTGARW CHINA.*

AS Mr. Ward very rightly points out, if the factory at Swansea possessed greater commercial importance, that of Nantgarw appeals with greater interest to the enthusiastic lover of old porcelain. It may even be said to hold a high place in the annals of English ceramics. The name of Billingsley, or Beeley, of Derby is mixed up inextricably with the story of Nantgarw, although the writer is desirous of reserving a detailed notice of his work, as well as that of Pardoe, for further consideration. It may, however, be as well to say at once that the extraordinary talents of Billingsley contributed more than anything else to the success of Nantgarw between 1811 and 1814, and again in 1817-19.

Nantgarw is a small village of a few hundred inhabitants at the present day, and, probably, never contained more. It is situate about eight miles to the north of Cardiff, in a position of singular picturesqueness, with the "Mynydd Maio" immediately behind it, the Garth Mountain nearly opposite, and the Rhondda Hills to the north-west. The name signifies "rough brook." Dr. Lardner unceremoniously converted it into Nantgarrow! In 1819 Mr. W. W. Young, who had advanced money for carrying on the concern, obtained the assistance of Mr. Thomas Pardoe, a notable Bristol potter, to conduct it; but Pardoe failed to achieve a financial success, and the quaint little "potworks" on the banks of the "rough brook" were closed in 1822, to be reopened in 1833 by Mr. W. H. Pardoe, a son of Thomas Pardoe, for the making of earthenware and tobacco pipes. It results from this that it was only in the years 1812, 1813, 1814, 1817, 1818, and 1819 that the finest "body" of the rare and beautiful Nantgarw porcelain was produced. The sort produced in 1820-21-22 by Young and Pardoe is difficult to identify, but is supposed to have been of a "harder" nature than Billingsley's ware. The collapse of Nantgarw after the briefest possible period of prosperity would have afforded a complete illustration of Sir Henry Doulton's observation that "as schools of philosophy, poetry, and painting are subject to rise, culmination, decline, and fall, so in the art of pottery there are many striking instances of this law." The demise of Nantgarw was certainly more sudden than the lingering deaths which marked the close of the glorious careers of Chelsea, Bow, Lowestoft, Liverpool, Bristol—and even Swansea. It is said that some of Billingsley's best handiwork was passed off by London dealers as veritable "Old Sèvres" *pâte tendre* ware of the Louis XV. period. Some connoisseurs believe the best Nantgarw to be equal to the best "Old Sèvres," both in the body and decoration. Mr. Deane, a very notable and competent authority, declares that this is only true of the "body," but not of either the glaze or the decoration. The beautiful specimens figuring in the accompanying illustration are in the china gallery of the Cardiff Museum. Mr. John Ward (by whose kindness they have been photographed for reproduction in THE KING) writes as follows:

"The typical product of Nantgarw has a soft body of fine granular texture, closely resembling the celebrated *pâte tendre* of Sèvres, and the glaze is thick and glassy, not given to crasing, with an ivory-like smoothness and warmth. The whiteness of its surface is mellowed by its extreme translucency, and an almost imperceptible rosy or violet tinge. The pieces are usually rather thick, probably in order to withstand the danger of distortion in the firing, a liability which Billingsley never succeeded in remedying, and consequently the manufacture was commercially a failure. The articles were, as a rule, of a useful rather than ornamental character, consisting of dinner, dessert, and tea services, and such other forms as were likely to meet with a rapid sale. Simple spill vases are occasionally met with, but the elaborate vases and other ornaments frequently offered by dealers as 'genuine Nantgarw' should always be regarded with suspicion. The mark, which is by no means always present, and is subject to few modifications, consists of the impressed words 'NANTGARW. C.W.' (the C.W. standing for 'China Works'). The Nantgarw folk naturally relied upon the excellence of their porcelain for success and fame. The decoration of their more perfect articles was almost invariably of a sort to accentuate the beauty of the surface. One favourite pattern (copied from Sèvres) consisted of small daintily-painted bouquets strewn over the white ground; another—and it represents their best decorative work—of large flowers, delineated with a charming decision as to form and absence of labour, rich in colour, and soft and velvety in general effect. The flowers were usually disposed in a free and unconventional manner—a loose group or two, and a few detached flowers being irregularly scattered over the ground. The gold work rarely exceeds a simple plain or enamated edging. The decoration executed at London and elsewhere on Nantgarw porcelain may generally be distinguished from the better work executed at the factory by its greater sumptuousness. The artists, having no particular interest in the factory and its products, naturally only had 'eyes' for what they themselves put on; hence their work was not calculated to show off the white porcelain to the best advantage; on the contrary, it often wholly covered it."

SOME SPECIMENS OF NANTGARW PORCELAIN IN THE ART GALLERY AND MUSEUM AT CARDIFF.
(Reproduced by permission of the Curator, Mr. John Ward.)

The dainty "Sèvres" bouquets so conspicuous in the dish to the left of the illustration are supposed to have been painted by Iunic. The view of Pontypridd Bridge on the dish to the right is possibly by Pardoe.

Several of the small plates are examples of Nantgarw pottery decorated in London. The successful efforts of the Cardiff authorities to illustrate and hand down to posterity the past glories of the great potters of South Wales should count for something in considering the claim of that prosperous town to become the site of the Welsh National Museum as well as the capital of South Wales.

B.



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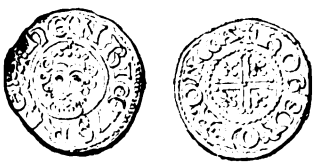
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# Motoring Notes.

SEVERAL important motoring competitions have been arranged for this Whitsuntide, the most important of which is the South Harting Hill-climb, open only to members of the Automobile Club and its affiliated clubs. South Harting is about 3¾-miles from Petersfield and 9-miles from Liphook, and being therefore within easy reach of London, a large gathering is expected to-morrow (Saturday) afternoon. The course is a winding one, about a mile in length, and the average gradient for more than half the distance is 1 in 9·3, with several portions as steep as 1 in 7. There are three classes—for vehicles costing £150 and not more than £350; for cars the chassis price of which is £300 and not more than £500; and for cars the chassis price of which is over £500 and not more than £850. A cup and the club's silver medal are offered in each class, and in addition the club's gold medal will be given for the best performance, irrespective of class, on a handicap by the club's formula.

* * *

Another important event is the Speed Trials organised by the Yorkshire Automobile Club for Monday next over the Filey and Muston Sands. The course will be about 1½-miles in length, and the beach is said to offer a splendid surface for high speed. A full programme has been arranged, and there will be both open and restricted events for touring and racing cars, for which some valuable prizes have been offered. On Wednesday, June 14, the Bexhill Meeting will take place.

* * *

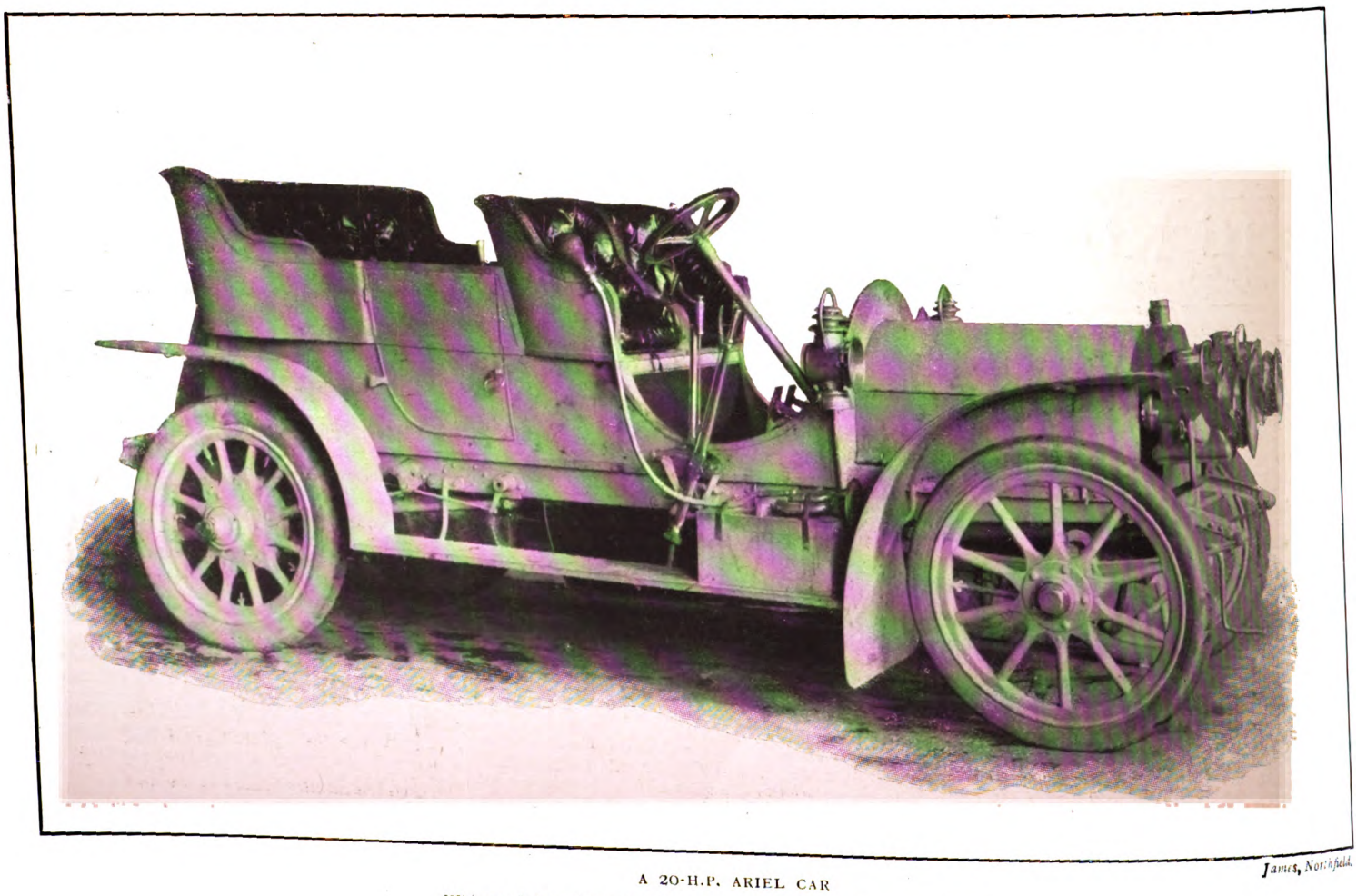
By a curious coincidence all the important automobile organisations in France have recently approved and adopted a code of "road conventions," which are not dissimilar from the "road maxims" of the "Considerate Driving League" of Mr. Scott Montagu, in that the underlying principle is that every motorist should show the utmost consideration for other users of the highway. They are somewhat wider in their scope, however, than the English code, as they include certain practical rules to be observed when another car is seen to be in distress. These might well be adopted by automobilists in this country, as at present there is no generally recognised means whereby one motorist can signify to another that he is in need of assistance. The rules are as follows: (a) Every automobilist must give assistance to any other motorist who requests it. (b) If a car is broken down the driver should ask for assistance by the following signals: By day, by waving the right hand perpendicularly to the road, the face turned towards the car whose aid is asked, or by waving over the broken-down car a white flag, made if necessary from a handkerchief. At night by waving a lantern across the road. (c) In case a car should run short of petrol, the driver of a passing car, on being asked, must deliver the quantity not strictly required by himself. The petrol must be paid for at once.

* * *

The figures relating to tyre troubles in the report of the Scottish Trials are of interest, as it is possible to deduce from them the probability of burst or puncture when travelling over the mountainous roads of the Highlands. It will be remembered that thirty-six cars completed the competition, which extended over 600-miles. The total mileage run by the successful vehicles was therefore about 21,600-miles. Against them were recorded thirty-seven stoppages due to tyre troubles, so that on an average a puncture or burst occurred once in every 583-miles. The total time spent by these thirty-six cars in tyre repairs during the four days was 12-hr. 5-min., which makes the average duration of each halt just under 20-min. The various makes represented among the thirty-six cars were as follows: Two were fitted with Shrewsbury and Challiner Solids, seventeen with Dunlops, most of which were of the very excellent corrugated pattern, ten with Michelins, and seven with Continentals.

* * *

All street accidents which by any stretch of imagination can be ascribed to the motor-car are always reported at length in the columns of those papers which live on sensationalism; but it rarely happens that the true facts of the case, when they become known, are given an equal amount of prominence, while in many cases they are absolutely ignored. In the *Automobile Club Journal* a firm of solicitors requests that publicity may be given to the verdict of the jury in an inquest on the body of a boy who was generally reported to have been killed by a motor-car at Hendon. From the evidence of disinterested witnesses it was made clear that he was riding his bicycle down a hill at a furious speed, with his feet up, without a brake, that the tyre burst, and that he suddenly rushed from behind a van which he was overtaking, and fell from his bicycle upon his head, receiving injuries from which he died. A motor-car was coming up the hill slowly at the time, but was in no way concerned in the accident. A verdict was returned in accordance with the evidence, and a rider was added that the driver of the car was in no way to blame



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# *Fashions of To-day & To-morrow.*

ELBOW sleeves, puff sleeves, short sleeves, and fancy sleeves of all varieties form the chief novelty of summer blouses, and, combined with broderie Anglaise, Irish lace, and embroideries, some of the daintiest and smartest bodices are the happy results. Messrs. Robinson and Cleaver of Regent Street have some of the most delightful creations, and an enormous choice in all descriptions, from the simple and practical to the most elegant. Their hand-embroidered linen bodices and skirts are charming and most inexpensive. They have also some very pretty muslins with lace insertions that will prove very useful for country wear this hot weather. A pale pink silk blouse, very prettily made with Irish lace, motives, and red velvet straps, is a charming example. Also the quaint lace bodice, with the reseda silk plaited trimmings, and the full puffed sleeve, makes a deliciously cool and tempting addition to your collection of blouses; and yet a third, in cream fancy net, with its handsome lace ornamentations, is a creation that ought not to be overlooked in completing your stock for all occasions. Some exquisite gowns were worn at the different race-meetings this last week, and also some of the most simple linen and muslin gowns were worn. I say simple, but the great charm of these was in the cut and fit. I notice that English people are very much more particular over the cut of their gowns than they used to be, and as a natural result the effect is delightful and most artistic.

Some very lovely gowns were worn at their Majesties' Court. Amongst them were the following, which were very happy creations of Messrs. Paquin, Limited, of 39, Dover Street. Lady Eden wore an exquisite Empire gown of pale green lace over white satin and chiffon. The sash was of embroidered gold galon. The train from the shoulders,

*A SMART BLOUSE OF CREAM NET AND LACE.*
(Messrs. Robinson and Cleaver, Regent Street, W.)

of gold tissue, lightly and gracefully draped with mousseline de soie of the same colour. Lady Borthwick was gowned in pink satin. The bodice was of white spotted tulle, with point à l'aiguille lace; narrow folds of pink velvet and a deep belt of pink satin completed the charming effect. The white satin train was draped most artistically with the same lace and mousseline de soie. Mrs. Tempest-Hicks's gown of white satin Duchesse and beautiful old Brussels lace was immensely admired, the bodice having a very handsome berthe of the same lace. The white satin train was lined with gold tissue, and rolled back, forming revers of gold. A lovely scarf of the same fine old lace was also worn, and sprays of La France roses. A gown of white Oriental satin was worn by Mrs. Lawson Johnston, which had a deep border of pink and blue roses, richly embroidered on white lace, the draped bodice trimmed with appliqués of lace embroidered to correspond.

*A SUMMER BLOUSE OF LACE AND RESEDA SILK.*
(Messrs. Robinson and Cleaver, Regent Street, W.)

The train of Oriental satin was trimmed with mousseline de soie and silver galon. Another much-admired gown was the one worn by Mrs. Wilfred Ashley. This was of silver embroidery on white taffetas, the skirt opening over a front of white chiffon strewn with brilliants. The bodice was trimmed with rich lace, and embroidered to correspond. The pink broché velvet train was draped with lovely old lace and roses.

Flowers are very plentifully used, both as trimmings for gowns and as nosegays, roses in every imaginable shade being the favourite blooms. Sunshades are beginning to make a noble show; indeed, these have rarely been so charmingly dainty and elaborate as they promise to be this season. The only pity is that they are too dainty to be of much material protection from the hot rays of the sun. They certainly look most fascinating, and cast a most becoming shade over the face, and I suppose, after all, that is something to be desired. For those who are more careful of their complexions and comfort, there are of course more substantial, if not quite such beautiful, examples, in silks of all shades and descriptions. Those in chenie silk, with their delicate colourings and chiffon frills, are quite charming.

In the new Gaiety production, "The Spring Chicken," Miss Olive Morrell wore some most delightful gowns, which also emanated from the artist Paquin. One a white mousseline de soie evening dress with graduated tucks, the low bodice very becomingly trimmed with Valenciennes lace and satin ribbon in fichu effect, and a grey crêpe de chine afternoon gown, the bodice having a yoke of Malines lace and a soft satin sash. Another delightful creation was the white cloth mantle, tastefully trimmed and lined with white mousseline de soie and satin ribbons.

R. D.

*(From photographs specially taken for this paper by Miss Mabel Lomnitz, 26, Victoria Street, S.W.)*



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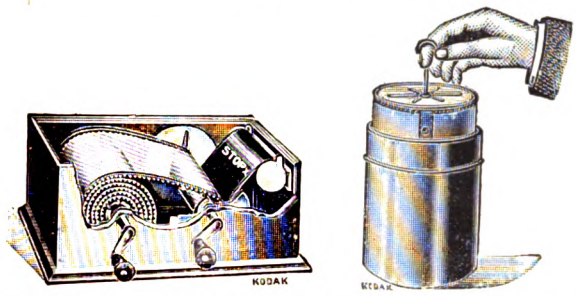


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CONSOMME CRECY.

BARBUE A LA PROVENCALE.

POITRINE D'AGNEAU A LA TARTARE.

CAILLES ROTIS.

SALADE.

FLAN AUX CERISES.

BISCUITS A LA FERMIERE.

### CONSOMME CRECY.

For this flavour a nice clear light stock rather strongly with young carrots, and serve with a garnish of little pea shapes of young carrots carefully cooked and then glazed.

### BARBUE A LA PROVENCALE.

Fillet the brill and use the trimmings, head, and bones to make a well-flavoured fish stock, adding about three ounces of sliced onion, a bunch of herbs, an ounce of carrot, a pinch each of celery salt and mignonette pepper, with the trimmings, etc., and enough cold water to cover all, and then simmering together (after bringing to the boil and skimming) for thirty minutes or so. The stock is then strained, brought to the boil again, then poured thus over the fillets of fish, which have ready in a shallow sauté-pan large enough for them to be arranged in it without overlapping. Simmer the fillets in the stock till done (for from twelve to fifteen minutes), then place them in the hot dish they are to go to table in and keep hot. Have ready three-quarters of an ounce each of onion and flour fried gently in an ounce of butter, frying the sliced onion gently for five minutes before adding and frying the flour. To these stir in two gills of the stock the fish was cooked in and a gill of light white wine (or if wine is not at hand, substitute another gill of stock, but the wine is a very great improvement), and either four ounces of skinned and seeded sliced tomato or a tablespoonful of tomato conserve. Add a bunch of herbs tied up with a small bay leaf and a strip of lemon peel, bring to the boil, then simmer for a quarter of an hour, when the bunch of herbs is lifted out, the rest rubbed through a tammy or fine hair sieve, seasoned to taste, reheated, and part of the resulting sauce used to mask the fish with, and the rest served with it.

### POITRINE D'AGNEAU A LA TARTARE.

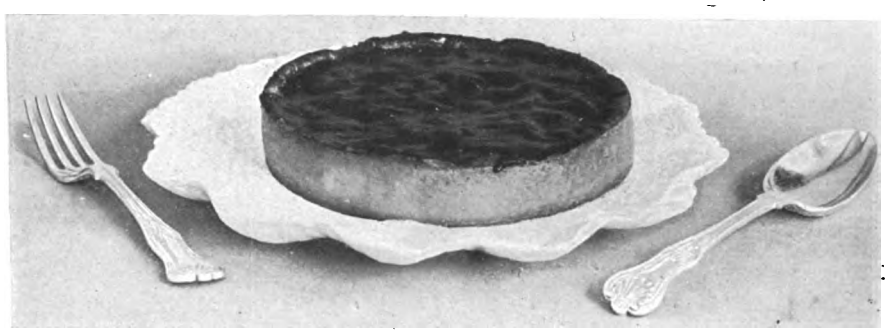
Melt two ounces of butter in a fricandeau pan large enough to take the breast of lamb whole, then fry in it three ounces each of finely-minced young carrot, onion, and turnip, one ounce of celery (or failing this, tie a little of the seed up in a small muslin bag, and put it in with the stock later on), and a bunch of herbs tied up with a small bay leaf, a strip of lemon peel, and two or three peppercorns, and fry them all together till they just turn colour, then lay the breast on the bed of vegetables, and moisten with sufficient warm stock to just cover the meat. Bring to the boil, skim, then simmer as gently as possible till the meat is done sufficiently for the bones to be removed easily. Now lift it out of the pan, pick out the bones, and lay the meat flat on a dish, cover with a board, and weight heavily. Strain off the stock, put this aside to cool, and put the vegetables aside also. When the meat is quite cold unweight it, and divide the meat into even-sized slices, trimming them neatly. Now brush over with beaten egg, dip in fine dry bread-crumbs, and stand aside for an hour, after which repeat the process, recrumbing them again. They are then fried in deep smoking fat a delicate golden brown, drained well, then sent to table on a purée of the vegetables the meat was braised with. For the sauce tartare make a mayonnaise sauce with the yolks of two raw eggs, a teaspoonful of French mustard, a little salt, a gill of fine fresh olive oil, and a dessertspoonful of tarragon vinegar, then add to this a tablespoonful of very finely-minced mixed green herbs, which should include tarragon, chervil, chives, and parsley.

### CAILLES ROTIS.

The quails should be wrapped in bacon and vine leaves before roasting, then served on croûtes spread with a paste made by lightly frying the livers of the quails with that of a chicken in butter, with a teaspoonful of minced onion, a pinch of powdered sweet herbs, pepper and salt, and half an ounce of glaze, after which the livers, etc., are rubbed through a fine wire sieve, and the resulting purée used as above. Send a good brown sauce to table with the birds, also a nut sauce, the following being a very good one: Scald and peel three ounces of Indian cashu nuts, mince them coarsely, then fry gently in an ounce of butter till a light brown, then pour off all the butter, stir in half a pint of thin creamy white or fawn-coloured sauce, made with either milk or light stock, and simmer all together for about a quarter of an hour, then rub the sauce and nuts through a fine wire sieve, reheat, add a spoonful or two of cream, and use.

### SALADE.

For this take the hearts of a couple of cos lettuce, and after washing and wiping carefully break up the leaves and dress simply with oil and vinegar, and freshly ground black pepper. A fourniture of finely-minced chives and tarragon leaves, about a teaspoonful of each for two small lettuces, is a great improvement to most tastes, though often neglected by English salad-makers.



FLAN AUX CERISES.

*(Specially prepared and photographed for this paper.)*

### FLAN AUX CERISES.

To make any flan, which is one of the open tarts more general in French households than our covered ones, stand a fleur ring on a baking sheet and line with good short or rough puff paste, bringing up the edge well, and pinching it into shape with the thumb and forefinger. Now prick the inside all over, fill up with rice or dried peas, and bake in a fairly hot oven till well coloured. Have ready a compôte of any nice fruit, Kentish cherries, which will be in very soon now, or the French bottled ones being particularly nice, especially if the syrup is flavoured with a little Kirsch (not necessarily the liqueur itself, but a little of one of the liqueur syrups now obtainable very cheaply). Two or three sheets of fine leaf gelatine should be dissolved in a little hot water and mixed with the syrup while this is still hot. The compôte is then poured very carefully into the case (emptying it of the rice or peas first, of course, and removing the ring and baking sheet), and it is then served as it is, either hot or cold. At the same time, it may be pointed out that it greatly improves a hot flan to heap a meringue of white of egg and sifted sugar on it and stand it in the oven till this is set, or if the tart is to be served cold, sprinkle it with shredded sweet almonds and then pile on stiffly-whipped cream, sweetened and flavoured to taste with either vanilla (which always brings out the flavour of fruit so well) or a little of the liqueur used to flavour the syrup for the compôte.

### BISCUITS A LA FERMIERE.

Heat some plain unsweetened biscuits in hot butter, turning them over, and then add a seasoning composed of three teaspoonfuls of salt, one of freshly-ground black pepper, and half one of Nepaul pepper mixed together. The biscuits are then served with a grilled mushroom on the top of each and a dust of the seasoning over. Serve as hot as possible.

---

### *ANSWERS TO CORRESPONDENTS.*

POMMES DE TERRE A LA LYONNAISE (Piquet).—Young kidney potatoes are the best for this, and should be chosen as much of a size as possible. Three parts boil them, then lay them in a well-buttered sauté pan with a spoonful each of finely-minced parsley and chives or shallot, the size of the spoon depending on the quantity of potatoes. For four people a dessertspoonful of each herb to the right quantity of potatoes for a party of this size will do. Now stir till the potatoes have finished cooking, then serve with the butter and herbs poured over them. Potatoes sauté like this are particularly good, you will find, with spatch-cocked chicken.

SPAGHETTI WITH LIVER AND MUSHROOMS (Wanderer).—I think what you mean is spaghetti fourré à la Borghése. This is the nicest recipe I have for it, but if not what you want let me know, as I have others. Melt an ounce of butter in a stewpan, then add, minced very small, two ounces each of onion, carrot, and turnip, and half an ounce of celery, a pinch of dried powdered sweet herbs, a spray of parsley, a seasoning of salt, and freshly-ground black pepper. Fry these for a few minutes, turning and stirring so that the vegetables may be evenly coloured without burning, then add the trimmings, finely minced, from a quarter of a pound of mushrooms, well washing and drying them before peeling and stalking them, so that the trimmings are quite free from grit, etc., and dry before they are minced. Add with these trimmings an ounce of meat glaze, and cook till this has melted. Now put in threepennyworth of chickens' livers and cook all together very gently till these are done. Now lift out the livers and set aside, then rub the vegetables and moisture from them through a fine sieve, then set this purée aside also. Now mince roughly the ready-trimmed mushrooms and fry them lightly in butter. They are then drained from this and put aside also. Meantime boil four ounces of spaghetti, drain it, and toss it in a clean dry pan with two ounces of fresh butter, and two tablespoonfuls of freshly-grated Parmesan cheese. When this has melted put the spaghetti in a fireproof china dish, making a hollow in the centre of the spaghetti. Now mix into the vegetable purée the minced mushrooms and the livers, which should also be roughly minced, and put this mixture into the centre of the spaghetti. Cover over with spaghetti, sprinkle with grated cheese, and dot a few tiny bits of butter about on the top, and put the dish in the oven till the surface is nicely browned and the contents thoroughly hot. Serve as hot as possible.

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# Here, There, and Everywhere.

As regular as the seasons themselves is the recommencement of the sailings by the New Palace Steamers on the Saturday preceding Whit week. Consequently on that day (June 10) this year, the popular passenger boats "Royal Sovereign" and "Koh-i-noor" will sail to Southend, Margate, and Ramsgate, from Old Swan Pier, London Bridge. There will be in addition a Husbands' Boat Trip to Margate in the afternoon. Whit-Sunday will see the commencement of the now much-patronised Dover trips, the company wisely following up their venture last year and continuing the four days a week service to Deal and Dover. Special trains will run to connect with these steamers at Tilbury, from Fenchurch Street and St. Pancras, calling at intermediate stations *en route*. A feature of these steamers' trips is the excellent catering on board, and as the company again carry on this department themselves, the same liberal treatment as hitherto is assured for the coming season. The company announce that the steamers have been thoroughly overhauled during the past winter months, and everything put in order for the season's working. Intending trippers will do well to write to the company at their offices, 50, King William Street, E.C., for details of the various trips and fares and their illustrated guide.

FROM to day, throughout the year, motor-omnibuses are to connect the romantic neighhood of Chagford in South Devon with the main line of the London and South Western Railway at Exeter. Hitherto a coach has run from Yeoford Junction to Chagford, but that service is now discontinued, and visitors to a district which in the variety of its scenery is held to be unrivalled on the borderland of Dartmoor, will henceforth be able to travel by the fast express trains from Waterloo, and reach their destination in a much shorter time than has hitherto been possible.

AT the Grand Theatre, Croydon, next week a dramatised version of Mr. Baring Gould's "Mehalah" will be produced. The version has been prepared by Mr. Matheson Lang and Mr. A. E. Anson, both of whom are well-known Bensonians, and the title *rôle* will be supported by Miss Hutin Britton, another member of the famous company. Mr. Lang will appear as Elijah Rebow, and a capable company has been engaged to support him.

THE first edition of a useful little illustrated guide entitled "Week-end Holidays from London" has just been issued. It contains precisely the information which the week-end traveller needs, namely, brief particulars of a large number of the most popular South, West, and East Coast resorts, the fares and train services, as officially supplied by the railway companies, and the week-end charges made at hotels, hydros, and other establishments. Mr. W. T. Perkins is the editor of the book, a second edition of which will be published in October next.

*Illustration Bureau.*

THE PYGMIES IN LONDON.

These little people, inhabitants of one of the dense forests of Central Africa, who are quite primitive in their ways, are appearing at the Hippodrome.

THE publishers of the well-known "Peacock" brand of post-cards have just completed a special set of ten views for the Lynton and Barnstaple Railway Company. The cards depict typical scenes on this picturesque narrow-gauge line connecting Lynton and the "Lorna Doone" country with Barnstaple and the busy outer world. It is said that this railway runs through twenty miles of the loveliest scenery in Devonshire, and the post-card views certainly give colour to the statement.

THE King's Royal Warrant of appointment as salt purveyors to his Majesty has been granted to the proprietors of Cerebos Salt, who already hold similar appointments from H.R.H. the Prince of Wales and H.M. the King of Portugal. When an article of daily necessity comes in for so much honour from illustrious personages it is small wonder that it should be in almost universal use.

MR. H. G. DUDLEY BENNETT has taken over the management of the Alexandra Theatre, Stoke Newington, and inaugurates his management with an exceptionally fine attraction by arrangement with Miss Julia Neilson and Mr. Fred Terry in the production of "Sunday." One of the most interesting features of the production will be the appearance of Miss Jean Sterling Mackinlay, a daughter of the celebrated vocalist the late Mme. Antoinette Sterling, as Sunday.

THE GREAT WESTERN RAILWAY have made complete arrangements for the rapid and comfortable conveyance of the thousands of holiday-makers using their line at Whitsun. Many of the principal expresses will be run in two parts, and several additional long-distance non-stop expresses are being run this week.

M. COQUELIN is giving, previous to his departure for South America, six performances at the Shaftesbury Theatre, by arrangement with Mr. B. A. Meyer. Supported by M. Coquelin cadet, M. Jean Coquelin, Mlle. Marguerite Moréno, Mlle. Louise Sylvie, and a powerful company from the Théâtre Municipal de la Gaîté, Paris, under the direction of M. Henri Hertz. The performance of "Notre Jeunesse" will be particularly interesting, as in it the three Coquelins—M. Coquelin aîné, M. Coquelin cadet, and M. Jean Coquelin—will appear together.


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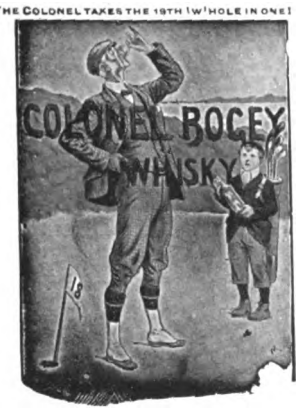
# THE GOLFERS' GUIDE.

FELIXSTOWE GOLF LINKS.


THE COLONEL TAKES THE 19TH (W)HOLE IN ONE!

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**BOURNEMOUTH.**

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**WESTON-SUPER-MARE**
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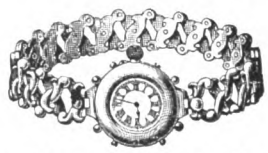

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"(Signed) W. DEACON,
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January 12th, 1905.

**Price 1/1½ and 2/6; of all Chemists.**

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# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

VOL. XX. No. 437. SATURDAY, JUNE 17th, 1905. PRICE 6d.

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(*See page 349.*)

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected*


# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 487. Saturday, June 17, 1905.**

*Editorial Offices*—3, SOUTHAMPTON STREET, STRAND, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone—No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.

**EDITORIAL.**

*photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AT WINDSOR.—To many of his Royal visitors this week King Edward's river-side palace will be no new experience; but some have not previously visited Windsor, and to them the King will have shown with justifiable pride the many beauties and art treasures of the residence. For there is no doubt that Windsor stands as high in the King's favour as any of the Royal palaces. The King has on more than one occasion personally conducted distinguished and favoured guests over the Royal apartments, State and private, pointing out the Gainsboroughs and the Lawrences, the beautiful collection of French miniature Sèvres porcelain, and the furniture. There are some pieces in particular to which an interesting history attaches. They were formerly in the Royal apartments at Versailles, and a French cook, hearing that they were for sale, apprised George IV., who straightway despatched an agent, who effected a purchase at a very low figure. There are wealthy collectors to-day who would give phenomenal prices for these few pieces of furniture.

THE KING OF SPAIN AND WESTMINSTER ABBEY.—Though his visit to the venerable pile neighbouring the Houses of Parliament was quite unexpected and very informal, the King of Spain did not have any difficulty in getting into the Abbey. Westminster Abbey is now as open to the public as the streets around it. But it was not always so. Lamb once wrote: "In no part of our beloved abbey now can a person find entrance out of service time under the sum of two shillings." And ten years later he repeated the statement. Whether he exaggerated or not, the fact remains that Dean Ireland carried out several reforms while he was in charge there, and among them is stated to have been a reduction of the fees, as well as the institution of a regular corps of guides. King Alfonso had not certainly time to mark all the points of interest in his hasty passage "thro' rowes of Warriors and thro' Walkes of Kings," but his keen sense of humour may have caused him to note some of the discrepancies in the monuments to great men there. Sir Cloudesley Shovell in periwig and Roman toga, the contorted face of Wilberforce, who has apparently just heard one of Sheridan's stories, and the naked figure of Wolfe, supported by one of his staff in full uniform—these will often cause the most reverent-minded to smile.

*Stuart, Richmond.*

**KING ALFONSO IN THE UNIFORM OF A BRITISH GENERAL.**

King Alfonso early displayed a fondness for the Army, and the honour that King Edward has conferred upon him, by his appointment to the rank of General in the British Army, is likely to be keenly appreciated by the Spanish nation. The young King is now honorary Colonel-in-Chief of the 16th Lancers.

PRINCESS MAY.—H.R.H. the Princess of Wales has settled at Sandringham for the summer, and though the Prince is at Windsor this week for the Royal Wedding, it is his intention as soon as the ceremonies are over to return to York Cottage. In view of the exertions they will be called upon to make during their tour in India, both the Prince and Princess are anxious to spend the summer as quietly as may be, and there is in addition a happy family event to be looked for shortly. The two elder boys are to spend some time with "Grandpa" at Windsor, and on Virginia Water they will have a splendid time with their new brig. Like all boys, they have a great liking for the sea, strengthened perhaps in their case by their father's devotion to the profession he was called upon to give up when the death of his elder brother brought him into the direct line of descent for the Crown.

ROYALTY AND TIPPING.—At the conclusion of his visit the King of Spain conformed to the custom, most irksome to many, but apparently ingrained in human nature, of bestowing largesse upon the numerous retinue that had ministered to his wants. Although King Edward on one occasion made public a vigorous denunciation of the custom, he still gives tips. The Duke of Fife has a dislike to any of his guests giving a tip to one of his servants, looking upon it as a slight upon his hospitality. Knowing this, the King, when he used to stay with the Duke for deer-stalking and was particularly pleased with any servant, adopted a quaint ruse for conveying his monetary approval to the favoured man. Calling for a pipe, and selecting that belonging to the gillie or loader he desired to honour, he filled the pipe, deftly slipping a sovereign in among the tobacco. When he came to light the pipe there was "something wrong"; it was returned to the owner for investigation, and the King smilingly accepted a cigar from his host. It was a long time before the Duke of Fife discovered the little deception, and when he did he merely remarked: "The King can do no wrong."



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# THE ROYAL REVIEW AT ALDERSHOT.

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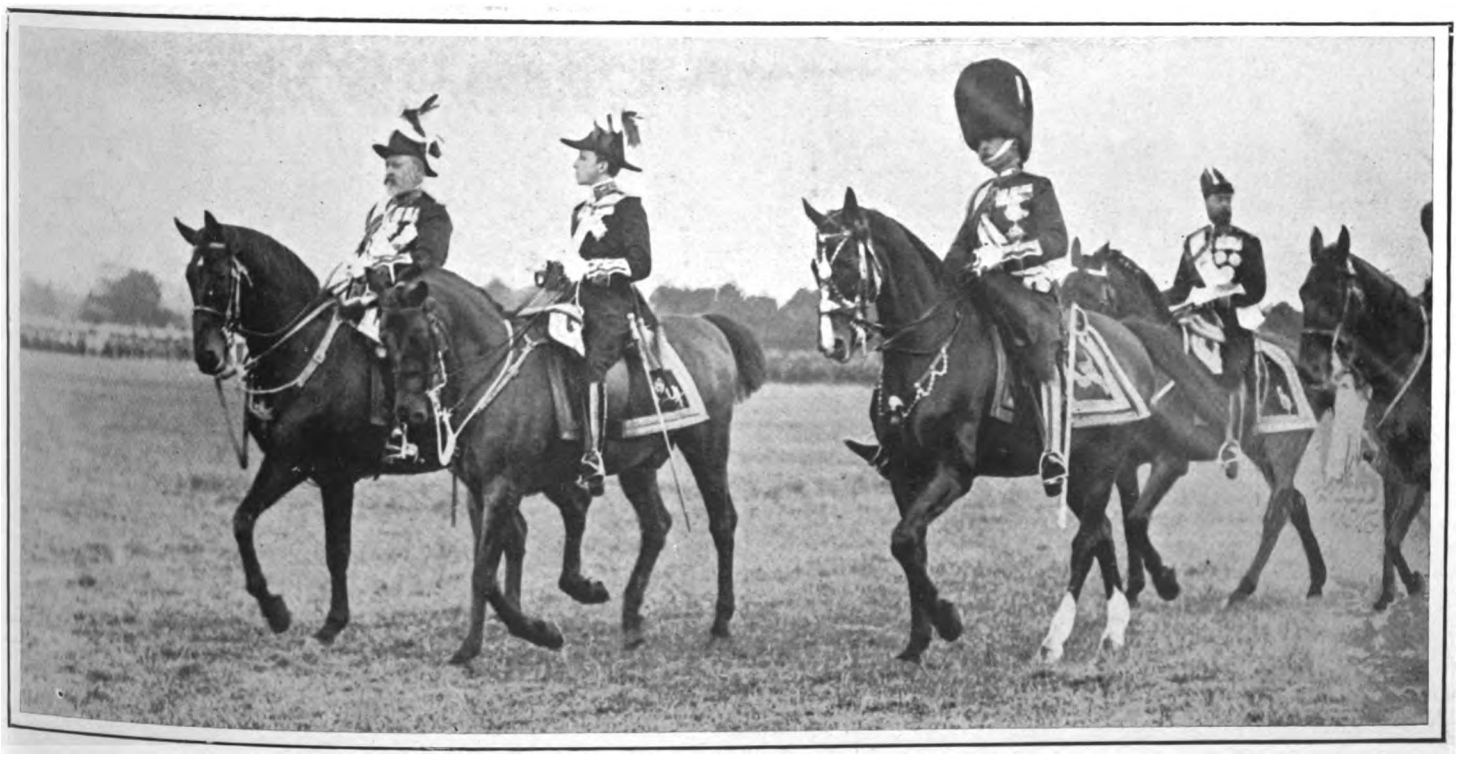
THE MARCH PAST OF THE ROYAL HORSE ARTILLERY.

One of the principal events held last week in honour of the King of Spain was the review at Aldershot. The Royal Horse Artillery gave a remarkable display in marching and galloping.

THE NAVAL BRIGADE AT ALDERSHOT.

A notable feature of the review was the interesting display given by the Naval Brigade, which was under the command of Rear-Admiral Percy Scott.



THE REVIEW AT ALDERSHOT.

King Alfonso and King Edward approaching the saluting base. Immediately following King Alfonso is the Duke of Connaught, in the uniform of the Grenadier Guards, and a little further in the rear is the Prince of Wales.



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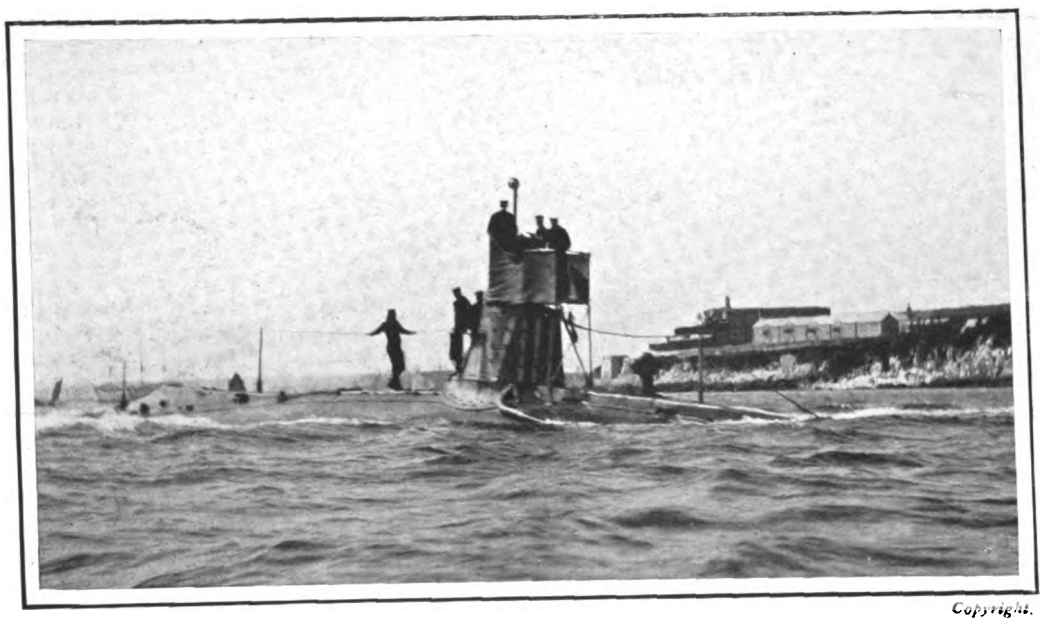
LORD KITCHENER AND THE THEATRE.—Though he has now been away in India many months, the British public has by no means forgotten Lord Kitchener, and it is certain that not even the news of the war in the Far East has been read with greater interest than the recent accounts of slight friction between the Commander-in-Chief and other officials in India. No doubt when he returns to England we shall have another crop of Kitchener stories similar to that which broke outwhen the "organiser of victory" came back from South Africa. Meantime, there is one about his younger days which will doubtless be new to many people. The great attention paid to detail at Drury Lane during the *régime* of Sir Augustus Harris led him, when planning the production of a military play, to obtain the best expert advice possible. And for some weeks Major Kitchener, as he then was, drilled and manœuvred the supers at the Lane until their bearing was as martial as his own, and, in the words of the famous manager, "such fighting and marching was never seen on the stage before." And it was all done in the quiet and imperturbable manner that is characteristic of the Kitchener of to-day. Had he not been a soldier he would have made a great "producer."

THE GARDEN FETE IN AID OF THE LONDON HOMŒOPATHIC HOSPITAL.

A view of the grounds and the Æolian Ladies' Orchestra at 11, Kensington Palace Gardens, on the occasion of the recent Bazaar which was opened by Countess Cawdor.



THE SUBMARINE DISASTER.

The ill-fated submarine A8 entering the "Hamoaze," Devonport, on her arrival from Barrow. Her number can be plainly seen marked in Roman figures on the conning-tower.

COLONIAL CANDIDATES.—One of the new features of the next General Election will be the number of Colonial candidates in the field. There are eighteen of them, including Mr. J. Baker Allen, who is contesting East Finsbury in the Liberal interest. He is a Canadian, and a Free Trader. The fight promises to be exciting, like several other bye-elections in which Colonials have taken part. It is curious that though preferentialists are largely in the majority in Greater Britain, eight out of the eighteen Colonial candidates for Parliamentary honours in the Mother Country are Cobdenites. When Queen Victoria came to the throne there were only two Colonial Members of the House of Commons. Now there are fourteen. The most distinguished native-born Colonials who ever sat at Westminster were Ellice the Elder, Williams of Kars, and Haliburton, all Canadians. The most distinguished Anglo-Colonials were Childers and Lowe, who, as young men, made a fortune and a career in Australia.

TO BE OR NOT TO BE?—If anyone knows with any certainty whether or not there is to be a Colonial Conference in 1906 he must have the intuition of genius. The question is a plain one, and could be answered in three or four sentences; but this would not be politics. Hence Ministers have told us nothing in long speeches, out of which the public may take any meaning they please. In this way we read in our favourite journal that the Conference of 1906, arranged in 1902, will not be held; but there will be a special Conference after the General Election next year. In another we read that the Premiers will meet as they suggested four years ago, and that a special Conference will be called later on should the country decide in favour of Preference. It is a good thing that the Colonies are too busy with their own affairs to follow the tortuous mazes of the Conference question in England, though there is not the least doubt that they take an enormous interest in what is, to them, a very vital question. The to be or not to be habit of mind makes no appeal to a Colonial; he is far too hard headed and practical.

THE BRITISH MISSION TO FEZ.

The British Minister and the members of the British Embassy in Tangier, who were recently received in audience by the Sultan of Morocco. A French Military Mission, and a German Mission under Count von Tattenbach, are also at Fez. It is proposed to form an International Conference of the different Powers on the subject of Morocco.



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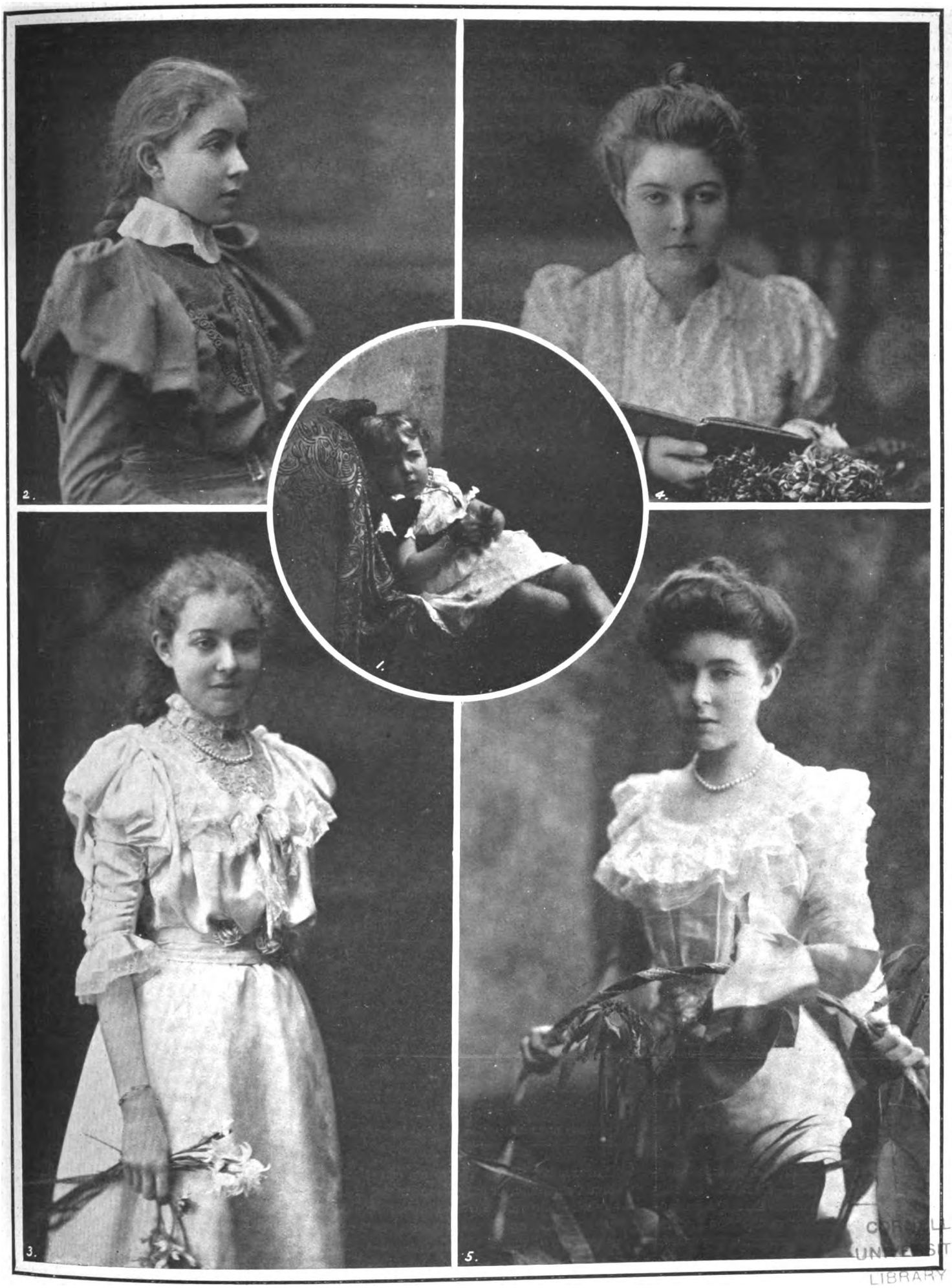
# THE ROYAL WEDDING.

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## SOME INTERESTING PORTRAITS OF H.R.H. PRINCESS MARGARET OF CONNAUGHT

Who was married on Thursday to Prince Gustavus Adolphus of Sweden. The ages at which the various photographs were taken are as follows: No. 1, two years old; No 2, thirteen years; No. 3, fifteen years; No. 4, nineteen years; No. 5, twenty years.

*(From Photographs by H. S. Mendelsshon.)*



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LORD SHERBROOKE AND SYDNEY.—The Sydney newspapers announce that the estate of the late Lord Sherbrooke is about to be sold. As Robert Lowe he was, perhaps, the most inconsistent statesman of the nineteenth century. As an Australian M.P. he was "the Tribune of the People," as a British M.P. he was democracy's bitterest enemy. He was a Liberal who should have been a Tory, a Colonist who should have been a Little Englander, a fighting politican who should never have been an administrator. His sympathy with the Colonies was scant, yet his fame owes more to the eight years he spent in Sydney than to the forty years he spent in England—an irony of fate which is enough to make him turn in his grave. It was in Sydney, too, that he made the wealth which enabled him to enter public life in this country. For he shrewdly invested his savings at the Colonial Bar in property which has enormously increased in value during the past fifty years. It is this property which is now being sold for the benefit of his heirs.

THE KOREAN CONSUL-GENERAL.—The suicide of the Korean Chargé d'Affaires has brought Mr. Pritchard Morgan to the front, for it is he who, as Consul-General for Korea, will take over the Embassy. He is a Welshman with a Colonial training. In Queensland he practised as a lawyer for many years, making for himself an excellent reputation in mining cases. Later on he acquired large interests in mining properties when he returned to England. As head of the mercantile firm of W. Pritchard Morgan and Co. he has included China and Korea in the sphere of his operations. Hence his position as the Hermit Kingdom's commercial representative in London. In 1885 Mr. Morgan was anxious that Queensland should send a contingent to the Soudan, and offered to pay a large subscription towards its expenses. From 1888 to 1900 he sat in Parliament for Merthyr Tydvil. He was at one time much before the public eye through his efforts to develop the gold deposits of Wales, and his crusade against the antiquated system of gold-mining royalties.

*Copyright.*

MISS H. E. RIVES

Who comes from Virginia, was recently presented at Court. Miss Rives is a clever author ss, and many of her novels have been published in England and America.

GERMAN RECIPROCITY.—It is not so many years since we had a dispute with a usurping Sultan of Zanzibar and bombarded his palace. He fled to German territory, where he was received with open arms, and where he has remained ever since. In South-West Africa Germany has been fighting with the natives for eighteen months, and now wants Great Britain to give her what she refused to give Great Britain in similar circumstances. Not content with the privilege granted her by the Cape Colony of drawing supplies from British territory, her Press is crying out that we should surrender or execute insurgent Hottentots who take refuge over the border. When any dominion under the English Crown agrees to such a demand the day of the British Empire is over. For anything more foreign to our ideas of justice and fair play can hardly be conceived. What we do in our own interest is to disarm every native who is driven into the Cape Colony. Whatever the extremity of Germany in South-West Africa may be, we shall absolutely refuse to act as police in her interest.

LADY GORST AND HER FATHER.—Mr. Rudd has presented Kilchoan, on the border of his Argyllshire estate, to his only daughter, Lady Gorst, as an autumn residence. Since the erection of Mount Stuart no finer house has been built in Scotland than Ardnamurchan, at whose house-warming Dr. Jameson and the late Cecil Rhodes took part. Mr. Rudd is supposed by those in the know to be the hero of "The God in the Car." At any rate, the story of his life is romantic enough to justify the imputation. His daughter, who married Sir Eldon Gorst a few years ago, met her husband in Egypt, where he was Financial Adviser to the Khedive. He is now, however, an official at the Treasury. When he was in the land of the Pharaohs his chief recreation was the Turf, for which he bred and trained his own horses, but since his return to England he has done little in this direction. He was born in New Zealand, where his father, Sir John Gorst, was Civil Commissioner.

A COLONIAL AT COURT.—The only Colonial who was present at the State Banquet given at Buckingham Palace in honour of King Alfonso was Lady Clarke, and a very distinguished representative she was. "Uncommon tall," dignified in carriage, and crowned with silvery hair, which is in striking contrast to her dark eyes, she is a noticeable figure anywhere. As the wife of Sir Stanley Clarke she has lived in the atmosphere of the Court for nearly thirty years, for Sir Stanley was equerry to the Prince of Wales from 1878 up to 1901, when he was made chief equerry. He was also private secretary to the Queen for twenty years. In attendance on the King he has visited nearly every Court in Europe, and has been decorated by every reigning sovereign. He was one of those appointed by the King to wait on King Alfonso during his late visit. Lady Clarke is a Canadian, and a sister of that popular sportsman, Mr. Charles Rose, M.P. for Newmarket.



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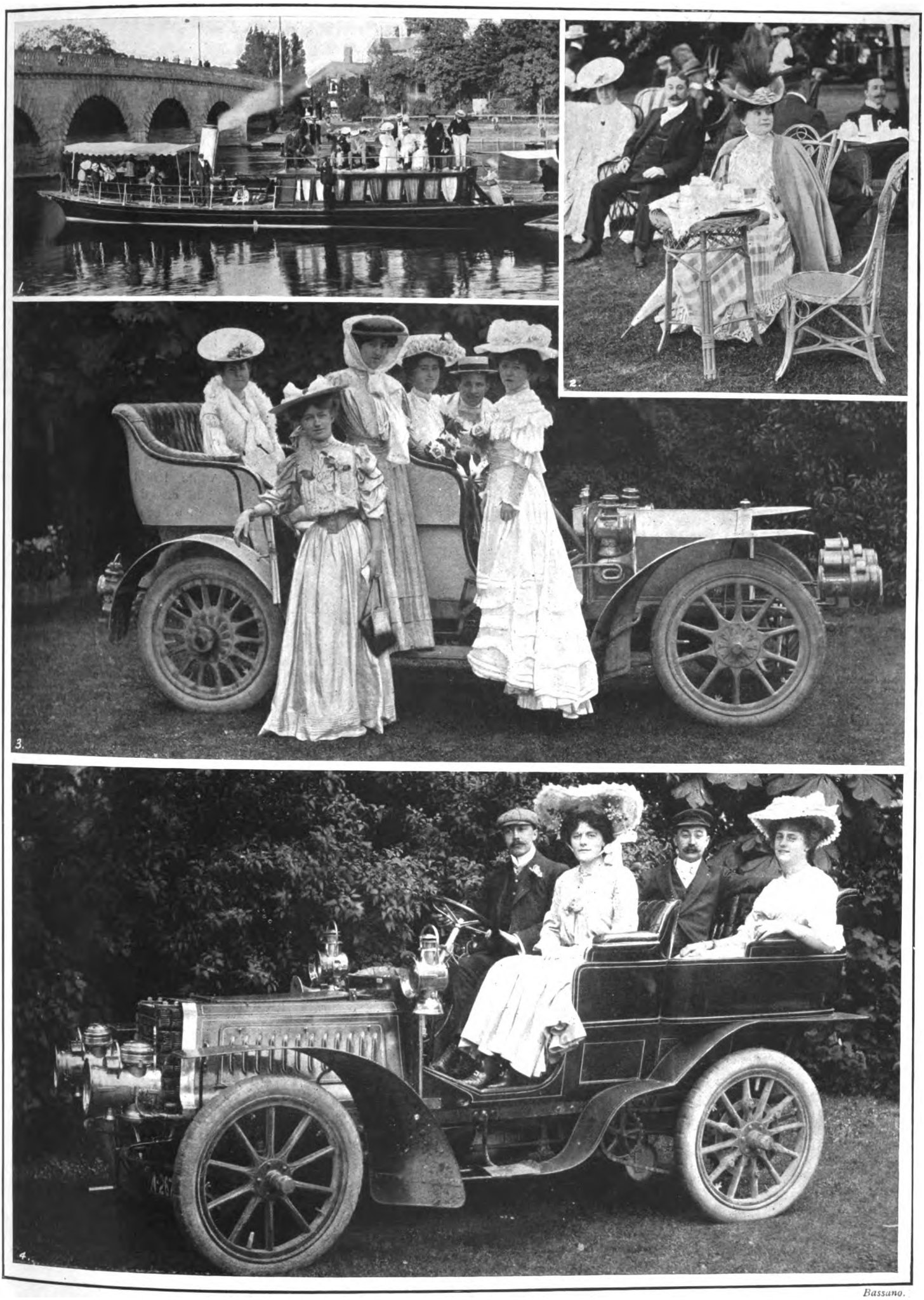
# THE THEATRICAL MOTOR MEET.



Bassano.

## ACTRESSES AND THEIR CARS AT MAIDENHEAD.

The second annual meeting of the theatrical profession at the Riviera Hotel, Maidenhead, last week-end was an even greater success than the previous event, and many well-known actresses were present. Our illustrations show (1) The party in the launch going from Maidenhead to Bourne End; (2) Mme. Réjane; (3) Miss Dancrey, Miss Alice Crawford, and Miss Mabel Love in the Rolls-Royce car; (4) Miss Clare Rickards and Miss Hilda Harris in a Gladiator car.



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# *On the Links.*

## EDITED BY A. J. ROBERTSON.

THE Open Championship at St. Andrews, whose final result was extremely uncertain until the last scoring round of eighteen holes were played on Friday afternoon, has resulted in a victory for James Braid of Walton Heath with an aggregate score of 318 for the seventy-two holes, an average slightly over 79 strokes a round, and considering the high wind, the frequency with which Braid was bunkered, the missed putts, and other vexatious elements in the three days' play, the score of the new Open Champion must be pronounced a remarkably fine one. This is Braid's second win of the Open Championship, his first success being at Muirfield in 1901. All golfers in the South, at all events, who know Braid's modesty of character and the sterling quality of his game, especially as it has been revealed in tournaments this year, will heartily congratulate him on the second distinction which he has thus added to his name.

* * *

It was curious to hear among those who discussed the prospects of the players at St. Andrews that Braid was by no means a favourite when the last rounds had to be entered upon on Friday morning. Critics seemed to think that he was completely out of the running, and that the narrow margin of a stroke or two that separated a small bunch of players at the end of the third round seemed to point clearly to the conclusion th there would be a tie for the first place and a "play off" on Saturday morning. But the weather conditions at St. Andrews, which told so disastrously against the maintenance of a consistent game among the bulk of the leaders, had no serious effect on Braid's game. The weather on the opening day was particularly prejudicial to low scoring. The couples began to leave the tee at nine o'clock in the morning, and it was between six and seven in the evening before all the cards were handed in. In the early morning of Wednesday the wind blew strong, almost due north, and later in the day the breeze veered round to the east, being almost half a gale. The result was that the wind from both quarters of the compass was exceedingly troublesome to all the players, whether they started early or late. The north wind blew across the course nearly all the way out and in, while the east wind blew behind the players the first seven holes out, and was dead in their teeth the last six holes home. It was the prevalence of the wind and the frequency with which the majority of the players got bunkered off the tee that caused so many scores to mount to figures between 80 and 90.

THE OPEN CHAMPIONSHIP AT ST. ANDREWS.

Willie Anderson of New York, American Open Champion, driving at the 12th hole, his partner, C. R. Smith (West Middlesex), watching the shot.

* * *

Taylor, Herd, H. Vardon, and Walter Toogood led the field on the opening day with scores of 80 each, while Braid was one stroke more. The crowd of spectators was fairly well broken up among Taylor, Herd, Braid, and Vardon, though the last-named had probably the largest following. Taylor played a remarkably steady game, and had it not been for an unfortunate 7 at the Road hole through a too strong approach, he might easily have finished in 77 or 78. The second day saw Rowland Jones of Wimbledon Park force his way into the place of leader by a brilliant round of 77, Braid coming next with 78, mainly due to magnificent recoveries after being bunkered off his long shots. Taylor could only compile an 85, and was thus seven strokes

THE FIRST TEE AT ST. ANDREWS.

Braid driving in the Professional International Match, Taylor on the left. Tom Morris (in overcoat) standing on the right watching the shot.



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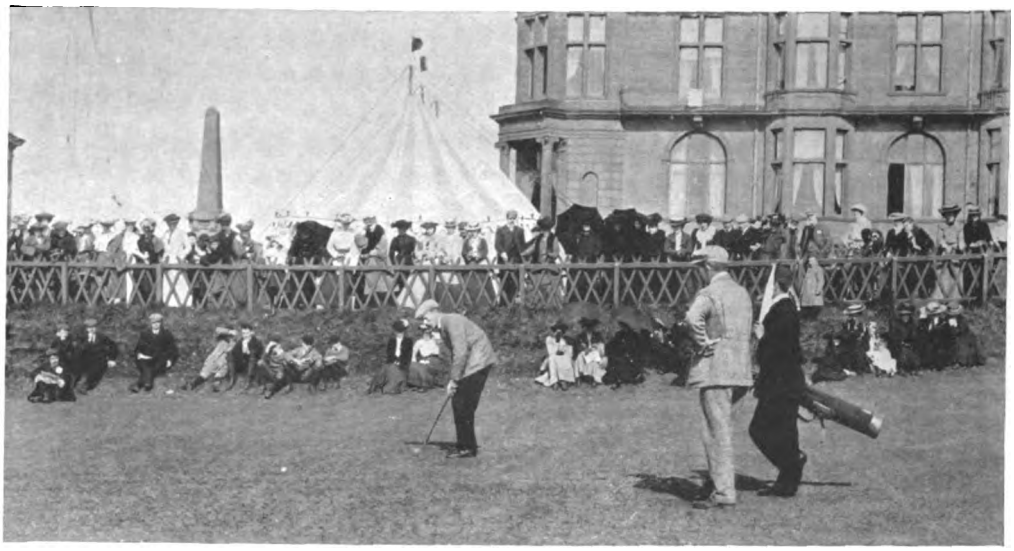
# On the Links.

behind Jones and six behind Braid, and though Taylor played a magnificent game all through the last day, he never could quite make up the leeway separating him from Braid. Driving fine, raking balls against the wind, and following these up with steady and accurate approaching and putting, Braid kept his lead, and eventually obtained a very hard-fought victory. The feature of the tournament may be described as the failure of the amateurs.

* * *

The annual competition of the members of the Golfer's Club, Whitehall Court, for the challenge shield, held by Mr. N. L. Jackson, will take place on the links of the West Herts Golf Club at Cassiobury on Thursday, June 22. The winner of the challenge shield receives a silver cup, and another silver cup will be played for during the afternoon of the same day. There will also be a prize for the best scratch score for the 36 holes played in the morning and afternoon rounds.



THE OPEN CHAMPIONSHIP.

The home hole in front of the club-house; C. Burgess putting; Jack White on the right.

THE CHAMPIONSHIP AT ST. ANDREWS.

David Cuthbert putting on the 16th green; A. Herd watching the stroke.

The hot summer weather always brings a craving need on the part of the golfer to vary the quality as well as the brand of a refreshing drink after a hard match in the sun, and a parched tongue is often heard to cry "What shall I drink in this hot weather?" The answer is easily given. Drink cider, good Devonshire cider, which, with a little seltzer water, is one of the most cooling and refreshing drinks any thirsty golfer can desire to partake of. The Devonshire cider of H. Whiteway and Co., Whimple, Devon, has a long historic past behind it to gurantee its purity and quality; and at this time of the year, whether still or champagne, it is the golfer's ideal drink.

* * *

The summer meeting of the London Solicitors' Golfing Society will be held on the links of the Manor Golf Club, Ashford, Middlesex (by kind permission of the committee of that club), on Saturday, July 8, when the following prizes will be competed for: (1) The Riddell Challenge Cup; (2) silver cup presented by the president of the society (Mr. T. Rawle) for the best score under full handicap for a round of eighteen holes; (3) prize to be given by the society for the best net score for nine holes, out or in, under half-handicap. Members of the society desiring to compete must send their names to the hon. secretaries not later than Saturday, July 1, in order that the necessary arrangements may be made.

* * *

After two unsuccessful attempts to establish a golf course at Aix-les-Bains a nine-hole course has at last been opened at that fashionable resort in Savoy. The golf course of nine holes is situated on the race-course at Marlioz, about a mile from the town. Among those who are looking after the interests of the club are M. Mottet, Mayor of Aix-les-Bains, the honorary president, Rear-Admiral Primrose, the president, Mr. W. Cagger, the captain, and Messrs. Domenget and Rossignoli, secretaries. The first opening competition took place a little over a week ago in wet weather, when the Mayor formally opened the links. The monthly medal was won by Mr. A. H. Potter, an American player, with 93 - 14 = 79. The only scratch player was Mr. F. Davidson, and his score was 87.

THE OPEN CHAMPIONSHIP.

A portion of the crowd on the way to the 13th green.



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# *On the Links.*

LADIES' CHAMPIONSHIP AT CROMER.

The crowd following the match of Miss Stuart and Miss Maitland to the 14th green. The village of Overstrand is seen in the background.

THE LADIES' CHAMPIONSHIP.

Miss Steel (Sheffield) driving from the 1st tee; Mr. Talbot Fair and Mr. H. Kelly looking on.

THE LADIES' CHAMPIONSHIP.

A view of the Cromer Links during the play in the direction of the 15th green.

## GOLF PHILOSOPHY IN SLIPPERS.

### I.—On the Origin of Golf.

THE origin of this, the most ancient of all games, is lost in the mists of antiquity. Not only is it impossible to state with precision, but no one can say within several hundred years, when the game came into existence. Probably the earliest recorded fact is that close upon 500 years ago the aid of the Scottish legislature had to be called in to curtail the people from its undue indulgence. Consequently the origin of the game dates further back than that—and probably much further back — since at that period, when fashions necessarily travelled slower than now, it would take many years to work up the game to such a state of popularity as to call for legislation on the subject. Five hundred years hence, with the exception perhaps of cricket, posterity will have very vague ideas as to the exact date of the origin of those games we play now, and this with all the improved facilities for recording and preserving records. Ask any ten people you meet when lawn tennis was first invented, and not two of them will be able to tell you even that—a matter of less than forty years. What wonder, then, that the origin of Golf should be lost in obscurity.

I have heard it stated, and by those who ought to have known better, that Golf derived its origin from a Dutch game called Kolf, which was played in Holland in the sixteenth century, and which remotely resembled golf, in that a ball was knocked with a club about a circumscribed area. To this I will only remark that at the time this Dutch game is represented as being played in Holland there was reposing in a room in Edinburgh, where the Scottish archives were kept, an edict—already grey with the dust of more than 150 years—promulgated by a former Scottish King (James II.), prohibiting his subjects from playing their ancient and favourite game more than a certain number of times a week. This King saw what a desperate hold golf had taken of the Scottish people, and he feared that they were in consequence neglecting their shooting at the butts, and that the Scottish archers would come off second best in the event of another war with England.

Then "Schole" has been suggested as an origin. This recreation consisted, I believe, in a player driving a ball, somewhat after the manner of golf, from one town or village to another, across country, in as few strokes as possible, a curious variation being introduced, consisting of another player driving the ball back one stroke in the contrary direction after every three strokes forward. This is so obviously the emanation of some restless and unorthodox spirit seeking to free itself from the trammels of the orthodox game as to call forth no serious comment.

The same sort of idea can be found recorded in the annals of the Honourable Company of Edinburgh Golfers of a century or so ago, where one may read such extracts as this: "Mr. A. did wager one dozen bottles of claret that he would drive a golf ball to the top of Arthur's Seat in fewer strokes than Mr. B." There one sees the same restless spirit seeking some innovation—as in "Schole." Such abortive offshoots cannot seriously be confounded with the parent stem.

My own opinion is that the origin of golf dates from an early period of the sojourn of our first parents in the Garden of Eden—I say an early period, because they could not have been



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# *On the Links.*

there very long before they went out for a walk. Adam would not have been a man if he had not carried a stick in his hand, and with it must have struck at various objects as he passed along, among them round stones, horse-chestnuts, or what not. Sooner or later some round object struck by him would have rolled into some hole, and Eve, observing it, would not have been a woman if she had not said, "You wont do that again." Adam would not have been a man if he had not tried, and whether he succeeded or not is immaterial.

I am not antiquarian enough either to assert or to disprove that a "wee bit burn" there was in the Garden of Eden called the Bâh-fi, and that the laid-back wooden club was the prototype of the Baffy spoon; but few will be found bold enough to assert that our forefathers used iron clubs before the days of Tubal Cain. And yet there is in the Chapter House of Salisbury Cathedral a frieze, setting forth in stone the principal events in Bible history, and there is a representation of Cain killing Abel with an instrument so like a niblick as to make no difference—at all events to Abel.

C. DE LACY LACY.

## *Correspondence.*

### AN INTERESTING POINT IN A THREESOME.

TO THE EDITOR OF "THE KING."

SIR,—I was playing last week at Muirfield in East Lothian in a threesome match. I was on the home green in four strokes. Mr. A. was in the bunker facing that green in the like, while Mr. J., the third player, was over the green in five. I am afraid that Mr. A. lost his temper after three or four fruitless strokes in the bunker, and he was eventually raining blows so fast that neither I nor the caddies could count the strokes. We guessed the number to be fourteen, but at Mr. A.'s last stroke the ball jumped up and fell into the pocket of my caddie, who had just then turned his back on Mr. A., and was walking up to the flag.

By the rules I lost the hole, but how was it with Mr. J.? The caddie walked up to the flag where the ball, which had lodged in his pocket, fell close to the hole, laying the ball of Mr. J. a stymie. I want to know how Mr. J. stood, supposing that Mr. A. had not played so many strokes in the bunker? Should he have played the ball back from where it entered the pocket of the caddie, or should it have been played where it was dropped at the hole side? If it had not fallen out of the boy's pocket, could the player have played it where it lay whether the caddie liked it or not?—I am, etc., W. H. C.

[Our correspondent is quite right in believing that he lost the hole to Mr. A., very hard

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THE CELEBRATED "GREY POPLAR" AT THE 11TH GREEN.

and absolutely unforeseen though the penalty may be. As between Mr. A. and Mr. J. the incident was a rub of the green; but instead of the ball being played where it dropped from the pocket of the caddie at the hole side, thereby laying Mr. J. a stymie, it should be taken back as near as possible to the spot where it fell into the boy's pocket, and played from that point on the putting green. Police-court law would intervene as an effective deterrent in the other alternative contemplated by our correspondent.—ED.]

### GOLF AT HYERES.

TO THE EDITOR OF "THE KING."

SIR,—A successful golfing season has just closed at Hyères, and the club finds itself in a position to build new premises, which are sadly needed. Next season visitors will find the long-promised building a substantial fact. In my opinion the latter end of the season is the best, and it might well be prolonged for another fortnight, say to May 15. It commences in September. The ground, as a rule, is rather hard and unyielding to your iron clubs; but after rains, which are by no means infrequent, it is quite playable, and you may rely on your iron shots.

The links are situated about two miles from Hyères in park-like grounds, and towards the end of the season, when the trees are bursting out, are exceedingly pretty. The landlord allows no alteration of the ground, and consequently the bunkers are of the irritating hurdle description.

There are eighteen holes, and, although the whole course is flat, one may say that they are all good, and provide a fair amount of variety. Some of the holes cross. For instance, the seventeenth crosses the thirteenth and the eighteenth; but one gets used to it, and no one ever appears to get hit. The French caddies are keen on the game, and some of them play a remarkably good game themselves, being "as imitative as monkeys." The subscriptions are rather high—60-fr. for one month. There are several competitions throughout the season.

Golfers, as a rule, stay at the Hotel Palmiers, whence a brake runs frequently to the course. The Costobelle Hotels also run a brake, but are further away. A delightful custom is to take your lunch with you and enjoy it *al fresco* between your single and your foursome.

Among the illustrations you will see one of the enormous new hotels, the Hotel du Golf, which is intended to attract all golf players. I think it will succeed, as I already hear of many rooms being engaged for next season.

Altogether one may say that for Continental golf Hyères is good, especially after rains. The putting greens are fair, and the lies generally good. One can use the brassie occasionally, as at the third hole, which is over 500-yds., and the iron nearly always. For a man who is fond of golf, but cannot stand the home climate, Hyères is just the place.—I am, etc., H. T.

THE MOST PICTURESQUE AND DIFFICULT HOLE—THE 16TH—ON THE HYERES LINKS.

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THE OLD CLUB-HOUSE WITH FREMANTLE, THE PROFESSIONAL, AND HIS DAUGHTER ELSIE.



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# "The Complete Golfer."

(By HARRY VARDON, Open Champion, 1896, 1898, 1899, and 1903, with sixty-five illustrations. Methuen and Co., Essex Street, W.C. Price 10s. 6d. net.)

THE publication of this extremely well-written book is a sign that the professional has not only established his playing supremacy as against the amateur on the links, but that he is falling into his natural position of becoming the literary instructor of the learner of the game. Books by professional golfers have been published in years gone by, and Willie Park, Taylor, and Fernie have all endeavoured to give the learner at golf the benefit of long and varied experience in playing the game, and of their careful thought and illustrations in thinking out the most useful and helpful conclusions. These works are still of great help to the learner, and it does not detract in the least from their value when it is said that they do not reach quite the same high standard of practical excellence and rich variety of material as may be found in almost every page of the present volume. It used to be said in earlier years that the great defect of the professional, when he set himself to the task of teaching learners, was that he erred lamentably in explaining the *rationale* of any particular stroke which the beginner had an invincible difficulty in acquiring. His vocabulary was apparently not rich enough to explain to the learner the reason why he or she had gone wrong in striking the ball, while he had an imperfect power of analysis in fixing attention on the movements of the hands or body to show how the stroke had been wrongly made. That reproach, if it ever had any extended application to professional teachers, has long ago been removed, for in Vardon, Taylor, and Willie Park we have at least three professionals in the front rank as players who can write of the faults of the beginner with the fulness, clearness, and analytical power of the skilled literary author. In many respects Vardon's book is an absorbing study to any golfer of experience. Everyone who reads his chapters carefully cannot but admit the soundness of his criticisms. This is especially true of his chapter wherein he playfully chides lady and gentlemen beginners who will persist in sinning against the light of common-sense and of experience by looking upon golf as a too supremely easy game to need any instruction at all. Vardon shows by many passages throughout his book, wherein the point of his golfing philosophy probes a little more deeply than the irony of his quiet humour, that no lady or gentleman who takes up the game in the hope of being able to play it gracefully and well can ever expect to realise the humble ambition of a learner without first of all receiving a great deal of salutary instruction at the hands of the professional teacher. Not the least charm of Vardon's useful treatise designed to put the learner on the safe road of instruction is the wealth of photographic illustration, by means of which the beginner is shown how to stand to the ball, how the feet should be placed, the number of inches by which the fork of the leg should be separated in taking up the stance, how the club should be gripped by the hands, and how the club is brought back and carried through. These photographs, taken together with the clear explanation of principles set out in the letterpress, must appeal with convincing force to the mind of every learner, and leave him in little doubt as to the essential point which he should seize upon at the very outset of his golfing career.

The quiet modesty of Vardon's book is perhaps one of its chief recommendations. As every teacher must have an ideal upon which to fix the attention of the learner, it will not seem in the least inappropriate to the golfing reader that Vardon should set up his own style of play as the one which should be laboriously analysed and commended as an example to follow. He states that his own style of play, which has earned for him the commendation of the highest authorities as being that of the best player golf has yet produced, is not the result of any conscious imitation of any particular golfer, but a blend of a large number of styles consolidated at last by practice and experience into the rich and unique scientific methods of play which denote the individual genius of the man. Vardon, naturally enough, in effect says: "Here is the style of play that I have painfully evolved for myself through observation, study, and careful practice; it has brought me rich rewards as a golfer, and no little renown over the world as a player; the best legacy that I can give to the widening world of golfers is to explain my own methods of play, and to teach others if possible to attain the same high standard of efficiency." And in the process of his analysis he gives a death-blow to some of the ancient but apparently erroneous precepts of the early text-book writers. He counsels the learner, for example, to grip tight with both hands, to turn the toes outwards in playing off the tee and through the green, to keep the head steady when playing a shot, and to get rid of the persistent error that it is necessary to glue the eye to the ball, that there is no wrist shot in golf except on the putting green, that the half shot with the cleek or iron should be cultivated in preference to full shots with either club, that the distance to which a ball will be driven is governed entirely by the extent of the backward swing of the club, and that putting is largely a matter of confidence on the part of the player, that there is no rule and no best way of acquiring the art which, after all, is really a matter of nature and instinct.

Amid the wealth of material and sound precept of instruction scattered throughout the various chapters of the book, there is one doctrine which Vardon preaches that will not find the ready assent given to the majority of his precepts. It is the doctrine that one of the alternative methods of playing the stymie is that the ball of the opponent should be "run through" like the follow-through shot in billiards. In the older codes of rules it was distinctly forbidden to play on the opponent's ball with greater strength than was necessary to carry your own ball to the hole; and golfers are justified in holding that the spirit of that rule and tradition still holds good. By knocking your opponent's ball away by a follow-through shot in the violent manner that Vardon advocates, it is doubtful whether he has any justification for the teaching, even although the existing rules are unhappily silent on what used to be looked upon as a distinct breach of the game. Vardon's book, indeed, has all the charm of an interesting autobiography as well as of a scientific manual of instruction. It is replete with many humorous golfing stories and shrewd pieces of observation and criticism, while looked at as a whole the volume is by far the most fruitfully instructive of its class that has hitherto been published.

"THE COMPLETE GOLFER" 100 YEARS AGO.

This is a portrait of Alexander Mackellar, known a century ago on Bruntsfield Links, Edinburgh, as the "Cock o' the Green." He was one of the most enthusiastic golfers that ever lived. He spent the whole day playing golf alone, and even after darkness set in he could be seen putting by lantern light at the short holes. Snow on the links in winter did not deter him from having a round; and it is related that on one occasion his wife, who kept a small tavern in the town while Mackellar played golf all day, and hated the very name of golf, tried to shame her husband out of his devotion to the game by carrying his dinner and his night-cap to the links. He was one of the best-known characters in Edinburgh a century ago, and the above etching was made by Kay in 1803, after an actual study of the old enthusiast as he was absorbed in his favourite game. The shape of the clubs is an interesting study in evolution, compared with those that, for example, Vardon plays with. His favourite expression was, "By gracious, gentlemen, here's a boy and I that'll play you for a guinea."

(*From an old print in the collection of Mr. Breun, of 4, Greek Street, Soho.*)

## FIXTURES.

June 17.—Hanger Hill, "Bogey."
June 17.—Bushey Hall, Vice-Captain's Prize.
June 17.—Tooting Bec, Victoria Diamond Jubilee Cup.
June 17.—Royal Portrush, Midsummer Meeting.
June 17.—Wembley, Open Amateur Meeting.
June 19.—Hanger Hill, Ladies' Open Competition.
June 19.—St. George's Challenge Cup, at Sandwich.
June 19-20.—Scottish Ladies' Championship, at North Berwick.
June 19-24.—Yorkshire Union Championship Meeting, at Redcar.
June 22.—Hanger Hill *v.* Wembley.
June 24.—Hanger Hill, Open Amateur Meeting.
June 24.—Sudbrook Park, Rube Challenge Shield.
June 24-25.—Le Touquet *v.* Press Golfing Society.
June 26.—Highgate and East Finchley, Ladies' Summer Meeting.
July 1.—Rye, Monthly Medal.
July 1.—Rye, Silver Cleek ("Bogey").
July 3-4-5.—Borough of Hythe, Challenge Trophy.
July 8.—Sundridge Park, Treasurer's Cup.
July 10.—Folkestone, Summer Meeting.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XLVII.—Mr. Hamar Greenwood, the Liberal Candidate for York.**

MR. HAMAR GREENWOOD, the Liberal candidate for York, is a true Canadian. He was born in the town of Whitby, situated some thirty miles east of Toronto, on the north shore of Lake Ontario. His father, a well-known Canadian barrister, was by birth an Englishman; and his mother was of that United Empire Loyalist stock which is to the Canadian what the Pilgrim Father stock is to the American. Her American ancestor was one of those British soldiers who lived in the New England Colonies until the Stars and Stripes supplanted the Union Jack, when, with thousands of other loyalists, he moved into Canada to live and to die under the old flag.

Mr. Greenwood was educated at the Public School and High School of his native town, and at the University of Toronto. Like so many other men, he showed his bent at college, where he made his mark as a speaker, and, incidentally, as a cricketer. He took his degree in 1895, with first-class honours in Political Science and Law. Whilst still a student, like the energetic Canadian he is, he developed his love for soldiering by joining the Active Militia of Canada, and held a commission in that notable service for seven years. It is interesting to note that he qualified for his commission at the Royal Military School, Toronto, which was then, and is now, under the command of Colonel Otter, the hero of Paardeberg, and a good friend of the Liberal candidate for York.

At a time when, to quote the present Secretary for War, "the state of the Army is a danger to the Empire," it is vitally important that members of the House of Commons should have some practical acquaintance with military matters, and especially that experience with these matters in the Homeland and in the Colonies that enables one to approach the question of Army Reform from the point of view of the British Empire as a whole. We might point out that Mr. Greenwood, like all Canadian schoolboys, was trained in military drill at the Elementary and Secondary schools; and undoubtedly such a training makes for the improvement of the physique, and the preparation, in case of need, of the rising generation in the Dominion. This training does not encourage jingoism, which is quite foreign to the feelings of all self-governing Colonials. There are many military experts who believe that the Canadian system of training, and of defence, is a good model for us to follow in the creation, at any rate, of a Home Army. A member like Mr. Hamar Greenwood would, therefore, be a distinct acquisition to the House in a truly Imperial sense.

If ever a man held his political creed with the force of religion, that man is Mr. Hamar Greenwood. Hence politics are more to him than a mere game—they are the serious business of life; and so they must be to any man or body of men who wish to command the respect and improve the conditions of the vast majority of their fellow-men. Westminster can do with all the earnestness and enthusiasm it can get, for amongst ourselves these qualities are a trifle anæmic. It will be all to the good in the House of Commons, and in the Homeland, and, indeed, in the Empire, to have a number of strenuous Colonials who really believe in the efficacy of democratic legislation because they have seen it work well in their own Colonies. The gradual increase in the number of our kinsmen from beyond seas in the House of Commons marks the growth of the Imperial idea, and points to the evolution of a Parliament that will some day be truly Imperial.

In the General Election of 1900 Mr. Greenwood was urged to stand for Grimsby, but declined the cordial invitation. Nevertheless, he took an active part in opposing the return of the Government. In February, 1903, he received the unanimous invitation of the York Liberals to fight for that historic city, so long represented by that genial personality the late Sir Frank Lockwood. He and his loyal supporters are undoubtedly preparing for the General Election with Japanese thoroughness. "Lockwood yesterday, Greenwood to-day and to-morrow," so runs the motto for York.

It is given to some men to be fortunate enough to find the road through life made interesting by notable incidents, and by the elements of romance. The Liberal candidate for York is one of these lucky men. His invitation to contest York was itself one of those happy incidents. He was asked to take the place of a distinguished politician whose illness prevented him from making the speech of the evening. Although a perfect stranger to York, Mr. Greenwood's obvious sincerity and stirring speech so appealed to the York Liberals that he was forthwith invited to become their candidate.

The picture of Mr. Hamar Greenwood on the first page shows him in his uniform as an officer in the King's Colonials, Imperial Yeomanry, of which corps he was one of the first officers. It was started in 1902 under the honorary Colonelcy of the Prince of Wales, and consists of Colonials and men connected with the Colonies now living in the Motherland.

In physique Mr. Greenwood is like those Canadians whose fine appearance in the contingents at the Jubilee of 1897, and at the Coronation in 1902, made such an impression on Londoners. He is 6-ft. tall and distinguished in presence. The slight twang reminiscent of the West, and the possession of that great gift, the saving grace of humour, together with the mastery of the subjects in hand, and the power of lucid exposition, put Mr. Greenwood well to the front among political speakers.

"You ask me if I like York. Like is not the word—I almost revere the ancient city. It is to me the most interesting place in the world. Just think of it! York was a thriving town before the Romans came, and they, in turn, made it one of their great centres under the name of Eboracum. It was the northern and western outpost of the Empire of the Cæsars, and I must confess it is with a thrill that I realise that I, a Canadian, am fighting to win a city that was ancient in its history before Columbus discovered America. The Roman remains, the Minster, the Walls, the Bars, the streets, all remind one that this great city knew England in the beginning and in the making. No political battleground could be more inspiring than this capital city of the premier county of the realm."

*Copyright.*

At the age of five.

*Copyright*

At the age of twenty-five.

*Copyright.*

At the age of thirty-five.

THREE CHARACTERISTIC PORTRAITS OF MR. HAMAR GREENWOOD.



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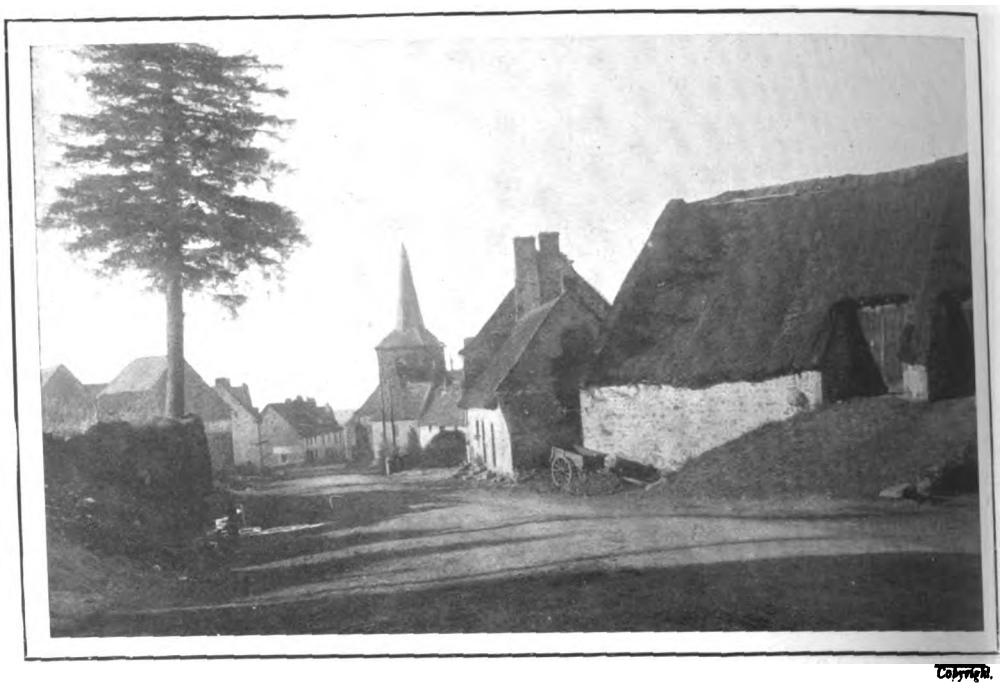
# The Motor: On Highway and Seaway.

THE Auvergne Circuit has been described on many occasions, but it may be of interest to recall its leading features at the present moment, as the French Eliminating Trials will be in full swing on the day (Friday) that these lines appear in print. The course is a rough oblong, 137 kilomètres in circumference, which will be covered four times, making the total length of the race 548 kilomètres, or 341 miles. The start and finish will be on the Plateau de Laschamps, where the road is nearly 4,000-ft. above sea-level, the highest point on the circuit. From Laschamps to the outskirts of Rochefort (21 kilomètres from the starting point) the road is comparatively free from dangerous turnings, but after the latter point the difficulties commence. All the cars will be required to halt momentarily at Rochefort, so that a particularly difficult turn in the town may not be taken at excessive speed. At Laqueuille, about 9 kilomètres further on, they will be stopped and restarted at intervals of three minutes, in order that a reasonable distance may be maintained, so far as is possible, between the competitors while they are negotiating the narrow and twisting road between Bourg Lastic (45 kilomètres) and Le Chambon (77 kilomètres).

This portion has been described by some of the French drivers as the "bouchon" of the course, and it is prophesied that any attempt at overtaking will result in inevitable disaster. From Le Chambon to Pontgibaud (99 kilomètres from the start) is another winding stretch, but the road is wider, and the danger accordingly less. Pontgibaud is a control, and the cars will be stopped, and restarted at intervals of three minutes, as at Laqueuille. For 12 kilomètres or so onwards there will be a chance for the cars to show their real paces; but from the fork near Volvic commences a steep and winding descent to the cross-roads of Clermont Ferrand (127 kilomètres). The last 10 kilomètres back to Laschamps is fairly straight, but the road rises in a few miles from 1,443-ft. to nearly 4,000-ft. at the Col de Moreno, just beyond the starting point. Of the total distance of 137 kilomètres, only about 88 kilomètres consists of "route nationale."



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THE COMING GORDON BENNETT RACE.

The street of Laqueuille, one of the villages on the chosen course.

One of the French drivers—I think it was Rigoly—has stated that there are 145 difficult corners on the circuit, so that each competitor who finishes the race will have negotiated 580 danger spots, each requiring the exercise of the greatest skill and nerve, and the practical certainty of the direst results in case of any mistake on the part of the driver or failure of the steering gear. The race will, therefore, constitute the severest test for both men and machines ever devised in the history of automobilism, and one can only hope that those who have prophesied a repetition of the Paris-Madrid disasters will prove to have been mistaken.

Twenty-four cars will compete, representing practically all the important manufacturers in France. The firms of Panhard, Richard Brasier, Renault, Bayard, Hotchkiss, Darracq, and De Dietrich have entered three machines apiece, and the total is made up by a C.G.V., a Gobron Brillié, and an Automoto. Only eight cars out of the twenty-four, the Richard Brasiers, the De Dietrichs, the Automoto, and the Gobron, are fitted with the side-chain system of transmission, the remainder being of the live-axle type. The biggest engine is that of the De Dietrich which has a bore of 190-m.m. and a stroke of 100-m.m., and is reputed to give 130-h.p. This monster, however, is run very close by the 185-m.m. by 160-m.m. of the Hotchkiss, and the 185-m.m. by 160-m.m. of the Bayard, which. I believe, are the dimensions of the Siddeley, the most powerful of the four-cylinder cars in the British Trials.

All the French machines, with the exception of the Gobron, are fitted with magneto ignition, though in several instances accumulators are carried as a reserve source of current. The great majority of the British racers, on the other hand, retain the old coil and accumulator system of ignition, the only exceptions being the Siddeley and the Weir-Darracq, which were fitted with low and high tension magneto respectively. Eight of the French makers adhere to the leather-covered cone clutch, and only two, Panhard and Bayard, have adopted the metal to metal disc type. In this respect the British cars would appear more advanced, as only the Wolseleys were fitted with leather clutches in the Isle of Man, all the Napiers and the Darracq having the metal to metal cone clutch, while the two Stars and the Siddeley were fitted with clutches of the disc type. In the matter of wheel-base length the French cars exhibit a remarkable diversity. The shortest is the 2-m. 40 of the Darracq, which is equivalent to 7-ft. 10½-in., or less than that of a medium-powered modern touring car. At the other extreme is the veteran Gobron Brillié, built long before the Auvergne Circuit was thought of, which has a length of 2-m. 90, or 9-ft. 6 in., between the axles. The Richard Brasier firm, which won the cup last year, has given its new machines a wheel-base of 2-m. 65, or 8-ft. 8-in., and, which is somewhat curious considering the winding nature of the course, a track of

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THE COMING GORDON BENNETT RACE.

An awkward corner in Rochefort, a village on the selected route.



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only 4-ft. 1½-in., whereas the other racers are from 4-in. to 12-in. wider between the wheels.

The race will be a hard-fought contest, and it is impossible to forecast the result. Personally, however, I shall be much surprised if the Panhards do not show well to the front, as they are the same machines which ran so well last year in the Ardennes Circuit and the Vanderbilt Cup, and only failed in the French Eliminating Trials by reason of defective water cooling, a matter which was subsequently remedied. Those competent to judge expect the winner to average 80 to 85 kilomètres an hour over the whole course; but the latter figure seems somewhat high, as Théry on the much easier Taunus Circuit last year did rather less than 88 kilomètres, or 54½ miles, an hour. The French drivers, however, have been living on the Auvergne roads for months past, and know every turn and twist of the course by heart, so that its difficulties and dangers will be minimised as far as possible.

In this connection there is likely to be serious trouble between the French club and the foreign competitors. The French drivers having learnt all they require about the course, the "Sporting Commission" of the French club has passed a resolution closing the roads to racing cars from June 2 onwards. The chairman of our own club immediately telegraphed to the president of the French club pointing out that such a prohibition would render it impossible for the British team to compete in the Gordon Bennett, as it would be the height of folly for a driver to race on such a course without several weeks of hard practice. Baron de Zuylen replied, throwing the responsibility on the Minister of the Interior, and holding out no hope that the regulations would be relaxed. Furthermore, he solemnly begs Mr. Stanley to impress on the British drivers the necessity of observing the legal speed limits when they visit the Auvergne Circuit. I sincerely pity the Auvergnats, who seem to have had a very exciting time since the French racers began to monopolise their principal roads some months ago; but if a deliberate attempt is to be made to prevent the English competitors from gaining experience of the 140 odd corners of the course, the British club had better withdraw its challenge at once. The German and Italian teams are not so seriously affected by the prohibition, as, having no selection trials of their own to prepare for, they have already had ample opportunities for studying the Auvergne Circuit.

RADIATOR.

W. A. Rouch.

THE MEET OF THE LADIES' AUTOMOBILE CLUB IN BATTERSEA PARK.

Mrs. Gerard Leigh, vice-president (steering), on her 25-h.p. Charron, with Lady Scott-Montagu, president of the club.



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# *The Parisians of Paris.*

## EN FÊTE.

"FIFTY francs for the Society of Modern Education! My dear friend, you don't mean it. You don't really want me to give fifty francs to a society I never heard of, and that doesn't interest me for two sous!" "Ma très-chère, listen to me. You care nothing for the society—neither do I; but Chartran has lent his studio and his grounds, and there is to be a fête that everybody is talking about, and we are all going." "Theodore Chartran, who painted the Pope and the Roosevelts, who went to America and turned all the women's heads. Why didn't you say so before? Of course I will give fifty francs for a ticket. You're a dear to have thought of asking me. I wouldn't miss such an opportunity for the world." So talked two friends, and two more, and two more, and finally all who wanted to help the society, and all who didn't; all the little ladies, and all the big ones; the Spanish Colony and the American, the English and the Dutch paid their 50-fr. because it was the smart thing to do, to have been to the Fête at Chartran's in the company of dukes and duchesses, academicians and actors. Parisian, ma chère, so Parisian!

The electric landaulettes, the Panhards, and the Renaults, whirled up to the Boulevard Victor Hugo, to the corner house in the wooded grounds, where the fashionable painter has pitched his luxurious tents. A portrait painter must study his locality. He cannot live in a second-rate quarter. Princesses do not climb fifth floors at Clichy or Montparnasse. The painter who aspires to Royalty must be prepared to receive them. Sometimes they come, sometimes they do not; but there is more chance to paint a crowned head in appropriate surroundings. That we all know. So Theodore Chartran settled in the Boulevard Victor Hugo, and painted the Princess of Saxony, the Duchess of Rohan, the Marquis de Rederseaux, the Austrian Ambassador, the Marquis de Montesquiou, and all the celebrities, political and aristocratic, of France. To-day he is a man of some fifty odd years, tall and erect, with iron grey hair, a black moustache, and brilliant dark eyes, as handsome as ever.

It was a charming sight, such as you rarely get out of Paris. The studio with its rich hangings and monster palms made a splendid background for the pretty women in muslins and laces, and young girls as fresh as the roses in their hands; the marble steps and gallery facing the platform reserved for the frock-coated, leaving the body of the hall like a bed of flowers. But the entertainment begins. One after the other the favourites of the Paris public come forward and recite, sing, or play. Mme. Bartet of the Comedie Français, Mme. Réjane, Mlle. Cavalieri, the opera singer who was once on the music-hall stage, Mme. Litvinne, Kubelik, Risler, and Coquelin *aîné*. How they were applauded! How charming they were! Bartet was serious, Réjane was humorous, but I think Coquelin amused us most with an imitation of an American with an English accent. We all recognised the popular journalist. Coquelin has studied him well. I wonder if he recognised himself. Then the last words were said and the last bouquet handed to the ladies, and everyone passed into the grounds, took a cup of tea or a sandwich, talked a little scandal, and drove off.

*Geniaux, Paris.*

AT A PARISIAN FLOWER FETE IN HONOUR OF KING ALFONSO.
Mlle. Cleo de Merode driving on the Bois de Boulogne.

*Chusseau-Flaviens.*

AT THE AUTEUIL RACES.
The *dernier cri* in summer frocks.

The entire week has been *en fête*. The galas at the Opera and the Français, the receptions at the Foreign Office, the Invalides and the Hotel de Ville, the dinner and ball at the Elysées, the rush from Vincennes to Versailles, the hurried walk through the Louvre, and the final drive to Auteuil will not soon be forgotten. The young King smiled and waved his hand and looked happy through it all, excepting the quarter of an hour in the storm that broke over the city as, with M. Loubet and the generals, he drove to the races. The King crouched on one side, M. Loubet on the other, the generals opposite in the landau as green as the trees they passed. It was in truth a bad quarter of an hour. Eventually, however, the sky cleared and the King followed the race won by Canard in duck's weather.

But the fêtes ended sadly for the women. The beautiful dresses, the dainty millinery, the long white gloves, the feathers, the shoes—all ruined! The water poured down as if thrown from a huge bucket and rebounded mètres high. Nothing could shelter the crowd from such a rainfall. A few in the tribunes were somewhat more protected, but in the paddock women ran about as demented. What was to become of them? Where could they go? Nowhere under shelter. They had to remain in the pelting rain, their thin dresses sticking to their backs and sides, outlining their forms, their skirts heavy with the weight of water hung like rags dipped in mud, feathers fell like strings about their necks, they stood in pools. Neither umbrellas nor sunshades were of any use; they held them over their heads, of course, but so closely wedged that there was no possibility of moving them to the back as the rain suddenly was blown to their backs and ran in streams through the opening of the bodices as they bent their throats.

When the storm subsided there was time to laugh, and occasion too. One quondam *élégante* tore her hat from her head, rolled it in a ball, and threw it away, a hat that had, a few minutes before, been a becoming mass of lace and tulle, that had been a "creation." Another woman cried through the crinoline straw that masked half her face, her mauve veil discolouring her cheeks, her hair hanging in a wet mass over her eyes. A third I saw looked pitiful; her blue muslin and ribbons had coloured her arms, neck, and the rest; she looked like a mermaid in a blue sea. But; "it's an ill wind . . . " The dressmakers and milliners are smiling broad smiles. There were sixty hats brought to the Rue de la Paix to be renovated, and orders are pouring in like the rain for the Grand Prix at all the big establishments. It is estimated that damage to the amount of £40,000 was done in that quarter of an hour to women's clothing.

FRANCES KEYZER.



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# *The Parisians of Paris.*

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*Briaun, Clement et Cie.*

MME. CHARTRAN

From the portrait by Chartran, now in the Paris Salon.



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# Under the Burgee.

TWO important events in the yachting calendar are fixed for to-day. These are the time-honoured matches from the Nore to Dover, which will be sailed under the flag of the Royal Thames Yacht Club, and the start of the race for the Heligoland Cup from Dover. It is unfortunate that two such events should clash, although under existing circumstances it is improbable that either is affected prejudicially. Efforts have been made to keep English yachts at home this year, and it has been understood for some time past that in some instances at least these efforts have proved successful. On the other hand, it is only to be expected that the majority of those vessels which took part in the race for the Ocean Cup will cross the North Sea to be present at the Kiel Regatta, if they do not actually race across, and given fine weather the Kiel Week of 1905 should be as brilliant as any of its predecessors.

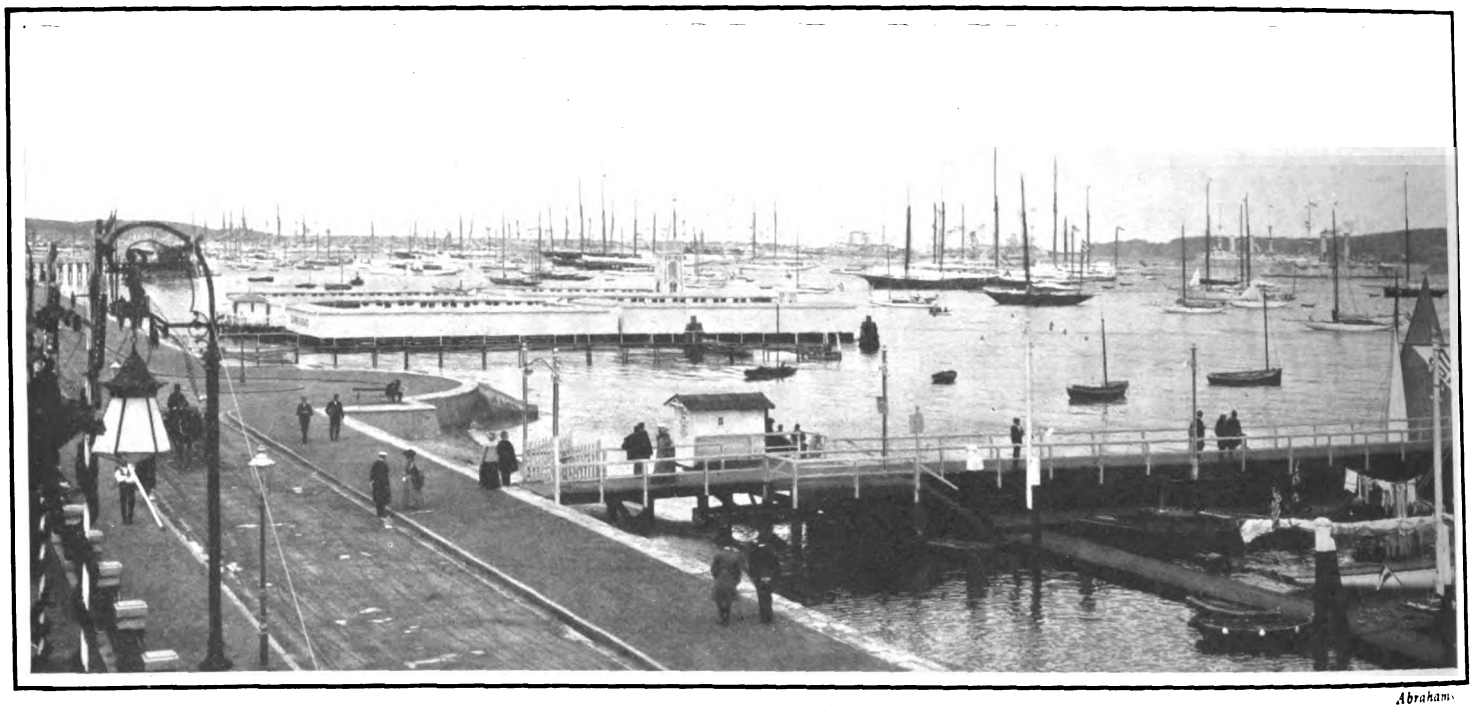
Many of the larger craft are commanded and manned by Englishmen, while the smaller boats are sailed by amateurs, and it is a recognised fact that the finest yachtsmen are those who have learned their sailing in small craft. Bearing this in mind, the Emperor is well advised in devoting special attention to the small vessels, and a series of races for what is termed the Sonderklass forms a prominent feature in each year's programme. This class consists of boats a trifle bigger than our 24-footer, manned by a crew of three amateurs, and is open to any nationality. It was as a member of the crew of one of these boats that I first made acquaintance with the Kiel regattas a few years ago, and on that occasion there were no less than fourteen competitors in the races in question, including representatives of Germany, Sweden, Denmark, France, America, and England.

While the management of the regattas may be open to criticism on some points, details on the whole are carried out with a completeness often wanting in our own regattas. There is also a pleasing variety in the arrangement of the various courses, and a fair proportion of the matches are from port to port. Thus there are always races from Kiel to Eckernförde and back, and from Kiel to Travemünde, a distance of about 90 miles, for which a very early morning start is always made, and again from Travemünde to Warnemünde.

This variety of courses adds enormously to the interest of the actual racing, and there is always some social function at every port at the end of the day's racing, at which the Emperor is usually present.

The chief event ashore is always the banquet at the Kaiserlicher Yacht Club, presided over by the Emperor, who presents the prizes for the Dover-Heligoland Race. This year the Ocean Cup and prizes for the Atlantic Race will also be presented, so that the banquet will assume a special interest.

Then, during the fortnight over which the racing extends, there are several occasions upon which the presentation of prizes is made the occasion of a ceremony at which the Kaiser officiates, while on most evenings there is a "herren abend," at which his Majesty is also usually present. This takes the form of an informal gathering of yachtsmen and those having the *entrée* to the club. There are no toasts, and no formalities of any description. The Emperor sits at the head of the table surrounded by a few intimate friends, and prominent yachtsmen are presented in an informal manner. The few hours of the evening are passed in the pleasures of general conversation, and the consumption of lager beer, sandwiches, and cigars. None of the entertainments is prolonged to a late hour. Early morning starts are quite a feature of the racing on the Baltic, and recognising that crews require a certain amount of rest, the Emperor sets the example of retiring at a reasonable hour, and the gathering usually breaks up soon after his departure.



Abraham.

KIEL HARBOUR.

This view was taken from the balcony of the Kaiserlicher Yacht Club during last year's regatta week, and gives some idea of the numbers of yachts that take part in the annual fixture.

The Baltic regattas have become popular amongst yachtsmen, and as long as they are conducted on similar lines as in the past they will continue so. The reason is not far to seek. The attractions do not begin and end with the yacht-racing; the Kiel Week is one of the big social functions in the German calendar, and the Kaiser does all in his power to promote the welfare of the sport. He has set himself the task of inculcating a love of the sea amongst his subjects, and one of the means whereby he seeks to attain his end is the encouragement of yachting. How far he has succeeded may be judged from the fact that two years ago more yachts started in the various races on one day than have ever taken part in a regatta in this country, including a magnificent fleet of schooners, in addition to such well-known craft as Comet (ex Thistle), Orion, Navahoe, and Thérese, to name only a few of the more important boats sailing under the German ensign. But that which augurs best for the future of German yachting is without doubt the hold which small-class sailing seems to have obtained.

The more important functions ashore usually include a garden party in the grounds of the Schloss, the Kiel residence of Prince and Princess Henry of Prussia, while receptions and dances take place on board many of the battle-ships, of which there are always a fair number in Kiel Harbour.

With so many entertainments provided, it is hardly to be wondered at that a certain number of yachts forsake the regattas at home for those of the Baltic, and thus make a pleasant break in the ordinary routine of a season's racing.

CORINTHIAN.

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## OPENING REGATTA FIXTURES.

June 17.—Royal Thames Yacht Club, Nore to Dover.
July 14.—Royal Cinque Ports Yacht Club Regatta.

### SOLENT CLASSES.

June 19.—Island Sailing Club.
June 20.—Southampton Corinthian Yacht Club
June 21.—Royal London Yacht Club.
June 24.—Royal Southampton Yacht Club.
June 26.—Castle Yacht Club.



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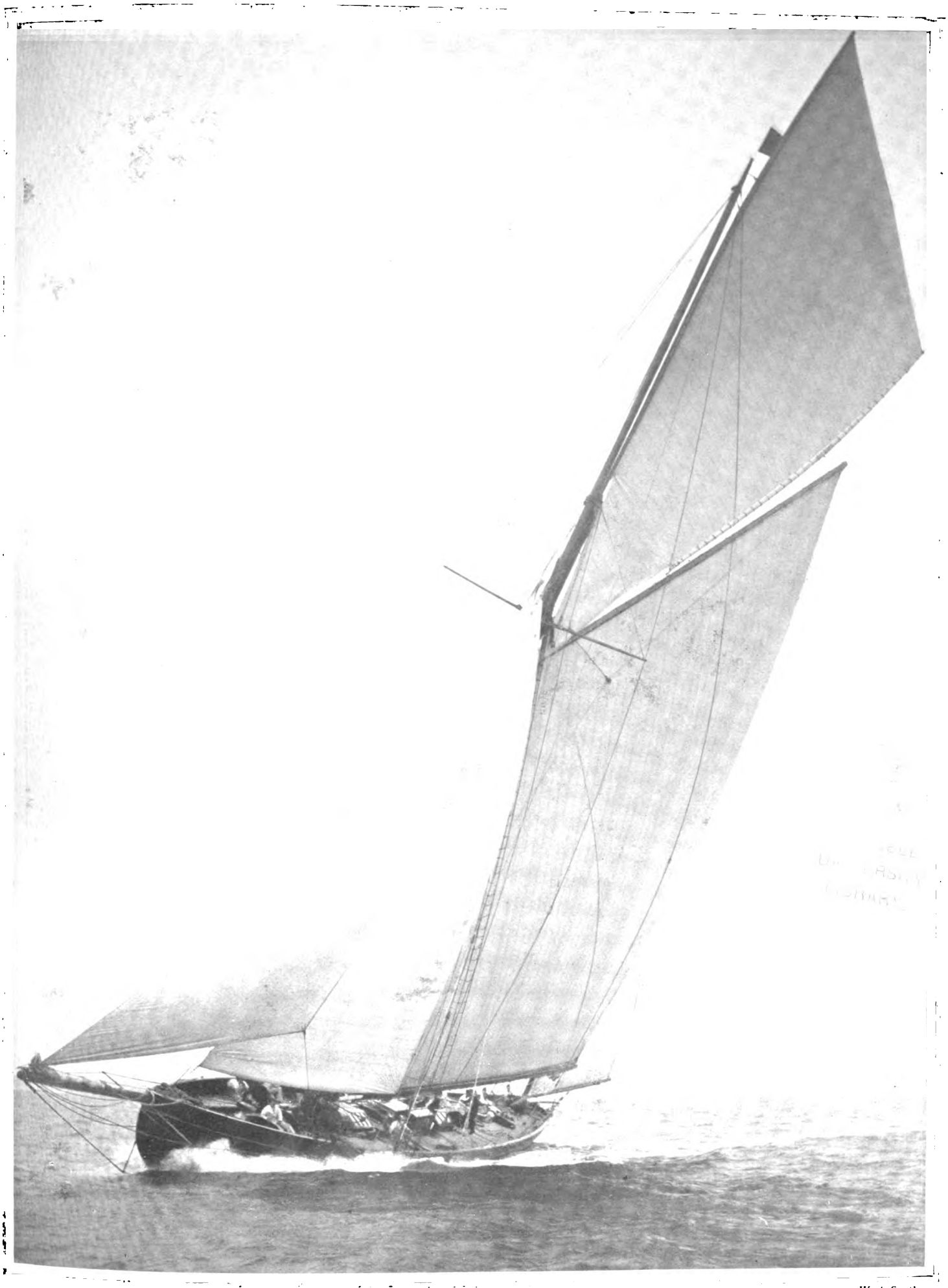
# YACHTS OF THE YEAR.



*West, Southsea.*

## BRYNHILD.

Yawl, 153 tons. For the past six seasons this fine vessel has been one of the best-known yachts, sailing at all the principal regattas. She was built at Gosport for Mr. Calverley, but is now owned by Sir James Pender, Bart. She was one of the many English yachts present at Kiel last year. Her hull is now painted white on the topsides.



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# The River Season.

A VIEW FROM RICHMOND HILL.

With the coming of Whitsuntide the river season opens in real earnest, and from Richmond up to Oxford each fine week end will see the broad bosom of the "most placid of rivers" laden with pleasure craft and studded with gay costumes and light sunshades. The natural beauty of the Richmond Reach marks it as the starting point, going up-stream, of the Thames as a river of pleasure, and from the hill there is a wonderful view over picturesque and lovely country, with the river winding along between Surrey and Middlesex.

*(From a copyright photograph specially taken for this paper.)*



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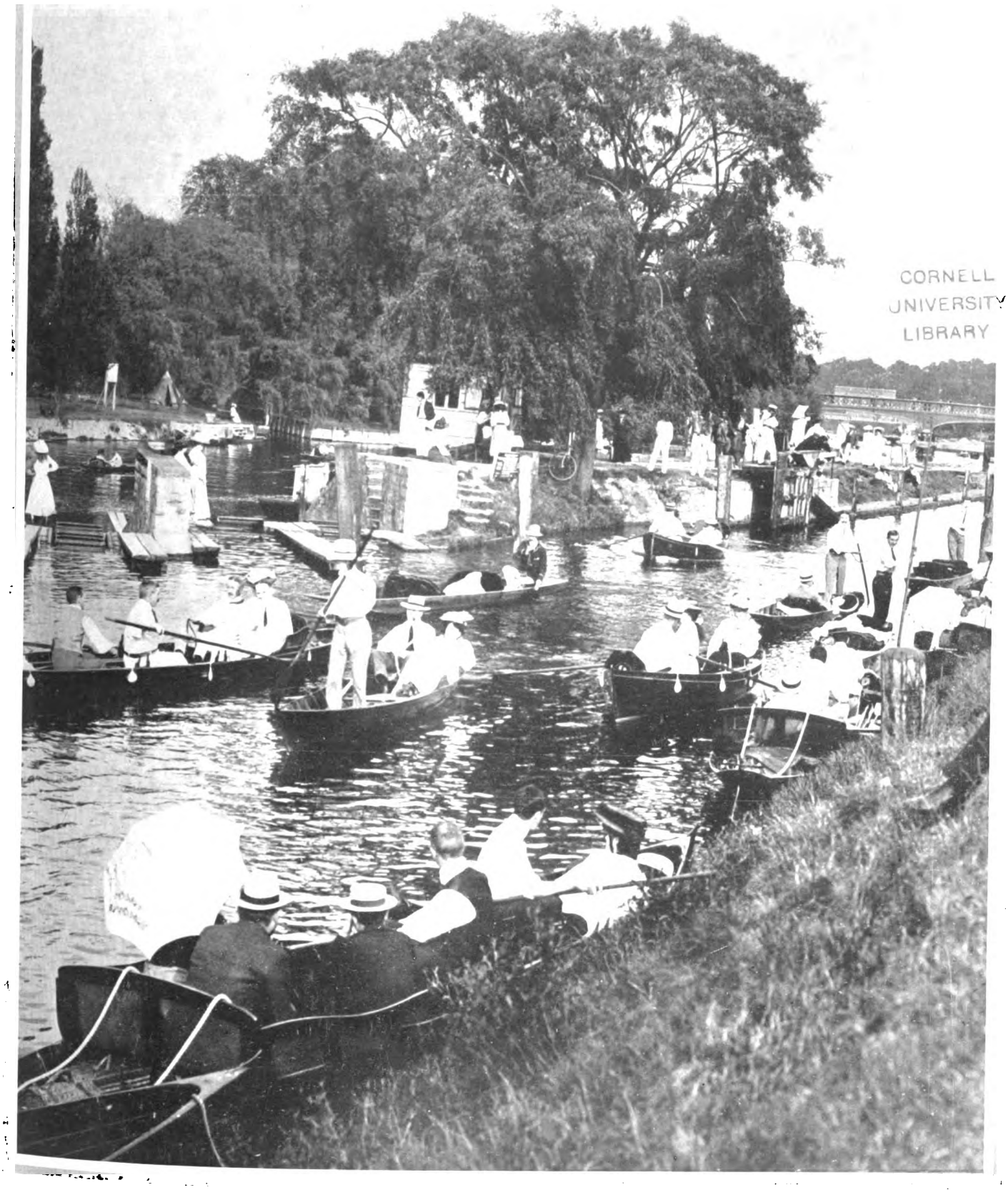
# The River Season.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SUNDAY AFTERNOON AT MOLESEY LOCK.

A busy crowded scene it is at Molesey on a warm summer afternoon just by the lock. Boats of all sizes and types are continually passing up and down stream, either through the lock itself or over the rollers. Molesey, too, is a favourite resort for fishermen, and with both Kempton Park and Hurst Park race-courses in the neighbourhood, Molesey may be said to be quite a headquarters of sport. Higher up the gentle beauty of the river grows gradually, and in the course of the summer we shall endeavour to illustrate many of the famous resorts in their most attractive aspect.

*(From a copyright photograph specially taken for this paper.)*



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# THE SHERBORNE PAGEANT.

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FIRST EPISODE: ST. EALDHELM BLESSING THE CHILDREN.

Copyright.

EIGHTH EPISODE: THE BISHOP OF SARUM ADDRESSING THE TOWNSFOLK.

There was celebrated this week at the quiet little town of Sherborne in Dorset the 1,200th anniversary of the foundation of the town by St. Ealdhelm, who was Bishop of the See in 705. The occasion was commemorated by a wonderfully picturesque pageant, carried out in the grounds of the ruined castle. The performance consisted of a review of the history of the town in eleven episodes and a final tableau, and showed the progress of the town through the 1,200 years. The pictures show two of the interesting episodes in the pageant, which was arranged by Mr. Louis N. Parker.



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# PLAYS AND PLAYERS.

*Foulsham and Banfield.*

MISS DAISY LE HAY

Who has been playing the part of Nan in "The Country Girl" on tour. The popularity of this delightful musical comedy shows no signs of abating, and Miss Le Hay's performance has probably had not a little to do with the cordial reception the play has met with in the provinces.



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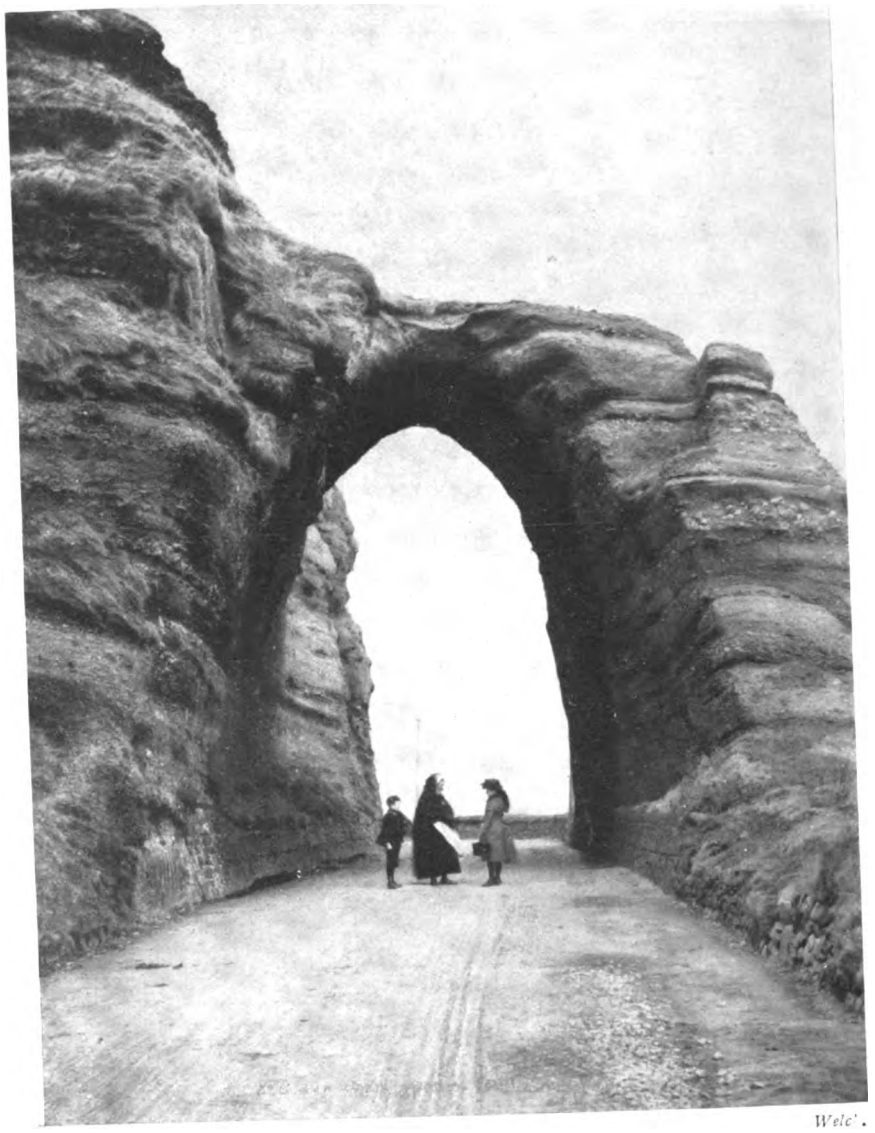
# The Traveller.

## A HOLIDAY IN THE NORTH OF IRELAND.

HAVING shown in a previous article what an ideal resort Ireland is for practically all sorts and conditions of holiday-makers, we propose to take the traveller this week to some of the less-frequented—nevertheless beautiful—portions of the Emerald Isle. Though less famous, perhaps, than the south-west of Ireland, the north-east corner, comprising the counties of Antrim and Londonderry, has much to commend it to the favourable notice of those for whom quiet combined with bracing air and lovely scenery are a *sine quâ non*. For in addition to these much-sought-after conditions the northern extremity of the Green Isle boasts of an almost unequalled coast-line, extending from Belfast round to Donegal.

The brilliance of the atmosphere of this Northern Riviera is so remarkable that one can only liken it to that of the South, and on a fine day, looking across the still, blue ocean, one might easily imagine it were the Mediterranean. Like the East Coast of England, there is a "something" in the air for which no expression can be found. As a well-known writer once remarked, it is like "champagne without headache," and we can think of no more terse way of giving expression to the sensation one first experiences. Great tree-fuchsias, now ablaze with colouring, and giant laurels, 20-ft. high and more, grow down to within half a mile of the seashore, while hydrangeas flourish out of doors even during the winter, so mild is the climate.

Before proceeding further with our subject, a hint may be given as to the best way of reaching this delightful retreat. Belfast, Londonderry, and Larne are equally good centres from which to start for a tour in north-east Ireland. Those who make for Belfast—and the great majority do, now that the new harbour at Heysham has been completed and brought into use—will cross in one of the splendid 20-knot turbine vessels of the Midland Company. These vessels—four in number—are the fastest afloat, and in the matter of comfort are scarcely surpassed. The journey across the Irish Sea, which in the past has hindered so many people from visiting the beautiful Emerald Isle, is now an actual inducement to holiday-makers to visit Ireland. You can leave St. Pancras in the afternoon, and, if you are so minded, dine well on the train, arriving at Heysham about 10.45 p.m. The steamer leaves soon after the arrival of the train, and, turning into a comfortable berth, you find yourself early next morning alongside Donegal Quay. Continuing the journey—still by "Midland," for the company recently purchased the line of the Belfast and Northern Counties Railway—you reach York Road Station, Belfast, at 6.10 a.m., in "Midland" time, which means punctuality. A yet shorter sea journey is from Stranraer to Larne, while those who regard a sea voyage as a pleasure—which undoubtedly it is to those who can stand it—the Heysham-Londonderry service, which lands the traveller within easy reach of Portrush, is to be recommended. Little further remains to be said as regards the comfort and general excellence of "Midland" travel. Whichever route be chosen, one will find but little ground for complaint.



Welc'.

RED BAY ARCH, ANTRIM COAST.

A curious natural arch in red sandstone, almost Gothic in appearance, near Red Bay, about a mile from Cushendale, County Antrim. In the neighbourhood are the ruins of Red Bay Castle, formerly the residence of the MacDonnel family.

Arrived in Ireland, the first question is where to go, a point that may quickly be settled by selecting one of the many admirably-planned circular tours over the Belfast and Northern Counties line. Holders of Midland tourist tickets can obtain at the Midland Company's Belfast and other offices cheap eight-day contract tickets at nominal rates, entitling them to travel to and fro over 200 miles of the best tourist country in Ireland. If you are a golfer, your objective will most likely be Portrush, for here is situate the most perfect golf links in Ireland. Moreover, Portrush is one of the most popular watering-places, and an ideal centre to work from. It is built on a rather narrow promontory, with a seafront looking across the mouth of Lough Foyle to the blue mountains of Donegal, with Malin Head in the distance; and another with the bold stretch of cliffs and headlands terminating in what is known as the Giant's Causeway. The latter ranks among the world's most remarkable basaltic formations, and is therefore an object of considerable admiration and wonderment. Good bathing can be enjoyed from either shore, and the walks and drives in the neighbourhood, not to mention innumerable excursions by rail and motor, are to be reckoned among the attractions of Portrush. Visitors to this pretty watering-place will find no lack of accommodation, for in addition to the many houses which "let," there is the comfortable Northern Counties Hotel, under "Midland" management and control.

Among the different places of interest which can be conveniently reached from Portrush are Londonderry, or Derry, whose historic associations are legion, and Coleraine, a pretty river-side ramble, with a salmon-leap on the Bann, affording exciting sport. Carrick-a-Rede is chiefly remarkable for its rope bridge and curious rock scenery; and White Park Bay, with its fine reach of sands, should appeal to those with young families. Caves and natural arches, startling chasms in which the restless sea roars and whistles, queer and uncanny rock bridges and legendary spots galore abound all along the coast. Inland, too, the scenery is most picturesque, and in the course of a day's ramble many a trim little wayside farm, brilliantly whitewashed, and with roses in abundance, will be encountered. The cromlechs are a feature of this part of Ireland, Antrim in particular boasting of a large number of them.

In the South of Ireland Glengarrif is a name familiar to most tourists; not so, however, Glenariff, which is about as far removed as could be from the other glen so similarly named. For the picnicker Glenariff is a favourite spot. Thanks to the ingenuity of Mr. Berkeley Wise, the engineer of the Belfast and Northern Counties Railway, the narrow gorge leading to Glenariff has been made accessible to the tourist by means of a series of pathways and galleries and bridges constructed the entire length of the ravine. By means of the narrow-gauge line which runs from Ballymena to Parkmore, the excursion has now been brought within the scope of a day's outing either from Belfast or Portrush.



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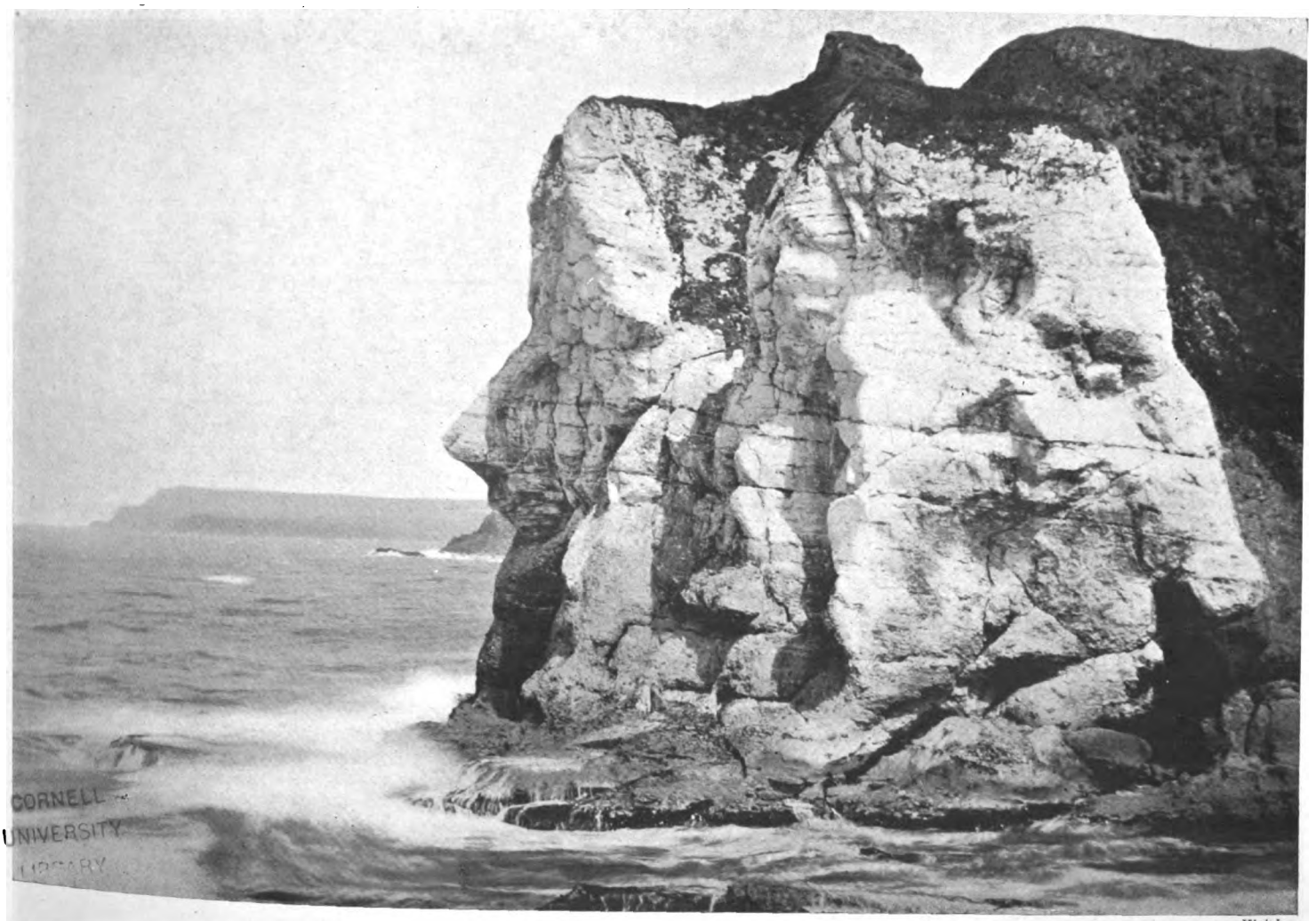
# IN THE NORTH OF IRELAND.

Welch.

CARRICK-A-REDE AND THE LARRIBAN CLIFFS.

A view of the celebrated swinging bridge constructed of wood and rope, crossing a chasm at a height of 80-ft. above the sea-level. The bridge, which is only in use during the salmon-fishing season, connects the mainland with the huge rock, whence the place derives its name.



Welch.

THE GIANT'S HEAD, PORTRUSH.

One of the most striking features of the long stretch of limestone cliffs known as White Rocks. The cliffs have been worn by waves and weather into the most fantastic shapes, and the Giant's Head shown in the picture is one of the most remarkable, by reason of its resemblance to a human profile.



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# The Cricket Season.

## *ENGLAND* v. *AUSTRALIA.*

TO-DAY'S great match at the headquarters of cricket is the seventy-third of the series of matches between teams representing England and Australia, which series commenced on March 15, 16, and 17, 1877, at Melbourne, when Lillywhite's team was defeated by 45 runs. Since then, and up to May 31 of this year of grace, England has won thirty-two and lost twenty-eight, while the remaining dozen of the seventy-two matches have been drawn. Tabulated according to the country in which they have been played, these results read as follows:

IN ENGLAND.

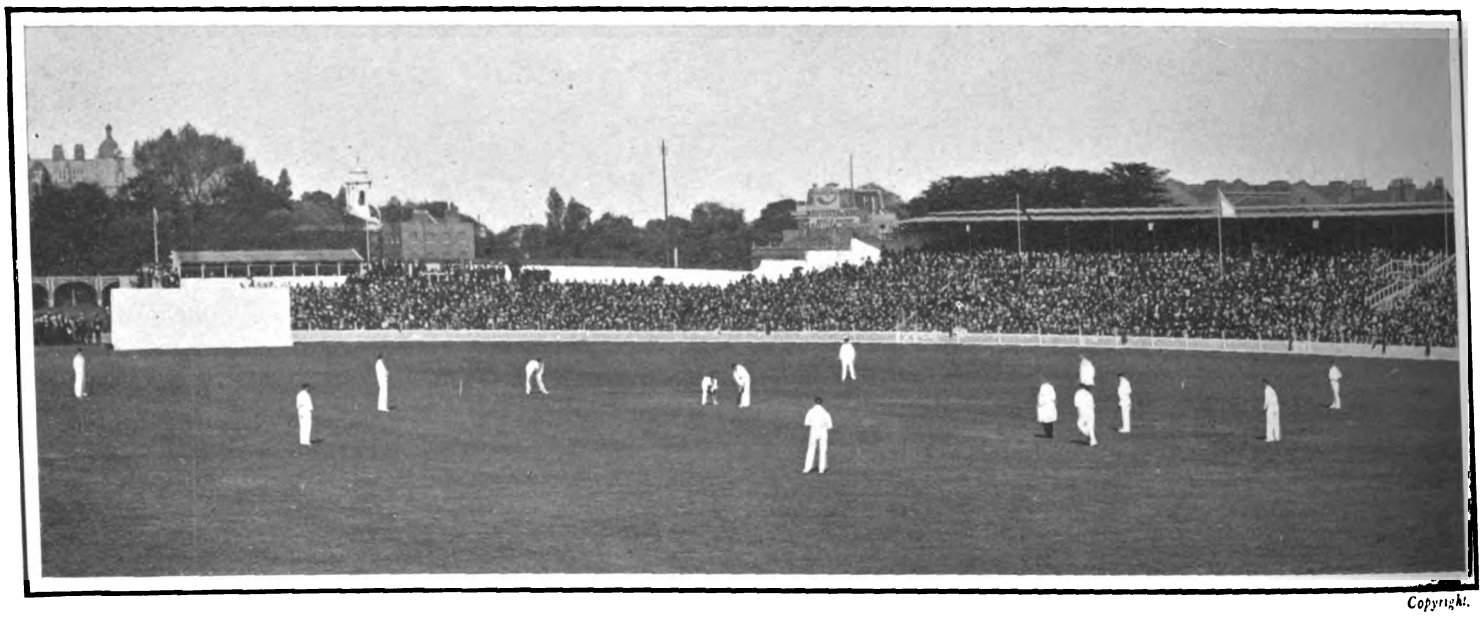
| *Played.* | *Won.* | *Lost.* | *Drawn.* |
|---|---|---|---|
| 30 | 14 | 6 | 10 |

IN AUSTRALIA.

| *Played.* | *Won.* | *Lost.* | *Drawn.* |
|---|---|---|---|
| 42 | 18 | 22 | 2 |

The Australians, therefore, hold a good lead in victories in their own country, but, as is only to be expected under the frequently very different conditions of wicket under which the great games have been fought out in this country, they have still a good deal of leeway to make up on English grounds. The reason is obvious to the cricketer, but not so to the lay mind, so a few lines of explanation are necessary.

In Australia the light is always better, and the wickets harder and faster and truer, as a general rule, than in this country. Consequently the success of an Australian team over here depends to a very great extent on the weather. Much more so than that of an English team in Australia, as English cricketers are more used to batting on slow or difficult wickets than are their Australian kinsmen. So that when rain occurs during the tour of an English eleven in Australia, the fact is generally hailed with acclamation. Not so by the Colonial teams in this country, for they know our best batsmen are, as a rule, much superior to theirs when the ball is breaking and jumping about, while their bowlers are not under similar circumstances any better than ours. Where their bowlers are usually superior to the best of ours is in their rapid discovery of a batsman's weakness, and the persistence with which, when discovered, they play upon that weakness. Also, their cleverness in at once utilising any advantage wind or weather or crumbling wicket may offer. A case in point is provided by the dismissal of the Gentlemen at Lord's on May 20, on an apparently perfect wicket. Very slight rain had fallen in the early hours of that eventful day, and, by the time the Gentlemen went on with their innings, the wicket, however slightly the rain may have affected it, had to all intents and purposes quite recovered. But there was just a little of what is technically known as "pop" and "kick" left in it, and of this both Howell and Laver made the utmost use. Naturally, there was a contributory cause in the shape of some bad batting, and also in everything coming off in favour of the Colonials, but it is probable no pair of English bowlers would have quite so successfully seized the hand of help held out to them by the wicket on that morning as did Laver and Howell. It is just this power possessed by Australian bowlers—and they always have possessed it—which makes it quite impossible for Englishmen to be at all sure at the commencement of a match of its result, however much form at the time may point to our men winning.



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A TEST MATCH AT LORD'S

The historic cricket ground during an important game.

### MATCH PROSPECTS.

After the good win at Nottingham on the 31st ult.—a victory won when the Australians were practically one short, as Trumper was only at the wicket a very brief while in the first innings of the Australians—it was widely suggested in cricket circles that the England team should remain unchanged, but this was probably far from the intentions of the Selection Committee, excellently well though all our men performed on that occasion. The inclusion of C. B. Fry and Hirst was certain to take place directly either or both were physically fit to play. The public must not anticipate many wickets from Hirst, for there is every reason to believe his bowling days are numbered. He cannot take the run to deliver the ball he used to when his leg was thoroughly fit and could stand the strain of a long run up to the wicket and the weight of a tough little Yorkshire body, chiefly thew and sinew, thrown upon it six times every other two or three minutes. For some little time now this state of things has been feared, as towards the end of each of the past two or three seasons he has had to slow down considerably. That he can still bowl enough to get county batsmen out is certain, but it is highly improbable he can ever again be an England bowler for more than a very few overs. C. B. Fry's inclusion was, of course, merely a question of fitness. Numberless followers of the game hope he will yet in the international matches reproduce much of that facility for getting runs on all sorts of wickets, against all sorts of bowling, which has been the most marked feature of his cricket for several seasons past. He has not only the Australian attack to cope with, but also that something supernatural known as luck, which so often dogs the fine cricketer's footsteps. He has always been more or less unlucky against Australian teams. He gets out in unlucky ways—run out, played on, caught off a good stroke, and so forth. And when, as in his second innings against them this season at the Crystal Palace, he really has got into his stride, the arrival of the invincible Scythe Bearer has nipped a long innings in the bud.

At the time of writing, eight days before the event, of course the England Eleven has not been chosen, but that it will consist of the Hon. F. S. Jackson (captain), A. C. MacLaren, C. B. Fry, B. J. T. Bosanquet, A. O. Jones, Hirst, Hayward, Lilley, Rhodes, Tyldesley, and W. Brearley is quite probable. Wet weather would probably mean the exclusion of the latter in favour of G. L. Jessop, who may, however, be chosen in any case. A rare good eleven in any case. The Australian selectors—Darling, Noble, and Hill—make their final selection just before noon on the first day of the match, but it is quite likely the same men who were beaten by 213 runs at Nottingham will again do duty. At the time of writing none of the four who stood down on that occasion have shown any form to justify the triumvirate above in altering their team. Wet weather might mean the inclusion of Howell to the exclusion of McLeod.



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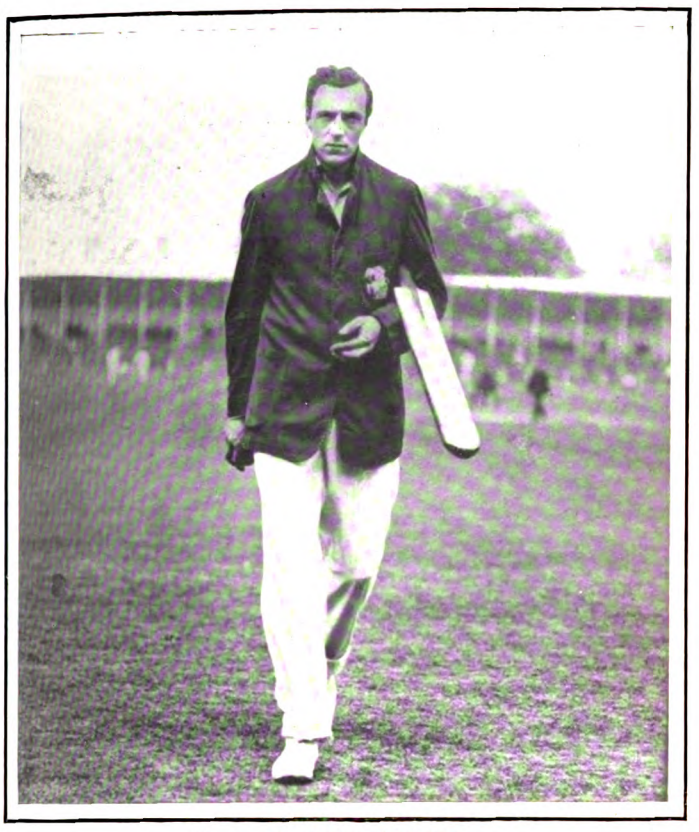
# THE CRICKET SEASON.

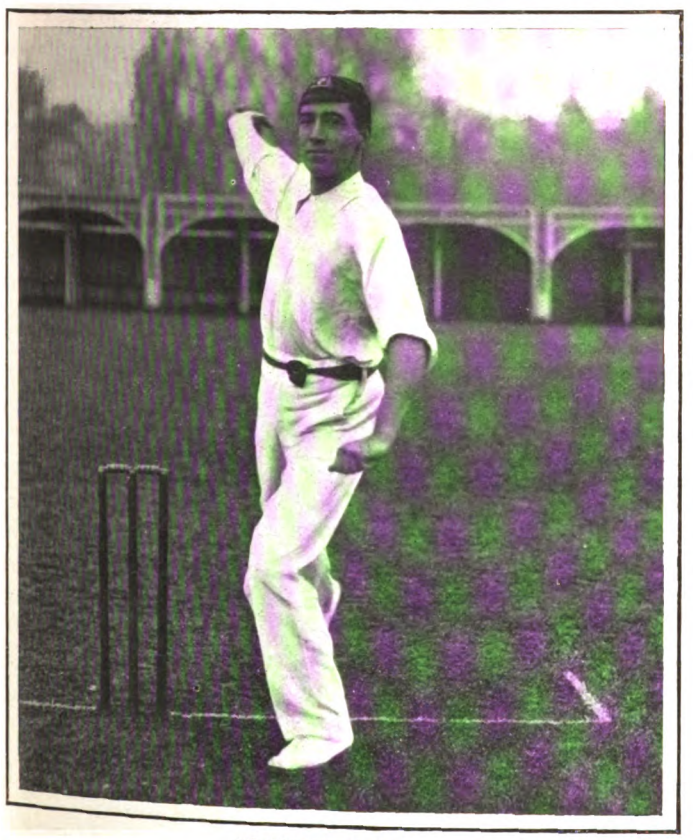


B. J. T. BOSANQUET.

As all the world knew by June 1, this famous Old Etonian took 8 wickets for 107 in the Australians' second innings at Trent Bridge, on May 31, and won the match for England. In the seventy-two Test matches played only seven men have taken 8 wickets in a Test-match innings—the late George Lohmann, T. Richardson, H. Trumble, W. Rhodes, L. C. Braund, A. E. Trott, and Bosanquet. It would not be the curious game it is if the Australians will not sooner or later hit him to all parts of the ground, but we must hope that the glorious uncertainty will be on his side. At Trent Bridge the Australians were cornered, having to play a whole afternoon against him with really only a draw to play for, and it is almost impossible for a whole side to play good leg-breaks for safety for so long. They were also watching for the ball to break from the off, which it did not do.

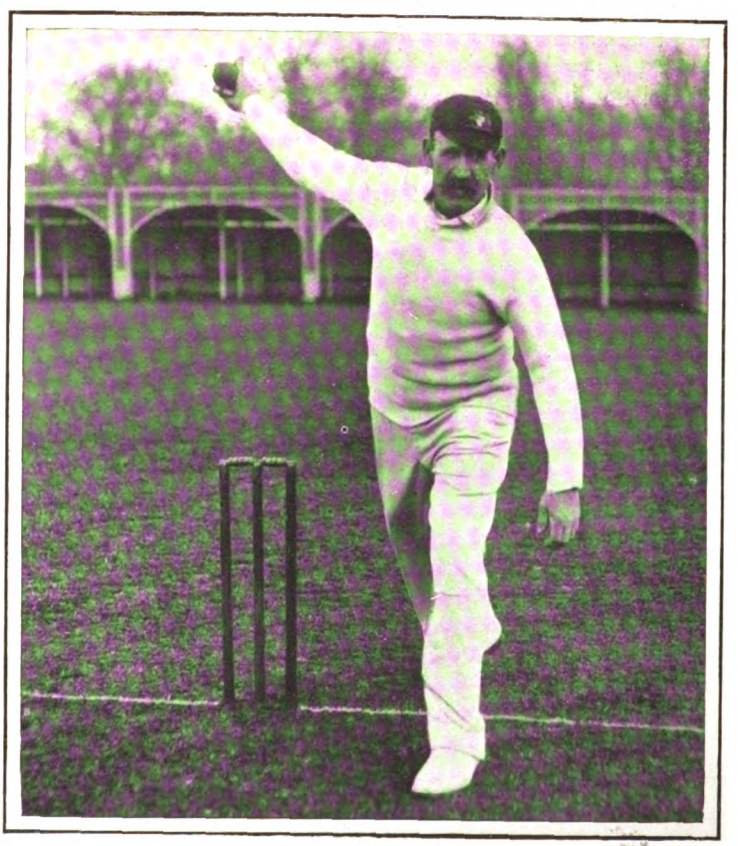
A. A. LILLEY.

In his recent form the Warwickshire wicket-keeper rivals the great McArthy Blackham, the best wicket-keeper the game has known, not excepting Ernest Halliwell. It was fortunate for England that Lilley was in such form at Trent Bridge. He stumped and caught behind the wicket as though it was the easiest thing imaginable to take the ball and whip the bails off before the batsman could regain his crease. Lilley is the model all rising wicket-keepers should watch and mould themselves on. Note how invariably he *handles* the ball. There is hardly ever any pad-play about him. When the ball is thrown in by the fieldsman Lilley takes it at every conceivable angle and pitch with his hands. This is high art with the gloves, and is, in fact, wicket-keeping proper. Lilley has "kept" for years for England, and will probably keep for many years more.



FRANK LAVER.

Chosen as manager to the twelfth Australian team, Laver, the tall Victorian batsman and bowler, has rapidly shown himself to be one of the most valuable cricketers on the side. It is not given to managers as a rule to be two-thirds of the way towards taking 100 wickets as the result of only a quarter of the tour's work. Darling is known to have expected Laver to do well with the ball, for he said so before this cricketer, who, with Armstrong, is one of the two giants of the team, had commenced to put on himself the mantle of Trumble. That he is a second Trumble he has yet to prove So far the imitation has certainly been as good as many of those for which mimes on the stage have become famous. Last season in Victoria 11 wickets for 26·34 runs apiece were his figures for seven matches. He has, over here, taken over 70 wickets in eight matches.



W. P. HOWELL.

This useful right-hand medium-paced bowler and hard-hitting left-hand bat, has been so far rather in the background owing to the vein of form F. Laver has been in, but he has not by any means lost his length and spin, as the Gentlemen of England at Lord's on the 20th of the merrie month knew to their cost. Should Laver fall off at all or lose his form entirely, we may anticipate several wickets being taken by this, the most genial cricketer Australia has ever sent over here. Familiarly known as "the bee-farmer," Howell is really no bee-farmer at all, though he confesses to having had a beehive or two in his time. His bowling figures in New South Wales cricket last season were 10 wickets for 32·8, and in batting he scored 333 runs for six completed innings, highest score 128, average 55·5. But he has never done his hitting powers justice in this country.



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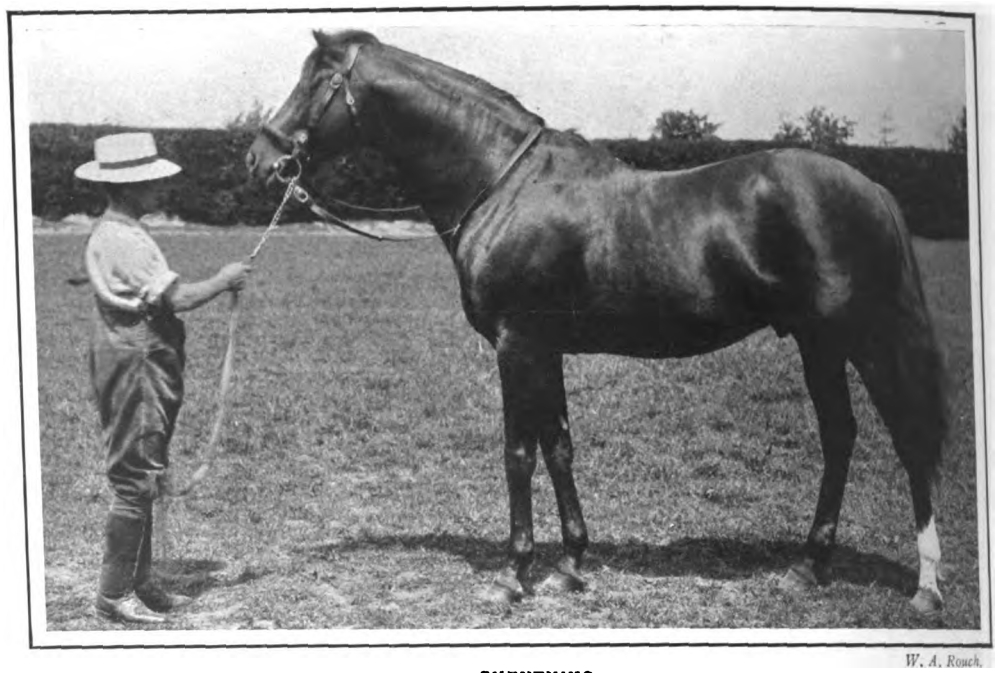
# THE RACING SEASON.

OWING to the limited space available, no mention was made of the Woodcote Stakes in last week's notes, but the race is worthy of more than passing notice. It was founded not far short of 100 years ago, and has been won from time to time by some of the most famous racers of their day. Sceptre, Rock Sand, and Cicero are recent winners of the Woodcote; and going further back in the annals of the race one finds the names of Dundee, Lord Clifden, Achievement, Belladrum, Sunshine, Cremorne, and Cantinière inscribed upon the roll of winners. Whether Serenata, this year's winner, is destined to emulate the fame of many of her predecessors is a matter of considerable doubt; but she is a beautifully-bred filly by Chevening out of Meldola, and she certainly won in good style, beating Black Auster by four lengths. This colt, however, should not be lost sight of; he is a big, commanding animal, and I do not think he gave his true running on the hard ground. Some interest attaches to Charcot, the winner of the Epsom Plate; this horse is quite a citizen of the world. He was bred in South America, where he won several races; from there he journeyed to South Africa, in which country he carried off many of the most important handicaps; and he has now commenced a winning career in this country as well.

In the bustle and excitement of a day's racing few of us, perhaps, ever realise what beautiful places some of our race-courses really are. A few days ago I found myself at Lingfield on an off day, and cannot remember ever having seen such an extraordinary profusion of roses as those which were growing at the back of the stands. Beautifully-laid-out beds of flowers, trim, well-kept lawns, and the emerald-hued track of the straight mile stretching away into the heart of the trees in the distance, made up a scene of which Mr. R. Fowler, the popular clerk of the course, may well feel proud, for is it not the result of his work?

Chevening, the sire of Serenata, is a young sire who is deserving of more patronage from breeders than has hitherto fallen to his share.

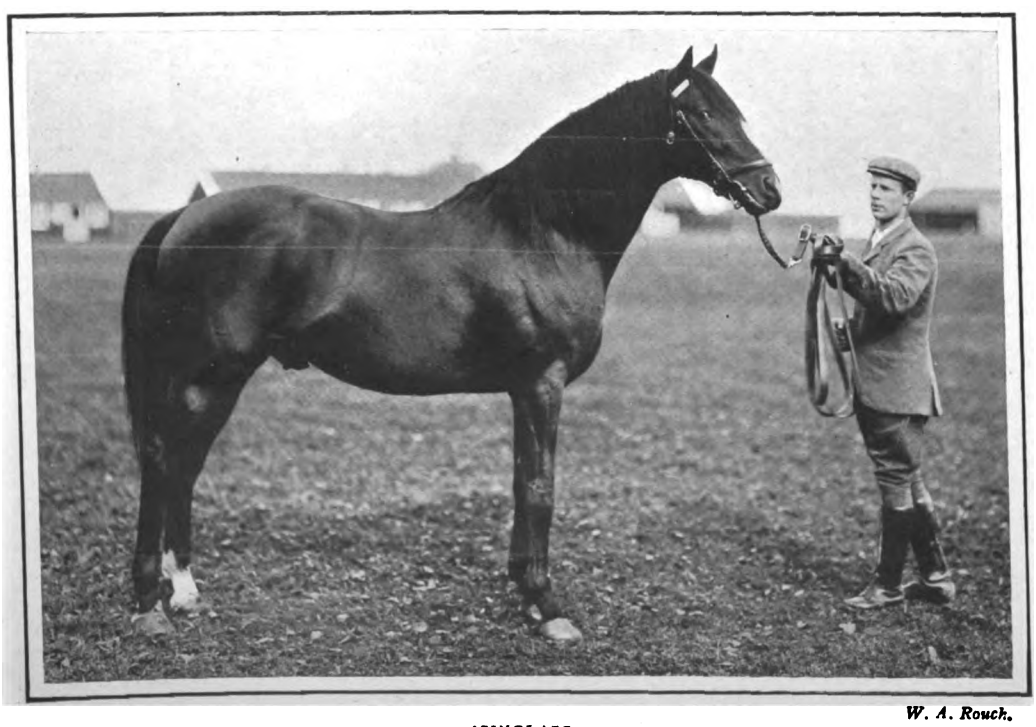


W. A. Rouch.

CHEVENING

Sire of Serenata, winner of the Woodcote Stakes.

He is by Orion, by Bend Or out of Shotover, his dam Simenia, by St. Simon out of Flying Footsteps, and he was a good race-horse himself, winning the Mostyn Plate, Kempton Park Nursery, the Free Handicap, Newmarket, and the Queen's Prize, Kempton Park; he also ran second to Diamond Jubilee for the Newmarket Stakes and the Eclipse Stakes. Mr. W. A. Rouch has also been able to show us a capital likeness of Isinglass, the sire of Mr. W. Hall-Walker's winner of the Oaks. The fame of this stout-hearted son of Isonomy and Deadlock will endure to the end of time; he won the Two Thousand Guineas, the Derby, the St. Leger, and eight other races. His son, John o' Gaunt, would have been a really good race-horse had all gone well with him, and if the time-test is of any value, his daughter Cherry Lass must be an exceptionally brilliant mare, for she covered the Derby distance, one mile and a-half, in less time than Cicero, who had himself completely beaten all existing time records for the Derby. The meeting of the colt and the filly in the St. Leger will be looked forward to with unusual interest, especially if, as we all hope may be the case, M. E. Blanc's champions are in fit condition to enter the lists.



W. A. Rouch.

ISINGLASS

Sire of Cherry Lass, winner of the Oaks.

Our Royal visitor the King of Spain honoured the Auteuil Meeting on June 4 to witness the race for the Grand Steeplechase de Paris, the "Grand National" of France. Wolf's Folly, the solitary representative of England, could do no better than finish fifth; but he had none the best of the luck during the race. He was knocked out of his stride by the falling of some of the other runners at the stone wall, and had barely recovered the lost ground when Dandolo fell in front of him and nearly brought him down. All things considered, he ran a remarkably good race; but the 5,000 sovs. and the object of art went to M. Ruddock's Canard, four years old, 9-st. 12-lb., ridden by Percy Woodland, who finished three lengths in front of M. R. de Salvertes's Jusque Au Bout, six years old, 11-st. 6-lb., with M. R. Bally's Hipparque, five years old, 11-st., third, five lengths away.

The trustees of the Ascot Race-course and the London and South Western Railway Company are sincerely to be congratulated upon the joint enterprise which has led to the construction of a covered way from the railway station to the grand stand. The general public will also benefit by this improvement, holders of grand stand tickets passing through the turnstiles on the right, and those going to the open course leaving the rotunda by the exit doors to the main road.

The splendid style in which Pretty Polly won the Coronation Cup at Epsom seems to indicate very clearly that she will also win the Gold Cup at Ascot, for which Cherry Lass is also entered.

The near approach of the Whitsuntide holidays compels the closing of these notes before the appearance of the *Calendar* containing the weights for the Royal Hunt Cup and the Ascot Stakes. Royal Arch is not unlikely to be returned the winner of the Manchester Cup.

CAURIRE.



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# Plays and Players.

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## THE "NEW COSTUME PLAY" AT THE CRITERION THEATRE.

Some of the principal characters in "Brooke of Brazenose," the new play in three acts by Mr. Neville Doone and Mr. T. R. F. Coales, which was produced last week at the Criterion Theatre. The play deals with the time when George III. was King, and the authors have aimed at a picture of Oxford College life in those good old days, one which if not, perhaps, quite historical, and with more of the hilarious and boisterous element than was quite typical of the time, is, at any rate, extremely amusing. The comedy was well received, and the acting was excellent throughout.

(*Drawn by Saville Lumley.*)



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# LITERARY NOTES.

THE King of Spain, who has just left England, is among the recent subscribers to the unique edition of Shakespeare's Works now being issued by the Shakespeare Head Press, Stratford-on-Avon. Other well-known subscribers are the Empress of Germany, the Grand Duke Michel Alexandrovitch, the Grand Dukes of Hesse and of Baden, the President of the Swiss Republic, and Duc de Gramont, on the Continent; while at home the Duke of Devonshire, the Duke of Portland, the Duke of Buccleuch, Sir George Trevelyan, Sir Henry Irving, Mr. Sidney Lee, and Mr. E. S. Willard have signified their interest in the undertaking by securing copies of this interesting and handsome edition, of which the third volume has just been issued.

**The Stratford Shakespeare.**

* * *

ONE of the most important books of the season—indeed, of many seasons—is Mr. H. B. Walters' "History of Ancient Pottery," which has been published by Mr. Murray in two very handsome volumes, richly illustrated. The work is founded on the famous book of Dr. Samuel Birch, which was published in 1857 and reissued in 1873; but, as Mr. Walters points out, the last thirty years have not only enormously increased the amount of pottery that has been discovered, but have revolutionised the whole study of the subject. Greek pottery is, in a way, far more interesting than English, French, or even Chinese, because it can be regarded not only as a work of art, but as a work of history, folk-lore, and legend. How much, for instance, the modern study of Homer owes to the discoveries of ceramics made by the various schools of archæology at work on excavation in various parts of Greece, only specialists really know. Mr. Walters is the Assistant to the Keeper of Greek and Roman Antiquities in the British Museum; he has devoted a great deal of his life to the study of this subject, and his work is likely to merit the often-abused title of "monumental."

**Ancient Pottery.**

* * *

MESSRS. CASSELL have produced in the form of a large and very handsome quarto volume Milton's "Paradise Lost," with the famous illustrations by Gustave Doré. The work has been printed by Messrs. Cassell themselves, and the type is a joy to the eyes. Doré was not, as all are agreed, so much a great artist as a great visionary; and whatever the technical faults in these illustrations may be, there can be no question that they are full of ardent and appropriately terrific imagination. They are excellently reproduced, and though they perhaps never rise to the full height of the incomparable majesty of Milton's verse, they do much to express in line the mighty conceptions of the poet of Heaven and Hell. We have only one slight criticism to make. It was rather a pity, perhaps, to include footnotes, however useful, on pages of such beauty as these.

**Milton and Doré.**

* * *

THE prolific but ever-interesting Mr. Baring Gould has just published with Messrs. Methuen a "Book of South Wales," which is intended to be a companion to his "Book of North Wales." No better book could be found by those who intend to spend any part of their summer holidays in that beautiful and interesting country. Mr. Baring Gould is an ardent archæologist, and is quite at home in a country so full of strange romantic history as this. On every page the reader will find some quaint or stirring legend or story; and beautiful as any place may be, one never can really find one's self in complete sympathy with it until, thanks to Mr. Baring Gould or some other guide, one has learned something of the famous events that have happend there, its literary and artistic associations, and the legend that has grown up about it. The book is fully illustrated, and the frontispiece, which shows a view of Ogmore Castle, that most secluded and fascinating spot, has particularly taken our fancy. When we say secluded, we are referring to thirty years ago; but we understand that within recent years a railway has been run from Bridgend to Southerndown; and those stepping-stones across the Ogmore that were the delight and terror of the present writer's childhood may now, for all he knows, be thronged with visitors or threatened with destruction.

**A Book on Wales.**

* * *

MISS CLARA TSCHUDI has added one more to those fascinating biographies of Queens and Empresses which have made her name so well known in England. Maria Sophia, Queen of Naples, was daughter of the Bavarian House of Wittelsbach, and married in 1859 the heir to the throne of Naples. She was a sister of the Empress Elisabeth of Austria, who fell under the assassin's dagger on the shores of Lake Geneva in 1897, and of the Duchesse d'Alençon, who was burned to death in the fire at the bazaar in Paris only a few months before. She was a member, in fact, of an unfortunate family, and her own life-story, much of which is bound up with the story of the independence of Italy and of Naples, has been far from a fortunate or happy one. But throughout it, as Miss Tschudi points out in her very interesting narrative, she has preserved a youthful heart and a youthful spirit; and now, in her seclusion, the heroic defender of Gaeta preserves the radiant smile of the eighteen year old Queen of Naples. Miss Tschudi's book has been admirably translated from the Norwegian by Ethel Harriet Hearn, and is illustrated with a portrait, which we reproduce on this page.

**Maria Sophia.**

MARIA SOPHIA, QUEEN OF NAPLES

"The Heroine of Gaeta," from the frontispiece to Miss Clara Tschudi's new life of the "Duchessa di Castro" (Swan Sonnenschein).

* * *

ANYONE who wants a hearty laugh can find one without fail between the pages of Mr. G. F. Bradley's new novel, "The Marquis's Eye," published by Messrs. Smith, Elder, and Co. It is one of the few books that positively make one laugh out loud while reading it. The facts of the case are simply these: A very worthy and priggish young man, who squints, goes to Paris *inter alia* to have his squint removed by an operation. The French doctor substitutes for his patient's faulty eye the eye of a marquis, who is willing, for his own reasons, to sell it for a thousand pounds. Now that marquis's eye is a very dashing, roving, and eloquent eye; and it carries with it into the composition of its new owner some of the very sportive and worldly characteristics of its original possessor. The reader who can follow the unfortunate young man's adventures after the introduction of this foreign matter without splitting his sides, must be, as Mr. George Meredith would say, an agelast of the most hopeless description. It is pure farce, of course, but some of the funniest farce we have ever met with.

**The Marquis's Eye.**

* * *

TWO little books on chess have lately appeared. One is a reprint from the *Manchester Guardian* of the historic games played in the winter and early spring between the American, Mr. F. J. Marshall, and the Frenchman, M. D. Janowski, perhaps the most interesting encounter since that in which Lasker defeated Steinitz. The notes on each game are contributed by Mr. Marshall himself, whose portrait forms the frontispiece of the pamphlet. The publishers are Messrs. Kegan Paul. The other book is more for beginners, being the volume on chess in Mr. Henry Drane's admirable little A.B.C. Series. This book is the work of Mr. Howard Staunton, a name which needs no recommendation. It contains the elementary portion of his well-known "Chess-player's Handbook," and forms only another instance of the excellence of this most useful little series.

**Chess**

* * *

A "MEMORIAL OF NELSON" is to be published shortly by Messrs. Skeffington, with special reference to the Trafalgar Centenary. It has been written by the Rev. S. Baring Gould, and is richly illustrated. The book is dedicated by permission to Lord Charles Beresford.

**A Memorial of Nelson.**

* * *

AN extraordinary amount of public interest was evidenced in the discussion on "The Simple Life," which ran through a contemporary for nearly six weeks. Messrs. S. W. Partridge and Co. are about to issue in book form a carefully-edited selection of the more notable letters contributed to this remarkable discussion. Among the contributors are Miss Marie Corelli, Mme. Sarah Grand, "John Oliver Hobbes," the Queen of Roumania, Lady Archibald Campbell, Mr. W. Pett Ridge, the Bishop of London, Sir A. Conan Doyle, Sir Lewis Morris, Sir James Crichton Browne, Rev. S. Baring Gould, and many other distinguished writers.

**The Simple Life.**

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## *BOOKS TO READ.*

Who Giveth this Woman? by William Le Queux. (Hodder and Stoughton.)
The Regent of the Roués, by Lieutenant-Colonel Andrew C. P. Haggard. (Hutchinson.)
*The Times* History of the War in South Africa, Vol. III. (Sampson Low, Marston.)
My Garden in the City of Gardens. A Memory, with illustrations. (Lane.)
G. F. Watts, Reminiscences, by Mrs. Russell Barrington. (Allen.)
Maria Sophia, Queen of Naples, by Clara Tschudi. Translated from the Norwegian by Ethel Harriet Hearn. (Sonnenschein.)
Grand Relations, a Rustic Comedy, by J. S. Fletcher. (Unwin.)
A Grand Duke of Russia, a Story of the Upheaval, by Fred Whishaw. (White.)
The Marquis's Eye, by G. F. Bradby. (Smith, Elder.)
The Complete Golfer, by Harry Vardon. (Methuen.)



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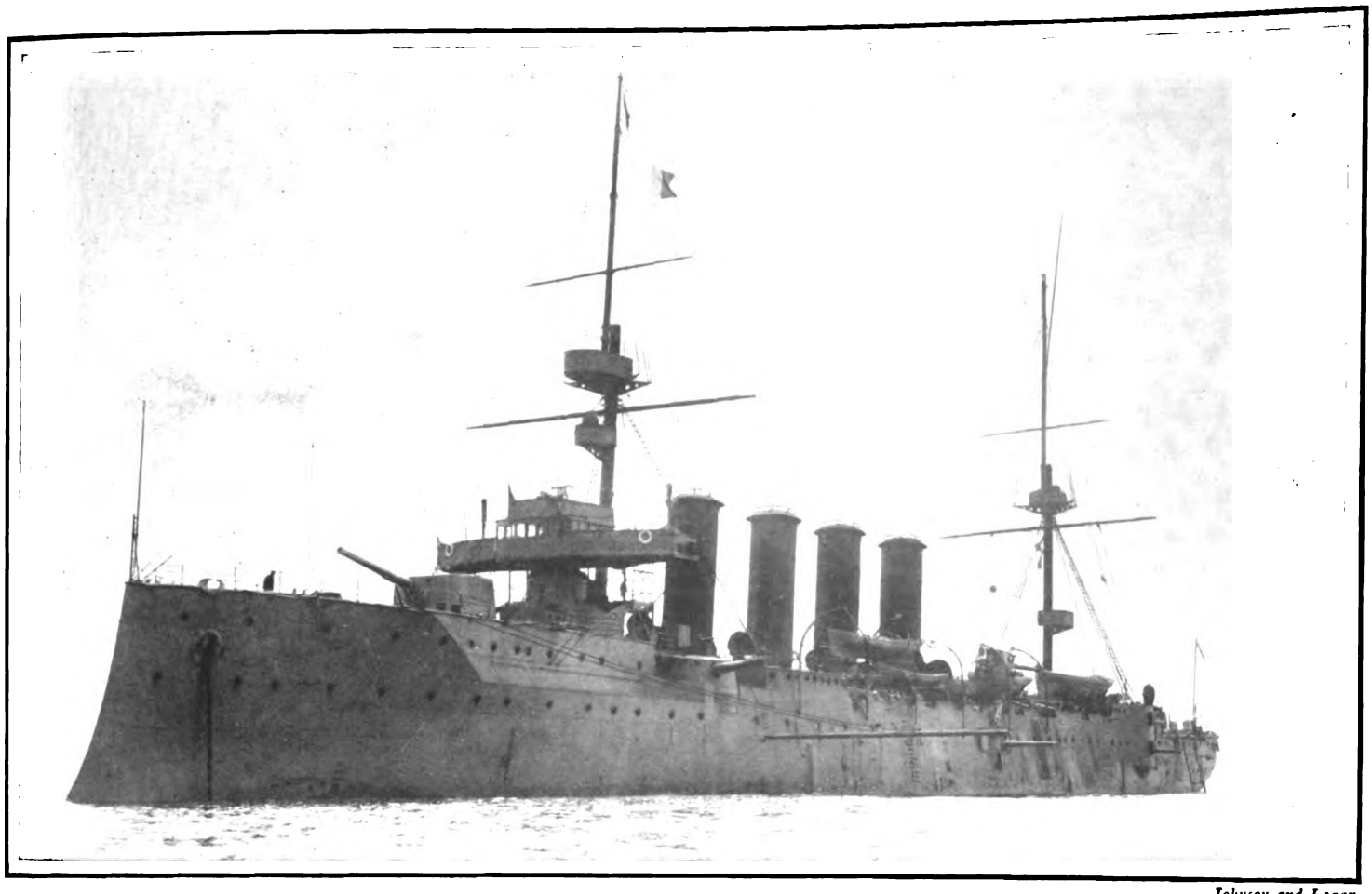
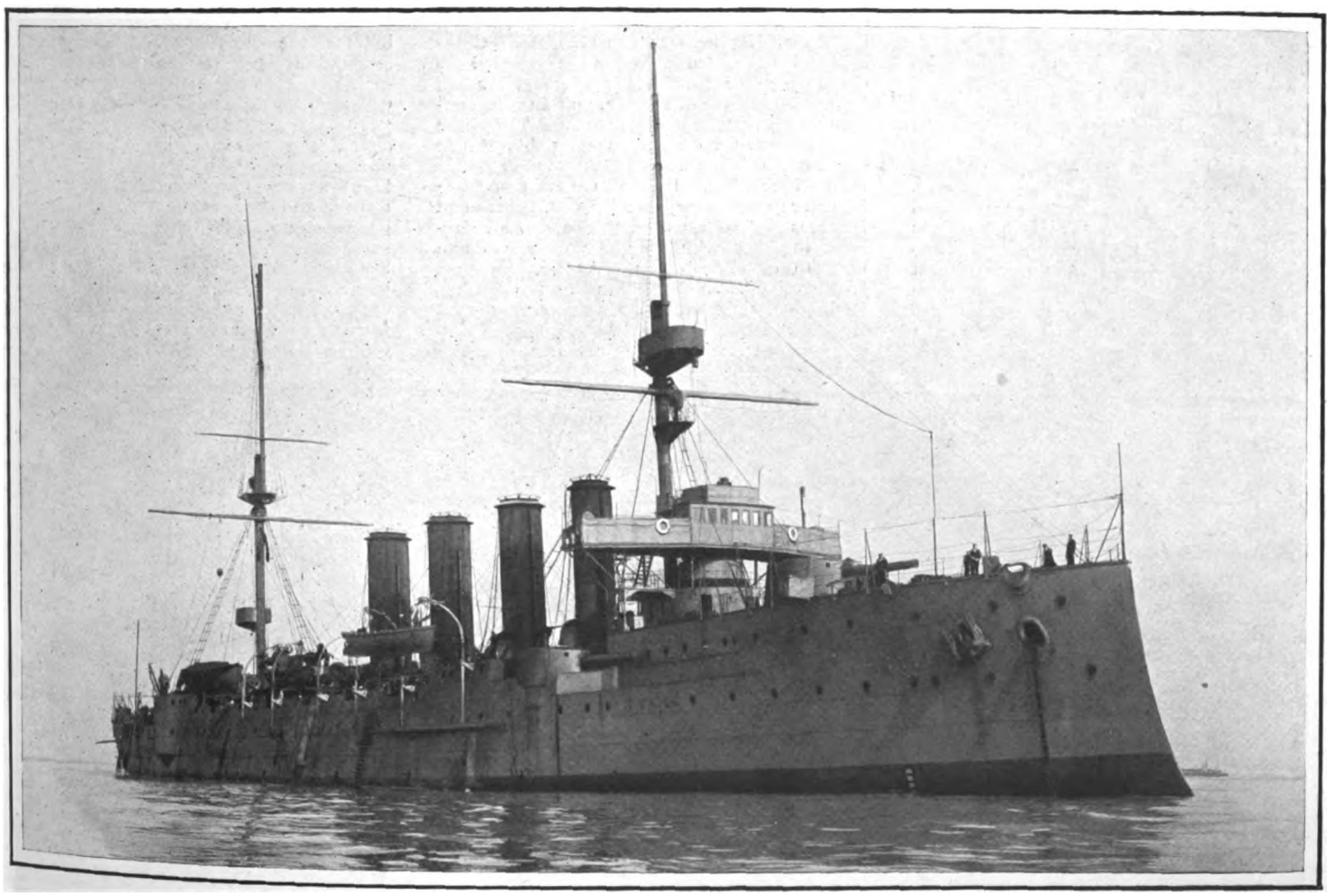
# THE SERVICES.



*Johnson and Logan.*

THE "ROXBURGH."

The new cruiser "Roxburgh," which recently completed her official speed trials in the Clyde with most satisfactory results. The "Roxburgh" maintained an average speed of 23·6 knots, the highest yet attained by a cruiser of the "Devonshire" class.



*Johnson and Logan.*

THE "HAMPSHIRE."

The cruiser "Hampshire," which was recently completed at Newcastle-on-Tyne, is one of the latest additions to the British Fleet. Her gun trials, which were conducted in the Channel, gave very satisfactory results.



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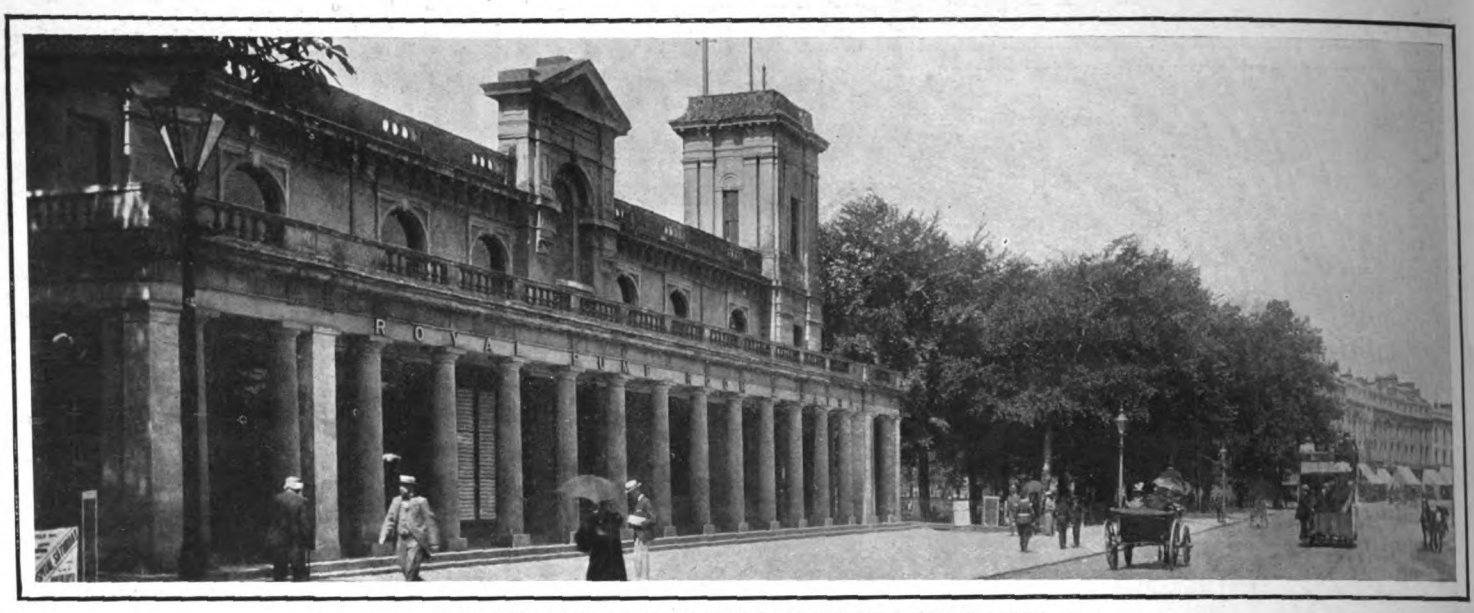
# *Royal Leamington: The Historical Regent Hotel.*



THE OLD PUMP-ROOM IN THE HIGH STREET, LEAMINGTON SPA.

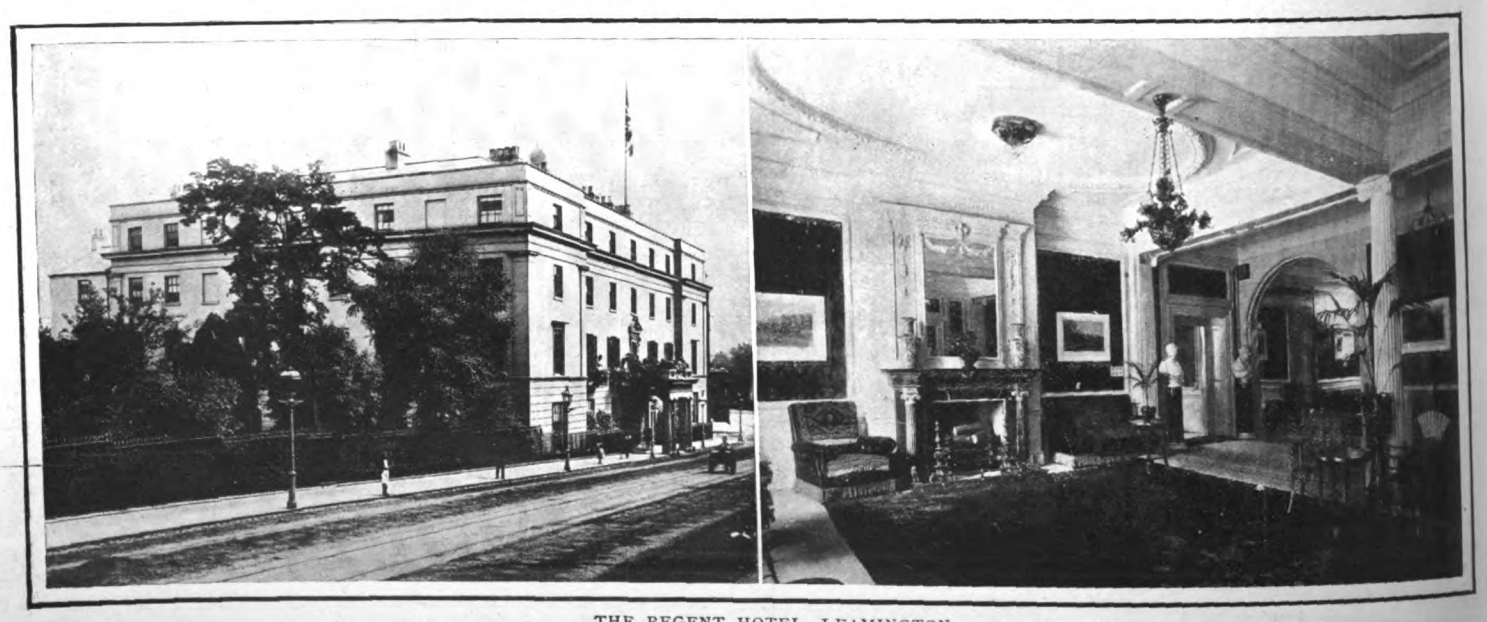
Both for drinking and bathing, the saline waters of Leamington are held in high esteem, and since the discovery of the springs the picturesque town has been the centre of attraction for visitors from all quarters of the globe.

THERE are probably few, if any, towns within such easy reach of the metropolis that can compare with Leamington in point of general interest and attractiveness. It is, perhaps, one of the very first places after London to which the average American is attracted when visiting this country. Situated in the heart of the beautiful Shakespeare country—Stratford-on-Avon is less than ten miles distant, while Kenilworth and Warwick are quite close at hand—the Great Western Company will run you down there in under a couple of hours from Paddington. But Leamington's attractions do not by any means end here. The town itself contains mineral springs of no mean order, and of these four are still in use at the present time. To this factor alone is due its *raison d'etre* as a watering-place and present prosperous and flourishing condition.

Among the earlier visitors to this quiet Warwickshire watering-place was the King of Saxony, who arrived there in the month of June, 1844. It is said that the King derived great benefits from his cure, and before taking his departure from the old Regent Hotel remarked to Mr. Geffrey, its then proprietor, "I have never been in so comfortable a hotel in my life." This same hotel, which has been a famous landmark in Leamington during no fewer than four reigns, during which time it has passed through many hands, has just been almost entirely remodelled and refurnished, and brought thoroughly up to date. In a word, it is now certainly one of the most comfortable hotels to be found anywhere outside of London. The original building first saw the light eighty-six years ago, when scarcely a month after its opening, following the visit of the Prince Regent, it acquired its present name. This event proved a happy augury, for in the following year this Royal sponsor became King of England, and the Regent Hotel at once took its place as "one of the most splendid, complete, and best-conducted establishments of the kind in Europe."

For sixty years the Regent was a favourite resort of the *élite*, during which time it afforded accommodation to many crowned heads. Among its illustrious visitors may be mentioned Queen Victoria and her mother, the Duchess of Kent, the King of Saxony, the Empress Eugenie, their Royal Highnesses the Duchess of Gloucester and Princess Augusta Sophia, his Royal Highness Prince George of Cambridge, his Imperial Highness the Grand Duke Constantine of Russia, his Royal Highness Prince Waldemar of Prussia, and an interminable string of "Serene Highnesses" from the petty States of Prussia, Mehemet Ali, Prince Clary of Austria, Princess Dolgerouchi, Prince Paul Esterhazy, Prince Gagarin (Prime Minister to the Emperor of Russia), Prince and Princess Schwartzenberg, Prince Louis Napoleon, together with members of the ducal houses of Wellington, Argyle, Grafton, Northumberland, Hamilton and Brandon, Richmond, Marlborough, Montrose, Somerset, Bedford, Newcastle, Leeds, etc. To the foregoing may be added other celebrities such as Longfellow, Jenny Lind, Sir Robert Peel, Harrison Ainsworth, and Balfe. But with these illustrious guests departed the glory and fame of the Regent. In a word the old place had become sadly out of date.

In 1880 a strong effort was made to resuscitate this historical hostelry, but without success. Recently it was once more put up for auction, and found a purchaser in Mr. John Cridlan, who secured the place on favourable terms. Mr. Cridlan, who is a shrewd man of business, quickly realised the need in Leamington for a really first-class hotel, and at once set to work to thoroughly remodel the place. In the work of just over a twelvemonth he has wrought wonders, and no one acquainted with the original would hardly believe that it were possible to have converted it into so comfortable and roomy a hotel as the new Regent. Leamington being situated in the centre of a district long famous for its hunting, before Somerville wrote "The Chase," the new proprietor has thoughtfully provided stabling for ninety horses. Then, again, he that cares to motor down will find a very complete garage, where repairs of all kinds can be executed. The reception, dining-rooms, and bedrooms at once indicate the good taste of the new proprietor, while the smokeroom with its wainscot, lately taken from the old St. James's Hall, has an air of great comfort. In the ballroom there is a curiosity in the shape of the electroliers which were bought at the recent sale at Anglesey Castle.



THE REGENT HOTEL, LEAMINGTON.

One of the oldest landmarks in the town. Recently it passed into the hands of a well-known capitalist, who has entirely remodelled and refurnished the establishment. The hotel, originally built in 1819, was for some sixty or seventy years a favourite resort of the *élite* of English and Continental Society, and among others it has sheltered a King of Saxony, Queen Victoria and her mother, the Duchess of Kent, and the Empress Eugenie.



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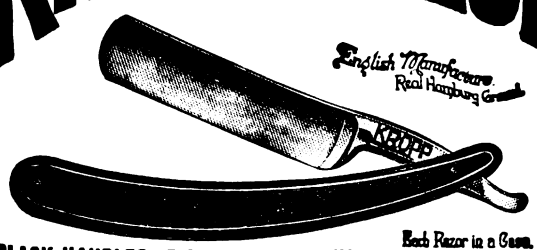


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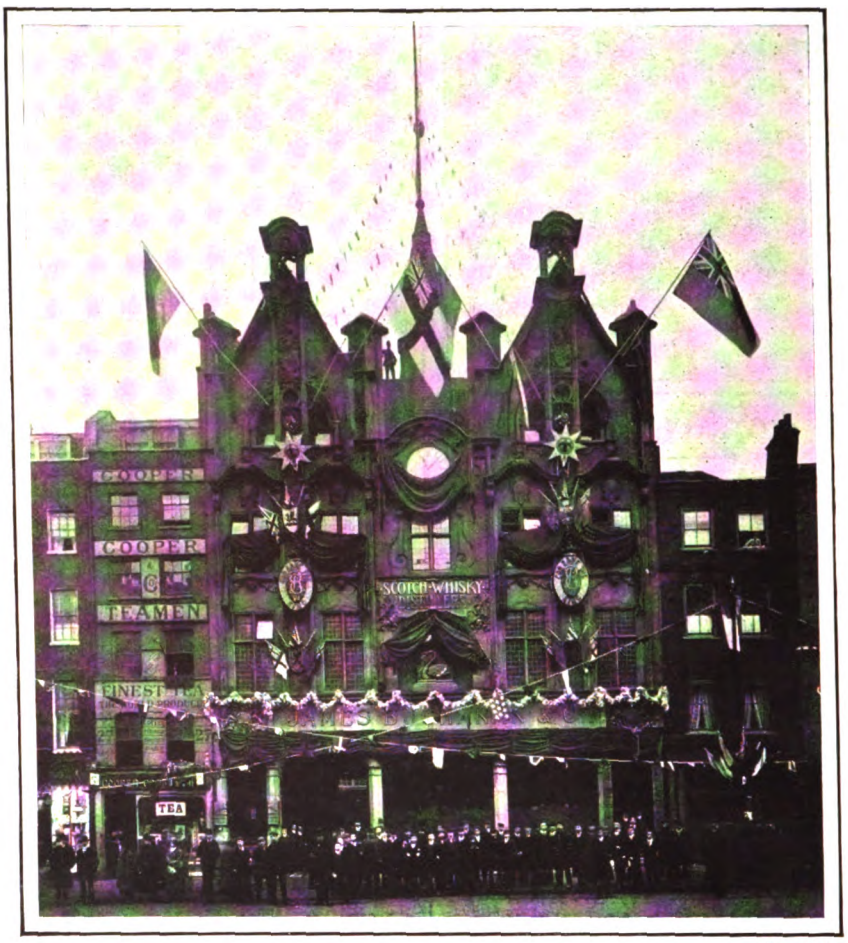
# DECORATED LONDON.

IN spite of the most unfortunately dull and depressing weather which prevailed during the King of Spain's visit to this country, the decorations on the various routes made a brave show; and more especially this was the case in some of the main business arteries, where the great merchant princes and commercial magnates made the very best of their opportunity. Oxford Street was a blaze of colour, and one of the most tastefully decorated establishments was that of Messrs. Waring, where the long gallery on the first floor level was crowded with fair Englishwomen anxious to obtain a glimpse of the youthful monarch. Further Citywards, the private decorations were on a very lavish and extensive scale, and in Holborn, especially, the large firms had taken an immense amount of time and trouble in making their establishments look smart in honour of the Royal visitor. Messrs. Buchanan's fine building was one of the most noticeable on the route, and was decorated from top to toe in the hand-somest manner, the lofty mast with its fluttering bannerets forming a fine finish to the whole scheme. Further on, in the City itself, the display of Venetian masts, festoons, and flags was simply gorgeous; indeed, the whole of the arrangement and design of the decorations on the route reflect the highest credit on all concerned.

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THE OFFICES OF MESSRS. JAMES BUCHANAN AND CO., HOLBORN BARS
One of the most tastefully-decorated buildings on the route of the procession.

One of the most interesting features of the Royal visit to the Guildhall was the presentation to the young King of a gold casket, by the Corporation of the City of London. The casket, which was a replica of a Spanish treasure-chest, was a remarkably fine piece of workmanship, bearing upon its front panel the inscription "From the City of London to his Majesty Alfonso XIII., King of Spain. Guildhall, London, June 7, 1905." The top of the box was adorned with the national emblems of England and Spain, in diamonds; and the casket was supported on a silver-gilt plinth, with a winged dragon at each corner. Messrs. Skinner were the jewellers responsible for the design and the production.

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THE PREMISES OF MESSRS. WARING IN OXFORD STREET
Showing the accommodation for spectators and the well-designed scheme of decoration.



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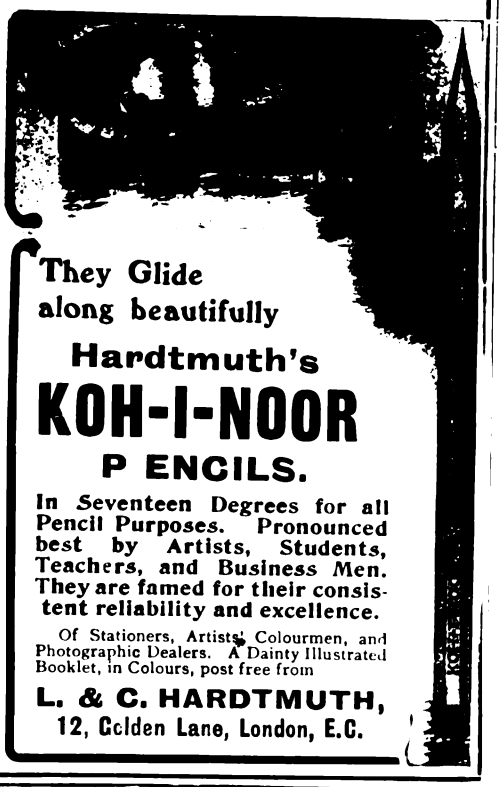

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# Leaves from a Collector's Note-book.

## WATERLOO MEDALS—BRITISH AND FOREIGN. THE LAST SURVIVORS OF WELLINGTON'S ARMY.

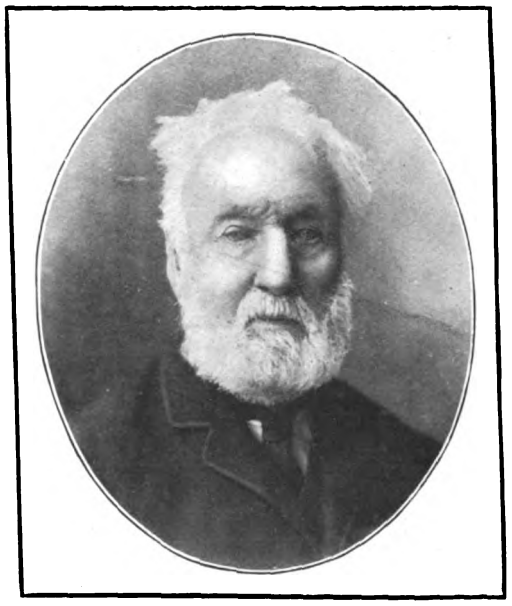
IT is by no means an unfortunate coincidence that the publication of Mr. Henry Gaskell's elaborate catalogue of his unrivalled collection of Waterloo medals—"British, Hanoverian, and others"—should have appeared within a few weeks of the ninetieth anniversary of the "Battle of Giants." Wellington and Waterloo collectors are fairly numerous, and Mr. Gaskell's book will be cordially welcomed by many readers who are not medallists. The anniversary of to-morrow (Sunday, June 18) falls on the same day of the week as that on which Napoleon's power was finally broken, and the trophies now reposing in Mr. Gaskell's cabinets were won. The interest of the book is very materially enhanced by a chapter, with many illustrations, on the survivors of Waterloo, contributed by Mr. Kynaston Gaskell. It is from this that the portrait of the late Lieutenant-Colonel William Hewett, the last surviving Waterloo officer, who died on December 26, 1891, in his ninety-sixth year, is now reproduced. The last of the combatants, Private Samuel Gibson, had died eleven days previously at the patriarchal age of 101. Two persons—non-combatants—who claim to have witnessed the battle are, however, still living. Portraits of both have appeared in THE KING. One of these is Mr. John F. Robinson, who now resides in Ballina, N.S.W. The other, Mme. Marie Thérèse Dupuis of Chapelle-lez-Charleroi, celebrated her 103rd birthday on the 6th ult. She was able to attend the unveiling of the French Memorial last year, and appeared to enjoy excellent health.

Mr. Gaskell begins his book with a short essay on military awards generally, and an estimate of the contending forces of Napoleon and Wellington. Few people are probably aware that the first medal conferred in England for services in the field was given by Charles I. in 1643 to those soldiers who might distinguish themselves in "forlorn hopes." Mr. Gaskell describes at length the copper Waterloo medal struck by T. Wyon, jun., for the "rank and file," but never issued, as it was (after a passing economical fit apparently) finally decided that silver should be uniformly adopted for every class of combatant. Then came a large silver medal, ultimately abandoned as too weighty, and at last the one now illustrated, which was issued after a period of unjustifiable delay, to every man present at Quatre Bras on the 16th, the engagement of the 17th, or at Waterloo on June 18, 1815. Included in this distribution were the troops of the King's German Legion, forming part, as they did, of the British Army. It seems also to have been resolved that a Waterloo medal should be "presented" to certain persons in honour of the great event. The chosen recipients were all, more or less, associated with those who took a leading part in the battle. Mr. Gaskell possesses medals belonging to this category, awarded to the Duke of Kent, the Countess of Mornington (Wellington's mother), and the Dowager-

*Obverse.* *Reverse.*

BRITISH AND KING'S GERMAN LEGION WATERLOO MEDAL.

Duchess of Beaufort, who had no less than three sons in the battle, viz., Lords Edward, Fitz Roy, and John Somerset. The second afterwards became Lord Raglan. In the Gaskell collection are to be found Waterloo medals, given either to officers or men of nearly every regiment engaged in the battle, and their present owner has often some



LIEUTENANT-COLONEL WILLIAM HEWETT

Who died on December 26, 1891, in his 96th year, was the last surviving Waterloo officer.

interesting information to give of the original possessor. Here is an instance of this. Mr. Gaskell has acquired the medal of Lieutenant R. P. Campbell, of the 7th Foot, who, on June 18, 1815, acted as Aide-de-Camp to Major-General F. Adam, commanding the 3rd Brigade under Lieutenant-General Sir H. Clinton, G.C.B. General Adam's widow lived to see the beginning of the twentieth century, and his son still belongs to the Diplomatic Service. According to Siborne, Campbell fired the *last* gun on the evening of June 18, which he seems to have captured from the French in the general confusion, and then turned on the retreating masses. Lieutenant Campbell died ten years subsequently a Captain in the Ceylon Rifles. The medal of Surgeon James Hagan of the 2nd Battalion of the 59th Foot had a strange history. It was won by Mr. Hagan for services performed as one of the reserved forces at Hal, some miles from the scene of action. Before the medal was issued he had perished in the wreck of the "Seahorse" transport, so it was sent to his relations. This ill-fated vessel was proceeding from Dover to Ireland in January, 1816, when it was driven ashore during a heavy gale in Tramore Bay, County Waterford. Of 389 officers, non-commissioned officers, and men there were only four survivors. Mr. Gaskell has secured no less than 132 Waterloo medals. It is difficult to surmise what has become of the 45,000 (roughly speaking) which should have been issued. Messrs. Spink, from whom Mr. Gaskell's book may be obtained, make a special feature of Waterloo medals and trophies. Quite recently the medals and decorations of Count d'Alten, a combatant of 1815, were purchased by the German Government for over £800, Messrs. Spink being the next bidders.

Probably the finest collection of Waterloo relics of every description—arms, helmets, uniforms, portraits, etc.—is that began many years ago by Sergeant-Major Cotton (himself a Waterloo veteran), and continued by his descendants and successors, the proprietors of the Hotel du Musée, in the very centre of the battlefield. Even after the lapse of ninety years, trees still riddled by bullets are occasionally cut down, while cannon balls, military buttons, swords, etc., are not unfrequently turned up by the ploughshare. The greater part of the mementoes offered to unsuspecting English and American visitors by guides and others are of pure Birmingham origin. False Waterloo bullets and buttons are as abundant as spurious toby jugs and sham Battersea boxes. There is a regular season for their importation and *sowing*. A twelve month or more in the ground gives them the respectable appearance of age, and helps to veil the deception practised. The owners of the Cotton collection have refused more than one tempting offer to transfer their treasures to the other side of the Atlantic. The due appraisement of bullet-pierced skulls and thigh bones shattered by grape shot would somewhat puzzle the officials of the American Custom Houses.

The Waterloo medal (owing to the great pressure bought to bear on the authorities by the Duke of Wellington) was issued in 1816; those for Trafalgar and the Peninsula were not granted until the first years of the reign of Queen Victoria. The average value of a Waterloo medal to-day is about 30s. or £2. The more valuable medals are those belonging to regiments in which a great number of casualties occurred. In some instances they are worth £6 or £7.

B.

*Obverse.* *Reverse.*

HANOVERIAN WATERLOO MEDAL.

*Obverse.* *Reverse.*

SAXE-GOTHA ALTENBURG WATERLOO MEDAL.



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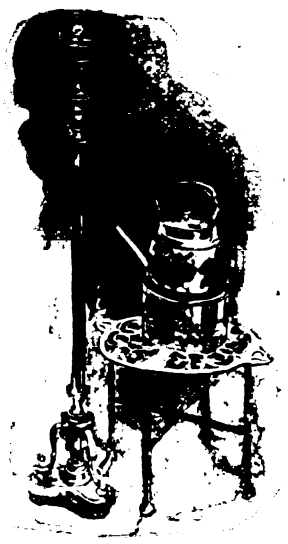

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# Motoring Notes.

ONE of the most thoroughly useful competitions ever organised by the Automobile Club will be the Light Delivery Van Trials, which are to be held in the coming autumn, commencing on September 19. The vehicles will be divided into four classes: A, for vans designed to carry a load not exceeding 5-cwt.; B, for loads not exceeding 10-cwt.; C, for loads up to 1 ton; and D, for loads up to 1½ tons. The trials will consist of 30 days' service of each vehicle under conditions as nearly approaching their normal work as possible, followed by an examination by the judges. The daily mileage for classes A and B will be 80 miles, the heavier vehicles in classes C and D being required to cover only 60 miles.

* * *

A maximum period of 30-min. each morning and evening will be allowed for replenishment and adjustments, and all involuntary stops on the road will be recorded by the observers. The awards will take into consideration the performances of the vehicles under a number of heads, such as silence, durability, reliability, price, ease of manipulation, restarting on hills, ease of repairs, brakes, consumption of fuel, etc. There is little doubt that the trials, if satisfactory in their results, will give great impetus to the employment of the light delivery van, which has hitherto been a somewhat neglected side of the automobile movement.

* * *

The awards in the Midland Automobile Club's hill-climb, held on June 3 in the private grounds of Middle Hill House, Broadway, have been published. A 10-h.p. De Dion was first, with a 8-h.p. Rover second, the 30-h.p. Daimler third, and a 6-h.p. Wolseley fourth. These results, of course, are based on the handicap formula, the actual fastest time in the competition being achieved by two Daimlers and a 20-h.p. Ariel. The cup offered by the club goes to Mr. H. P. Barker, the owner and driver of the De Dion.

* * *

The Marine Motor Club has already arranged a programme for this year, which includes the following events: July 25, races at Plymouth; August 1, Eliminating Trials for the British International Cup off Bembridge, which will be followed by a handicap for *bonâ fide* cruisers, and races for the 25-ft. and 30-ft. restricted M.M.A. classes; August 2 and August 3, Reliability Trials in Southampton Water; August 8 (subject to alteration), regatta in connection with the visit of the French Fleet. Last week in August, Windermere Regatta; races for the 40-ft. open racing class, and also for the 25-ft. and 30-ft. restricted M.M.A. classes, together with a handicap for cruisers. The club now numbers over 100 members.

* * *

The Daimler Company seems likely to make a clean sweep of the hill-climbing competition this season. At the Huddersfield Automobile Club hill-climb on May 27 the 28-h.p. Daimler made the fastest time. On the same day, at Kettleby Hill, the 30-h.p. Daimler also made the best time, a 28—36-h.p. Daimler being second. On Saturday, June 3, the 30-h.p. Daimler, as we have already stated, made the fastest time in the Midland Automobile Club's hill-climbing contest at Broadway. The merits of the Daimler by no means stop at hill-climbing, as, in spite of its high power, there is no car on the market easier to drive, either in traffic or on the high road, or one whose reliability is more certain under the most trying circumstances.

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The imports of foreign-built motor-cars continue to increase in a manner which indicates that our manufacturers are as yet totally unable to cope with the demand in this country for high-class automobiles. During the past month 728 cars were imported from abroad, of a value of £327,008, as compared with 530 cars, valued at £227,129, for the corresponding month of 1904. For the five months ending May 31 last, the figures are 2,625 cars, of a value of £1,136,667, while the total motor imports, including cyles and parts, amount to £1,488,530, or an increase of nearly £500,000 over the same period in 1904.

* * *

The stopping tests carried out last week at the Crystal Palace between motor-cars and horse-drawn vehicles, should have an excellent effect on the minds of the public, as they demonstrated once more in a most conclusive manner that a motor-car pulls up in about a third of the distance required by a horse-drawn vehicle proceeding at the same speed. The tests were conducted on perfectly fair lines, and the conditions of the road surface were distinctly in favour of the horse. A 15-h.p. Napier, travelling at 13·84 miles an hour, pulled up in 14-ft. 3-in., while a butcher's cart at the same speed required 38-ft. 5-in. before it came to rest. A 15-h.p. De Dion, at 11 miles, stopped in less than 8-ft., while a London hansom cab took 33½-ft. The other tests showed in an equally convincing manner the immense superiority of the motor in stopping power.

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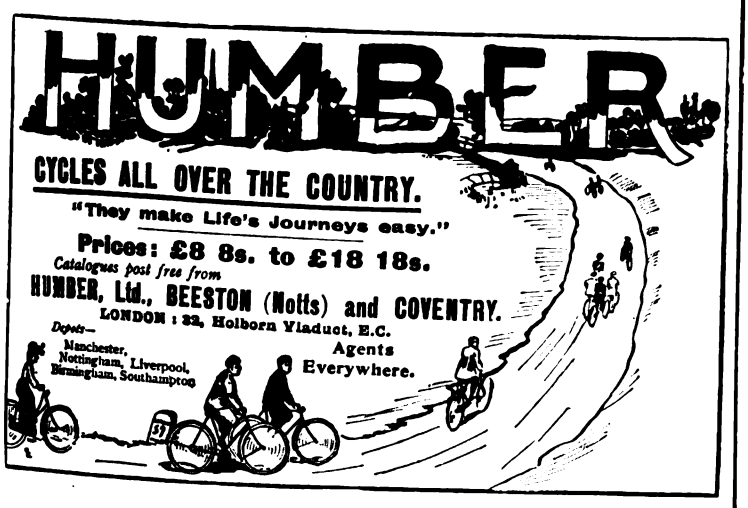

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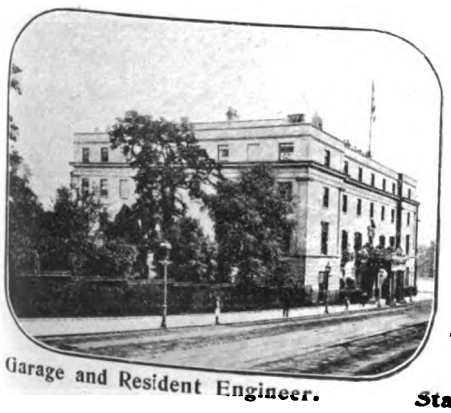

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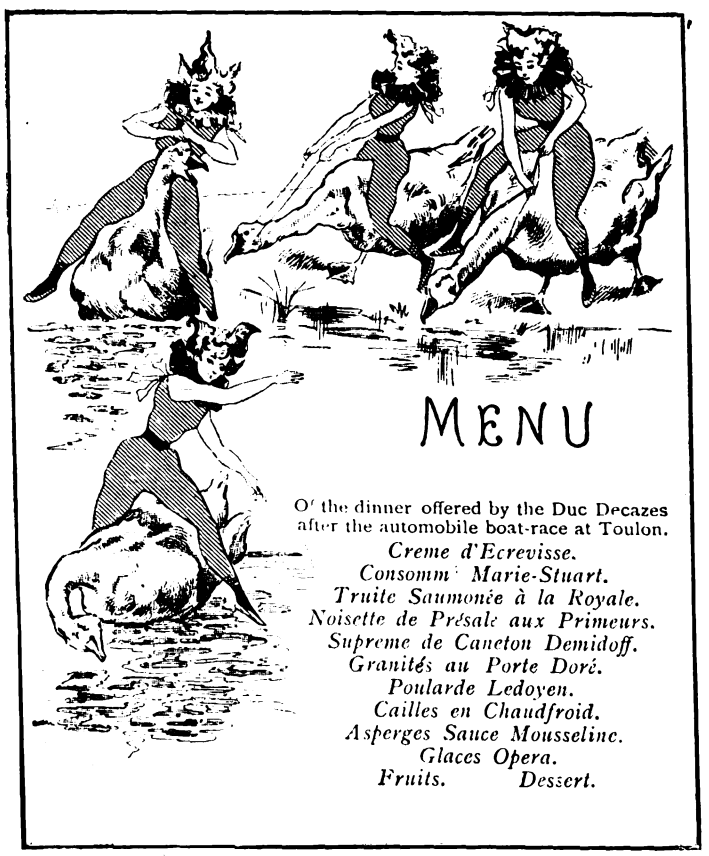
IN the course of my frequent interviews with the great Paris restaurateurs I have observed the curious fact that the interest they take in the history of their house only dates from the moment their establishment has become great. What happened before does not appear to trouble them. And yet, if they only took the pains to dive into the past, what singular events would be brought to light, what wonderful anecdotes could be offered to the world!—a gold-mine to novelist and playwright. But no! Like the proud mule in one of La Fontaine's fables, who always spoke of his mother the mare and never of his father the ass, the Paris restaurant proprietor shows little or no anxiety to know anything about the humble origin of his house.

Here we have Ledoyen in the Champs Elysées, known to every stranger, the famous and fashionable restaurant where in summer one can luncheon or dine in the open air. Ledoyen's was founded many years before the great revolution. It lived all through those troubled times; yet no record has been kept of the *rôle* it must have played in history, nor of the people who visited it. All I have been able to find out is that already at that period the cuisine was of a high order, much appreciated by the bloodthirsty patriots, which may account for the fact that the proprietor's head remained safe on his shoulders. In the course of years Ledoyen's, of course, changed hands, but the cooking remained excellent, and Alexandre Dumas *père*, fond of good living, became a daily guest there. He often said that he had some of his happiest inspirations in the popular inn, and, whilst waiting for his omelette or *matelotte d'anguilles* would take a piece of paper from his pocket and hurriedly scribble down some notes. When in 1830 the July Revolution broke out which cost Charles X. his throne, Alexandre Dumas made Ledoyen his headquarters. Dumas owed the King a grudge, because that monarch had refused to decorate him with the Legion of Honour; and when the people had started erecting barricades, Dumas, a born actor, called out to Joseph, his servant, who had taken him a letter to Ledoyen's: "Bring me my rifle and two hundred rounds of cartridges!" Everybody in the restaurant looked with awe on the fierce dramatist, and the proprietor timidly asked Joseph how many people his master intended to kill. "Not one," said Joseph; "it is only his little *coup de théâtre*."

Ledoyen's greatness dates from 1855. The Second Empire was in the zenith of its glory, and the house was patronised by the brilliant throng that constituted the Court. Baron Hausmann, Duc de Morny, M. de Persigny, Maréchal Canrobert, etc., were daily guests. Beautiful Blanche d'Antigny, the notorious Cora Pearl, and other ladies of the half-world could be seen there in all their splendour. Nor must I forget the famous Mme. de Païva, who dined every day at Ledoyen's whilst her mansion in the Champs Elysées was being built. The fall of the Empire made no difference to Ledoyen, except that the political celebrities of the day belonged to another category. The Imperial *régime* made room for Gambetta, Jules Ferry, Spuller; and Victor Hugo, returned from exile, could be seen there occasionally. But the most welcome guest at Ledoyen was, of course, King Edward, then Prince of Wales. His Royal Highness liked the place, and on a hot summer's day not unfrequently could be seen in a secluded corner of the garden. The French portion of the public, with great tact, pretended to ignore his presence, an example which might have been advantageously followed by many Englishmen and Englishwomen, whose loyalty was apt to run away with their discretion.

To-day Ledoyen ranks foremost among the great Paris restaurants. The cuisine is still faultless, the wines are excellent, and the establishment has become the favourite place for what we call here *des fetes intimes*, celebrated by a luncheon or dinner such as only Ledoyen can provide. It was here that Floquet gave a magnificent dinner to his friends after his duel with General Boulanger, whom he had wounded in the throat. It is here also that playwrights celebrate their successful "first-nights" by a luncheon offered to their exponents. But if you want to see Ledoyen in all its glory visit it on Varnishing Day, when tables have to be retained as long as a week in advance. You will then meet really what is sometimes too rashly called "all Paris." Last year's Varnishing Day at Ledoyen's will be remembered on account of the impromptu ovation accorded to Harpignies, the painter. Someone having perceived the veteran artist—then in his eighty-fourth year—seated with some friends, proposed his health, whereupon everybody rose and lifted their glasses, whilst many of the ladies went up to him and kissed him. As I said before, at Ledoyen's they may not know anything of their past history, but they know how to cook; and the present management fully succeeds in keeping the house up to the high standard to which it owes its fame.




It was here that the celebrated sauce verte was first served with boiled salmon, the colour, as everybody knows, made by squeezing the juice of freshly-boiled spinach leaves into a mayonnaise sauce. The delicate green was the delight of strangers, who were always interested to know how it was obtained. Pink salmon and green sauce on a white plate was a picture that Parisians loved to offer their foreign friends a few years ago. To-day everybody knows all about it, and a new colour will have to be invented to make a sensation. At one time hard-boiled eggs in jelly upon a bed of sliced ham was a favourite *hors d'œuvre*, and if I am not mistaken this dish, that is now universal, originated with the *chef* at Ledoyen's.

In the menu offered by the Duc Decazes after the automobile boat-race at Toulon there are two specialities of the house.

*Truite Saumonée à la Royale.*—The trout is poached in Sauterne, the skin is removed, and the pink fish lies blushingly surrounded with bouquets of truffles, quenelles, and crayfish. It is served with a sauce made with port.

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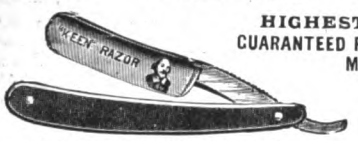


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# Here, There, and Everywhere.

THE North London Operatic Society brought their third season to a conclusion with three performances of "San Toy." The stage management of Mr. Lynn Royd had no doubt a great deal to do with the success of the production; but the principal parts were so well taken by many excellent actors and actresses that nothing but success was to be expected. Miss Katherine Craig as San Toy and Miss Nellie Craig as Dudley were both admirably suited; and among the men Mr. A. Phillips and Mr. Murray Short both distinguished themselves. The society will hold their first Garden Fête, July 1, at Ebor House, Stamford Hill, which has been generously placed at their disposal by Dr. James. Full particulars can be had from Mr. Frank Craig, hon. secretary, 5 Fairholt Road, Stamford Hill.

*Anthony.*

LA TORTAJADA

The celebrated Spanish dancer and singer, who is appearing at the Palace Theatre in a new pantomime play.

MISS ETHEL IRVING has arranged with Mme. Georgette Leblanc-Maeterlinck for a series of matinées to be given at the Criterion Theatre, commencing this week. Mme. Leblanc-Macterlinck, who is the wife of the author of "Aglavaine and Selysette," the unlicensed "Monna Vanna," and the still better known "Pelleas and Melisande," calls her afternoon entertainment "Dramatic, Musical, and Literary Causeries."

THE Tivoli has again a strong programme for its Whitsuntide patrons. Alice Hollander (the charming Australian vocalist) is remaining in the bill, with new songs; Vesta Victoria, Laura Bennett, Edie King, George Robey, Ernest Shand, Harry Tate (in "Fishing"), George Bastow, Mike Whallen, Brown and Le Clerq, the Wania Trio, Collins and Hart, and the three Laurels, whilst last, but not least, Clark and Hamilton, complete a splendid programme.

THE Peak of Derbyshire, which the late Mr. John Ruskin described as "the most educational of all English landscapes," and for which other notable writers have claimed pre-eminence for natural beauty, is the subject of a new illustrated hand-book which the Midland Railway Company have issued for the present tourist season. The little volume is handsomely illustrated, and contains short descriptive notes, maps, tables of fares, and other information. The Midland Company have introduced circular tour tickets enabling the holder to visit most of the places of interest, and facilities are given by means of which the tourist may make himself better acquainted with the Northern Peakland.

THE elaborate preparations for the comfort of those visiting the historical spectacle presented in celebration of the twelfth hundredth anniversary of the founding of the bishopric, town, and school of Sherborne, by St. Aldhelm, A.D. 705, made by the London and South Western Railway, added not a little to the enjoyment of the persons who went down to Dorsetshire for the occasion.

THE annihilation of the Russian Fleet has aroused extraordinary interest in the perfect models of the Japanese war-ships exhibited at the Naval Shipping and Fisheries Exhibition, Earl's Court, by the English firms that built the battle-ships, cruisers, and torpedo-boats responsible for Rojestvensky's downfall. Since the eventful news arrived, the Queen's Palace and Ducal Hall have had large numbers of visitors to see these beautiful miniature replicas. Among others displayed are the battle-ships "Asahi," by John Brown and Co., Clydebank, and the "Shikishima," by the Thames Ironworks and Shipbuilding Company, torpedeo-boats and torpedo-boat destroyers, by Yarrow and Co., the torpedo-boat destroyer "Shirakumo," by J. J. Thornycroft and Co., and the battle-ships "Hatsuse" and "Tatsuta," by Sir W. G. Armstrong, Whitworth and Co.

ALTHOUGH considerable progress has been made by voluntary subscriptions in aid of the Weymouth Sailors' Home Fund, of which H.M. the King is patron and H.R.H. the Prince of Wales vice-patron, the hon. secretary makes an urgent appeal for further funds to enable the committee to continue the good work. Subscriptions or donations should be sent to the hon. secretary, H. A. Huxtable, Esq., town clerk, Bank Chambers, Weymouth.

THERE are remarkably good programmes at the leading variety theatres just now. At the Palace, La Tortajada has made a welcome reappearance, and makes a very decided impression in her new pantomime play. Another most excellent turn is that of Malcolm Scott, whose dry humour is irresistible. The Alhambra has several new items in the programme, including the charming Dutch dancers, "Les Fleurs d'Orange," and a return visit of those incredible illusionists, Le Roy, Talma, and Bosco. The wonderful Port Arthur photographs and the brilliant ballet are as popular as ever. At the Hippodrome the weird pigmies from Central Africa, and the Polar bears from quite "another place," are drawing large audiences.

THE Marine Society, "Warspite" training-ship, is one of the exhibitors in the Queen's Palace at the Naval, Shipping, and Fisheries' Exhibition at Earl's Court. The society's exhibit is of a somewhat unusual character, and consists of a waxwork group of Britannia and four boys. The group is emblematical of the society's work from 1756 to 1905. In the centre stands the Marine Society as Britannia, with trident and shield, on the left and in the rear a poor boy in rags, and in front of him a Marine Society boy in the uniform of 1756. On Britannia's right a boy in civilian dress 1905, and in front of him a boy in the "Warspite" uniform. On the front part of the platform are framed pictures of the "Warspite," the boys on board, etc. The exhibit is particularly interesting, since the society's uniform, which has been copied as correctly as possible, is the same as that supplied by the society from 1756 to the end of the French wars to landsmen volunteering to serve in the ships of the fleet. Pictures of the dress of seamen in the Royal Navy in 1756 are very scarce, and the reproduction of the society's uniform, as there shown, gives a good idea of what it was like at that period.

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**Handsome Public Rooms,** including **2 LOUNGES and BIJOU THEATRE.**

Garage. Lift. Tennis Courts, Croquet Lawns and Bowling Greens. Warmed to a temperature of 60° in Winter. Postal Telegraph Office in Hotel. Telephone 56.
Terms from MANAGER.

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(Near BLACKPOOL).

Contains
**FOUR GOLF LINKS (18 Holes each).**

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**LELANT, ST. IVES BAY, CORNWALL** (close to golf links and station).—Furnished HOUSE, with plate and linen, to LET for Summer months; two large sitting rooms, six bedrooms, one dressing room, bathroom.—"T.B.H.," "Evelyns," Uxbridge.

**SOUTHWOLD** (best position on the Common; close to Golf Links).—To be LET, well Furnished, for June, July, and August, the pretty and artistic HOUSE known as "Link's Cottage," containing square hall, two sitting and large recreation rooms, servants' sitting room, seven bedrooms (fourteen beds), bathroom; electric light and telephone.—Apply to Mrs. ROBINSON, on Property.

THE LINKS, LLANGAMMARCH WELLS.

**LLANGAMMARCH WELLS, Breconshire.**

## LAKE HOTEL.

The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.

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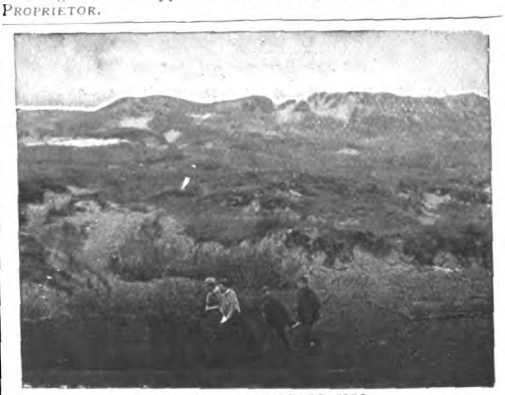
Alight at West Marina or West St. Leonards Stations. High-class Hotel for Families and Gentlemen. Due South, facing Sea. Most select and quiet part of Promenade. Comfortable Public Rooms, consisting of Coffee Room, Reading and Drawing Room, Smoking and Billiard Room. Perfect Sanitary arrangements. Hydraulic Passenger Lift. Electric Light throughout. Warmed in Winter. Table d'Hôte, Separate Tables, at 7. Nearest Hotel to New Golf Links. Motor Car Stabling. Petrol supplied.—Under the personal supervision of PROPRIETOR.



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Moderate Tariff. Special Week-End Terms for Golfers inclusive of table d'hôte dinner. Saturday until Monday morning, £1 1s. The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable being on sand.

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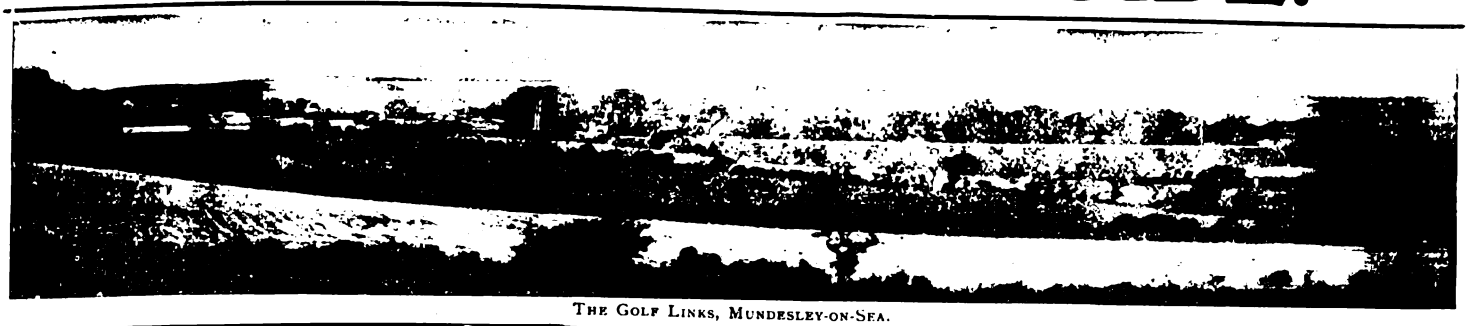
# THE GOLFERS' GUIDE.



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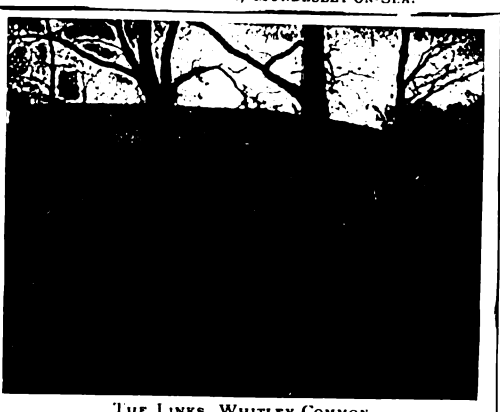

THE LINKS, WHITLEY COMMON.

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MAGNIFICENT GOLF LINKS.

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*Telephone 750.*

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The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

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These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.

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## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

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ADJOINING GOLF LINKS (18 HOLES).

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*Telegrams:* "Sheringham Hotel, Sheringham."
*National Telephone:* No. 3. F. EDENS, Manager.

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THE OLDEST FAMILY HOTEL.

Facing the Sea, with a frontage of 200ft.

Two new wings added, furnished by MAPLE & Co.

Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.

MODERATE TARIFF.

*Special Terms for Golfers and Families during the Winter months.*

Perfect Sanitary arrangements.

Hotel 'Bus meets Trains. Open all the year.

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THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**

Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit.

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Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

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Telegrams—"BARTON HOTEL, NEW MILTON."

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## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

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Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

ROBERT G. SETTERFIELD.

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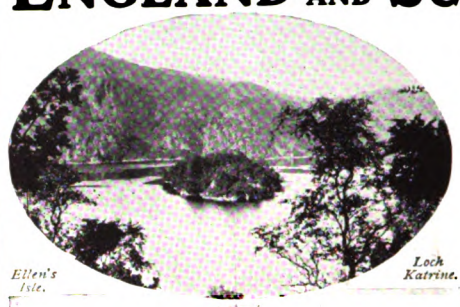

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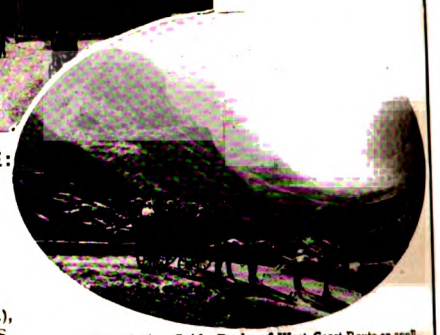

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**Largest Selection in London.**

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a shaped Patent adjustable Veil, at prices and quality showing a great saving over veiling purchased by the yard.

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The latest and largest selection in London.

Messrs. LEE & SON continue to send a box containing a good assortment by post; boxes ready for return, no trouble after selecting.

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**PURIFIES THE BLOOD**

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"I must honestly say your Vogeler's Curative Compound has done me a lot of good. My face and neck are quite clear of the **Eczema**, and I feel so much better in every respect since taking the medicine. I used to have indigestion and wind very bad after eating, but I am now quite free from both these ailments."

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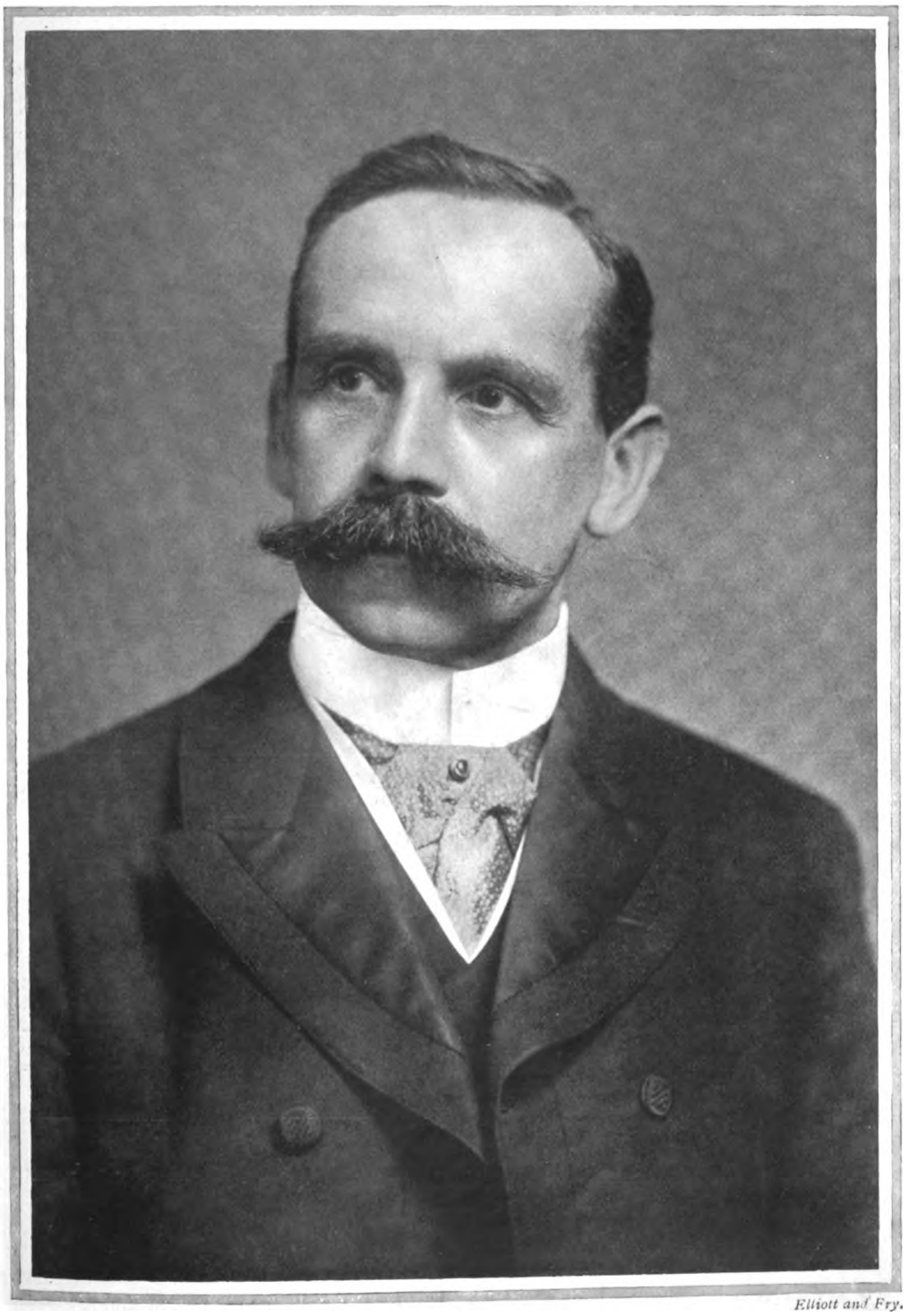
# THE ROYAL WEDDING.


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

VOL. XX. No. 438. SATURDAY, JUNE 24th, 1905. PRICE 6d.

*Elliott and Fry.*

MR. GEORGE ALEXANDER HARDY, L.C.C.

Prospective Liberal Candidate for the Stowmarket Division of Suffolk.

(*See page 379.*)

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected*

# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 438. Saturday, June 24, 1905.**

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone*—*No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.

**EDITORIAL.**

*photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND HARROW.—Next week King Edward goes down to Harrow-on-the-Hill, on the occasion of Speech Day, to open the new playing-fields there, where it is certain more games will be indulged in than the good yeoman John Lyon allowed when he founded the "Free Grammar School of John Lyon." Then the only amusements allowed to the scholars were "driving a top, tossing a hand-ball, running, shooting, and no other." How the modern youth, which upon visiting days amuses itself with a champagne luncheon at the King's Head, would regard the reintroduction of Lyon's statute may be guessed; but there is little likelihood of such a thing while playing-fields like those which are now awaiting use are available for cricket and football and other forms of schoolboy sport. But there is one old custom, which has long since fallen into disuse, that of holding every year a competition in archery. The revival of interest in this old-time pastime should surely lead to the renewal of this competition, which was one of the pet crazes of the founder of the school.

*Russell.*

THE ROYAL WEDDING AT WINDSOR.

The bride and bridegroom with the bridesmaids. On the left is Princess Ena of Battenberg, and next to her Princess Beatrice of Saxe-Coburg. Sitting down by Princess Margaret is Princess Mary of Wales, and on the extreme right is Princess Patricia of Connaught. The Royal couple are spending part of the honeymoon in Ireland.

THE KING AND ASCOT.—This year the party in the Royal enclosure at Ascot has been very select, by special command of the King, and though Viscount Churchill has been overwhelmed by demands for tickets, only those who are recognised members of the Court circle have been honoured with invitations. On the other hand, the King's party at Windsor has been an unusually large one, and with the Duke and Duchess of Connaught also entertaining at Bagshot, the Khedive staying at Ascot Heath House, there has been quite an array of Royalty at the famous race-meeting. Even the festivities in connection with the visit of the King of Spain and the wedding at Windsor do not appear to have drawn back to England all those who like to linger in the South until our summer here is safely established; but Ascot is an infallible magnet, and a large number of people who have not been seen in town during the season have now returned.

THE KING AND THE SHAH.—The wonderful carpet which the Shah of Persia has sent to King Edward as a token of his appreciation of the affectionate hospitality extended to him on the occasion of his last visit to this country, is the result of the labours of a small army of designers and weavers who have been constantly at work on the carpet for two years past. Such a gift is, apart altogether from the circumstances attending its presentation, all but priceless, for though the mechanical manufacture of carpets has been brought to a very high pitch of excellence in this country, we cannot attempt to rival the wonderful hand-woven fabrics of the East. Carpets of Oriental design, spoiled very often by the introduction of light delicate colour schemes quite foreign to the country of their origin, are well-known objects in the windows of the furnishers on the hire system, but they are to the genuine article as a village trundler to a member of the Australian Eleven. In addition to the present to King Edward, the Shah sent a magnificent diamond ornament to the Queen, and the Prince of Wales was invested with the Order of Tensal Homayoon, of the First Class.



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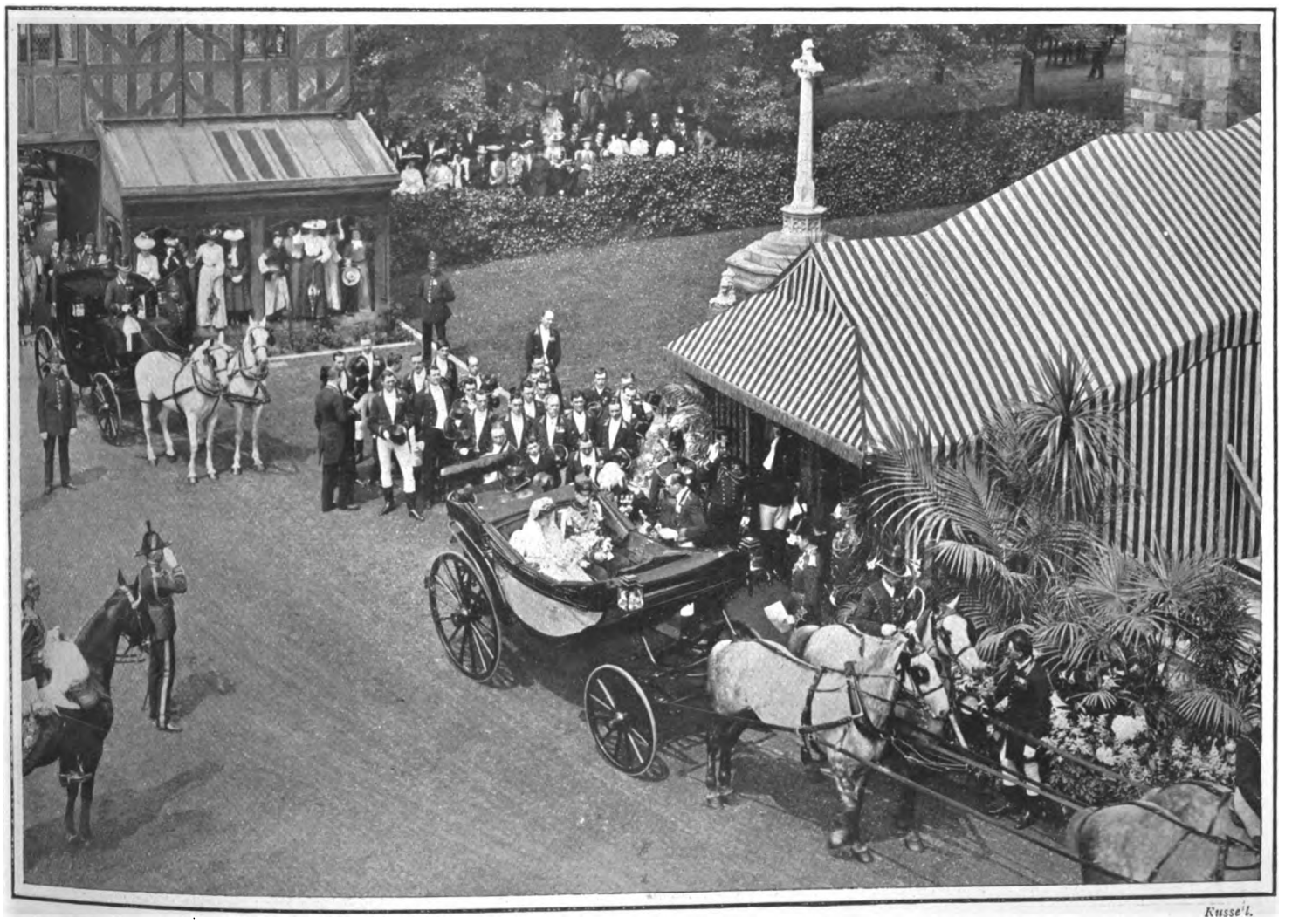
# THE ROYAL WEDDING.

*Illustration Bureau.*

THE KING DRIVING FROM WINDSOR STATION.

In the carriage may be seen King Edward, the Duke of Connaught, and Prince Gustav Adolph of Sweden. The bridegroom of last Thursday was very popular in Windsor, and met with a hearty welcome on every hand.



*Russell.*

THE RETURN FROM THE CHAPEL.

On the conclusion of the marriage ceremony at St. George's Chapel the bride and bridegroom drove back to the Castle in an open carriage, and it was a matter of comment that all the other carriages in the procession were closed, the reception of the Royal couple being thus more marked.



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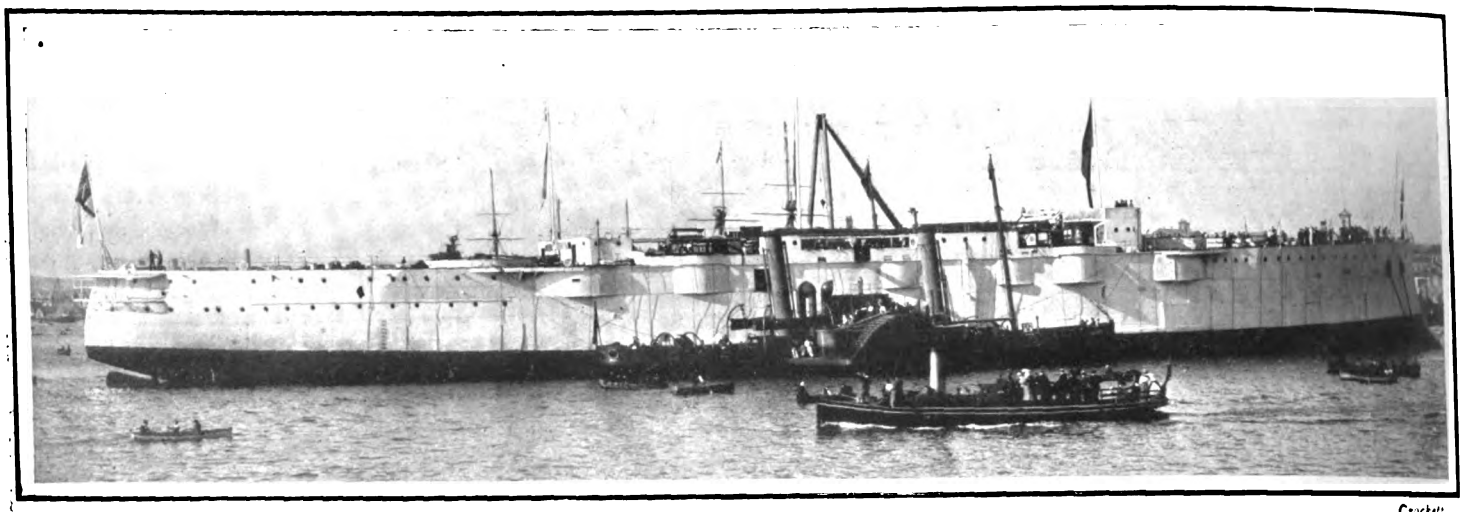
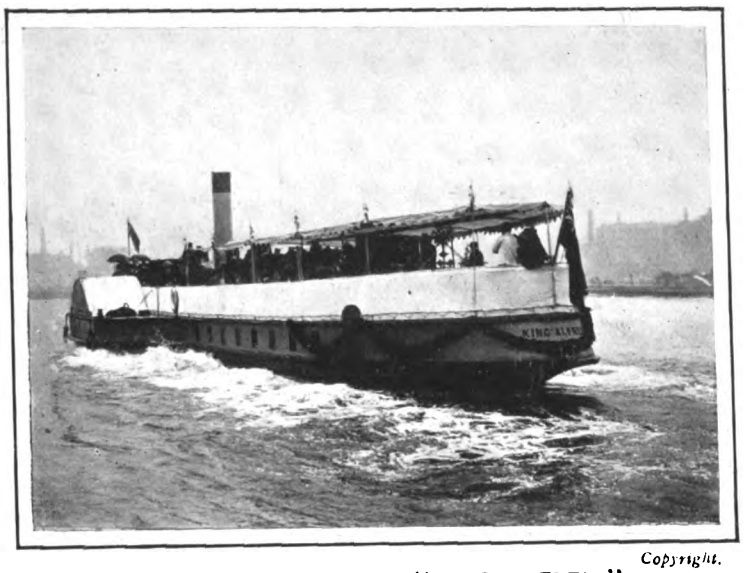


Crockett.

THE LAUNCH OF THE BATTLE-SHIP "HIBERNIA."

The naming ceremony at the launch ot the last battle-ship of the "King Edward VII." class to be put in the water was performed by the Marchioness of Ormonde on Saturday last at Devonport Dockyard. After the religious service the silk Union Jack, purchased out of the fund inaugurated by the Marchioness for the presentation of gifts to the ship, was also unfurled, and a carved oak casket, adorned with a water-colour drawing of the battle-ship as she will appear when completed, was given to the Marquess and Marchioness of Ormonde as a souvenir ot the occasion.



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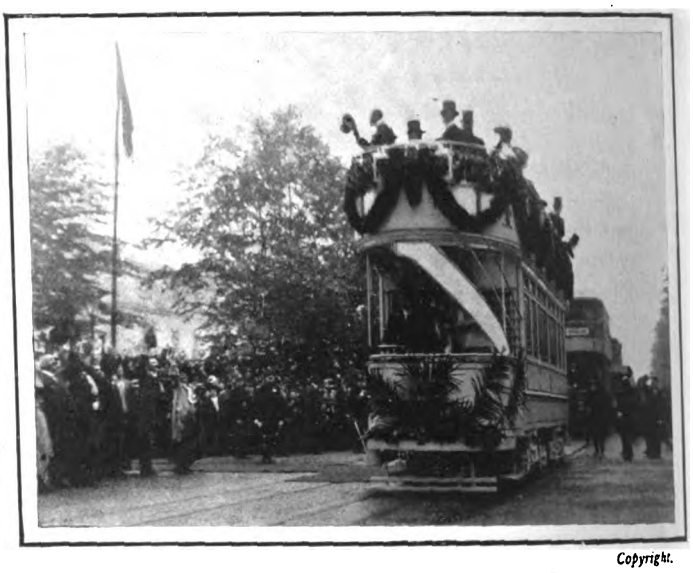
THE L.C C. STEAMER "KING ALFRED"

With the Prince of Wales on board, during the inaugural trip from Westminster to Greenwich. A procession of boats followed in the wake ot the "King Alfred," and the whole formed a picturesque spectacle despite the rain.



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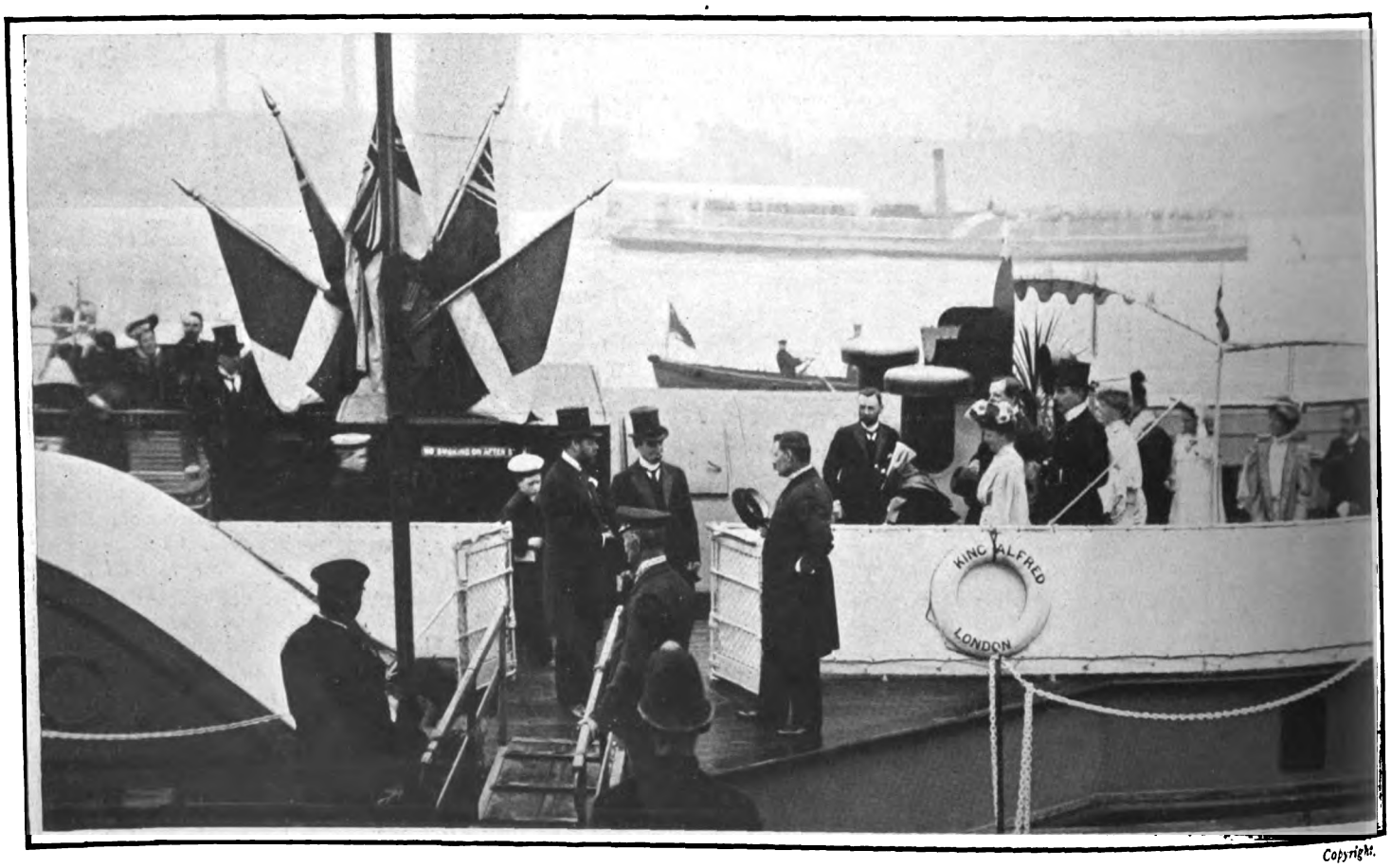
THE PRINCE ON A TRAM-CAR.

The return journey from Greenwich was made by road, a car richly decorated with evergreens being placed at the disposal of the Royal party. The Prince ot Wales travelled on top of the car for some part of the way, and his arrival everywhere was the signal for outbursts of cheering.

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THE PRINCE OF WALES LANDING AT GREENWICH.

Accompanying the Prince on the round tour from Westminster on Saturday were Prince Edward and Prince Albert of Wales, and both boys enjoyed the experience immensely. The Prince of Wales was the only passenger who paid a fare, tendering a silver fourpenny piece and a silver penny, which will be retained by the County Council as a memento of the occasion.



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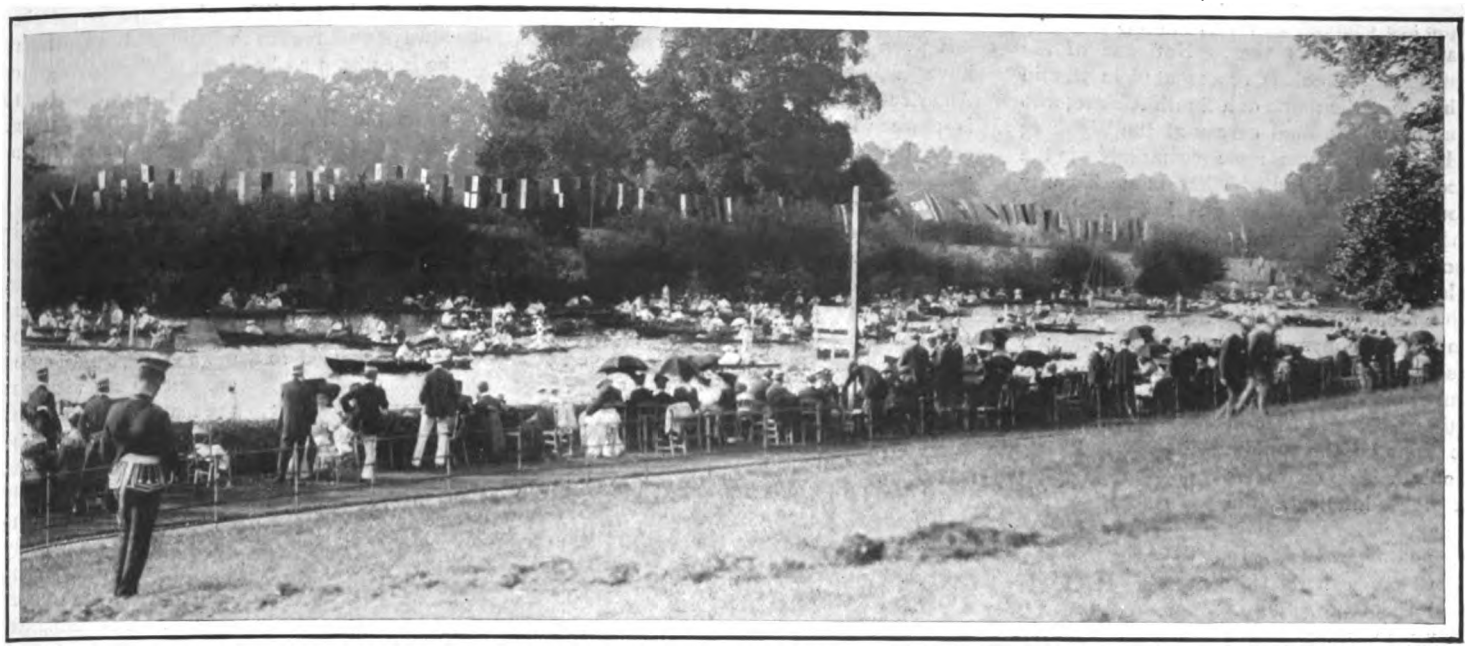

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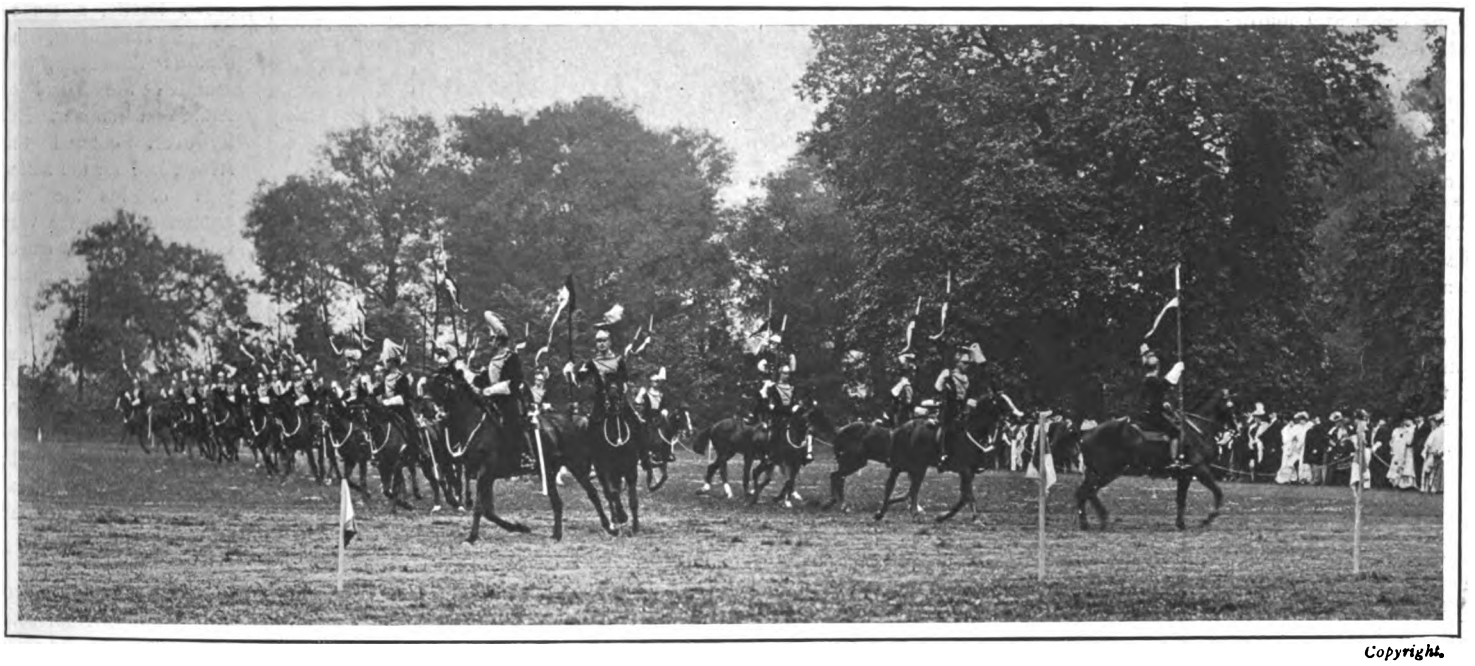
THE LAWN AT WALTON.

The opening of the Thames Regatta season at Walton on Saturday last was a distinct success in spite of the variable weather.



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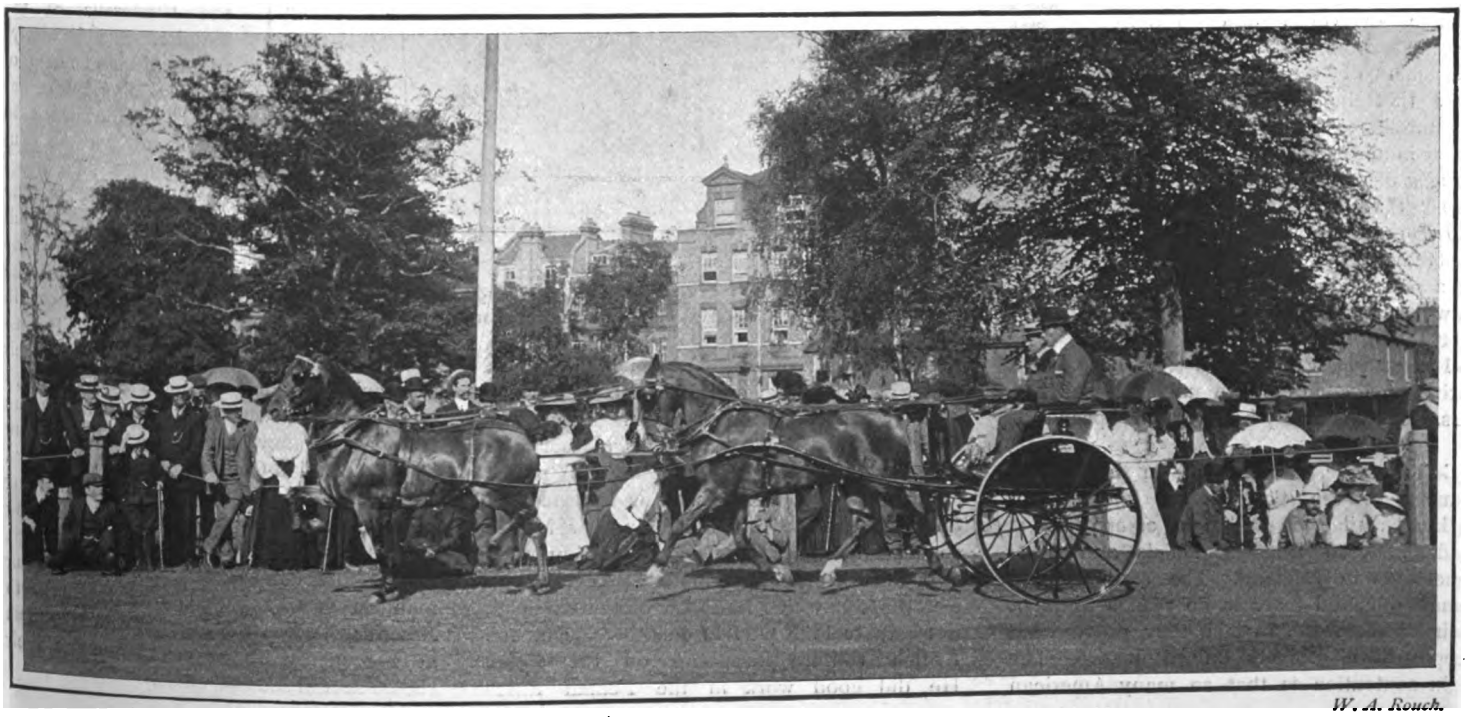
LANCERS AT THE RANELAGH CLUB.

On Saturday last the 21st Lancers gave an exhibition of their musical ride at Ranelagh in connection with the driving competition there.



W. A. Rouch.

THE RICHMOND HORSE SHOW.

Mr. W. S. Cunard's tandem, Wild Lucy and Jenny Lind, which tied with Mr. Konig's pair for 1st place in the tandem (any height) class.



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THE WRANGLER LIST.—Many excellent people are exercised in their minds over the Wrangler List this year. Not one of the great public schools is represented in it, and at the top is the name of a South African, who began his educational career at the Wynberg High School. Even more remarkable is the place taken by a lad who has made his way through the County Council. In the Colonies this is an old story, and the wonder is that it is not familiar in England. For twenty years, at least, Board School boys have carried all before them when scholarships enable them to compete with boys of the better classes. One reason is given by a German in the current number of the *National Review*. He says that in this country the public schools develop character but not intellect, the primary schools intellect but not character. In the Colonies it is supposed that the mind of a boy who is thoroughly trained in English till he is fourteen comes to other subjects with a freshness unknown to a boy who begins Latin and mathematics early. Moreover, the pick of the masses naturally outnumbers the pick of a limited class. There is nothing to be alarmed about.

NEW ZEALAND'S HIGH COMMISSIONER.—In spite of a general belief to the contrary, Mr. Seddon is not coming home as High Commissioner. The post is to be filled by the present Agent-General, Mr. W. P. Reeves. The Colony and London are alike to be congratulated on the appointment, for he is not only a man of unusual ability, but a writer of distinction as well. His book on New Zealand, "The Long White Cloud," is the best of its kind on the subject. He has also published a volume of verse, and writes much on the social problems of the day. Now that he is High Commissioner with a salary in accordance with his new dignity, it is supposed that Mr. Reeves will do more in the social line than he has hitherto been able to do. In this he will be assisted by his pretty and clever wife and their young daughter. As becomes a native of a country with universal suffrage, Mrs. Reeves is a very happy public speaker.

COLONIALS *v.* AMERICANS.—In the current number of the *Contemporary* there is a striking article, in which a comparison is made between titled Colonials and titled Americans in England. The statistics are remarkable, and there is no reason to doubt their correctness. In fact, they prove what people have vaguely known before. The main contention is that so many American women either will not or cannot become mothers—a fact to which President Roosevelt has given publicity on the other side. Colonials have higher ideals, and as they outnumber Americans in the titled classes, their influence is more wholesome. Another fact brought out by the writer, who signs himself "Colonial," is interesting. He says that, whereas several sons of peers with a Colonial mother hold high position in the State, there is not one with an American mother.

A MISTAKE CORRECTED.—Through an unfortunate mistake Colonel S. Hughes was described in our issue of May 6 as "in his youth a Papal Zouave." This distinction belongs to Colonel G. E. D. Hughes, also a Canadian with a fine military record. Colonel "Sam" Hughes is an Orangeman, and through his mother is of Huguenot descent. He is a man of public spirit and wide interests. For instance, he does not believe that the Volunteer Militia should serve only in Canada, and in 1877 told the British Government that the 45th Battalion, of which he is Lieutenant-Colonel, is ready to take part in the defence of the British Empire anywhere on the globe. He did good work in the Fenian Raids and in the South African War. He is an ar'ent Imperialist, whose racy speeches always go direct to the point. As a sportsman he is as keen as he is on soldiering. By profession Colonel Hughes is a journalist, and owns the *Warder*, a weekly Ontarian paper. He is also a member of the House of Commons on the Conservative side.

LADY HALIBURTON'S ACCIDENT.—Lady Haliburton has had a nasty accident, which, if not so serious as Mrs. Arthur Paget's last year, is serious enough. The lift, in which she and her husband wanted to go upstairs, for some reason refused to work, and Lord Haliburton got out to see what was the matter. His wife was following him, when the lift began to move, and she was thrown violently out. Fortunately she sustained no injury except a shock to the system. The daughter of Mr. Leo Schuster, before she married Lord Haliburton she was the wife of Sir W. D. Clay. Her husband was born in Nova Scotia, a son of Judge Haliburton, the famous "Sam Slick," who founded the school of American humour. He, however, entered the Army, and for the better part of his life was connected with the War Office. He is now one of the most doughty champions of the old order of things, and, therefore, a trenchant critic of the present Minister for War. Unfortunately, Lord Haliburton has no heir, so that an honoured name in Imperial history is destined to drop out of the peerage.

THE HARMSWORTH CONCESSION.—Newfoundland, which is geographically a part of Canada, as Tasmania is of Australia, is aptly enough termed the Cinderella of the Empire. She is always in trouble, and much of it through no fault of her own. But the burden she bears through the concessionnaire she brings on herself. It is no time since she freed herself from the tentacles of the Reid contract. Now she is about to put herself in the power of the Harmsworths. Surely never did a people sell their birthright for such a worthless mess of pottage. Newfoundlanders rather pride themselves on the fact that they have been able to stand out of the Canadian Confederation all these years, but it may be doubted if they can do anything better than join it. Their island, unlike New Zealand, is not rich enough, nor large enough, nor remote enough to stand alone. Their manifest destiny is union with British North America. When the alternative leaves them at the mercy of the concessionnaire their choice should soon be made.

*H. Walter Barnett.*

LADY ALEXANDRA STANLEY

Who was married last Saturday to Captain the Hon. Frederick Stanley of the 10th Hussars. Lady Stanley is the daughter of the Earl and Countess of Gosford.



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THE WAVENEY SAILING CLUB.
This club's race for 16-footers was held on Oulton Broad last week.

*Illustration Bureau.*

*Hare, Bridport*

THE JUBILEE OF A NEWSPAPER.
Mr. W. Frost, editor and proprietor of the *Bridport News*, and his staff. This popular Dorset newspaper was founded fifty years ago, and a public luncheon is being given to Mr. Frost this week.

*Abeniacar.*

A HORSE SHOW AT NAPLES.
The Italians are expert horsemen, and as may be seen by our illustration the ladies are equally keen. The Marchesa Bourbon del Monte is shown clearing a difficult obstacle, and her feat won for her the first prize at the meeting.

*Copyright.*

THE ROYAL THAMES YACHT CLUB RACE FROM THE NORE TO DOVER.
Unfortunately very bad weather prevailed during this race last Saturday, and there was little or no wind. "White Heather" won in the 100-ton class, and "Rosamond" in the 50-ton class.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE Open Amateur Championship of France was played a week ago on the course of the Société de Golf de Paris at La Boulie, near Versailles. There was a good entry for the competition, and a good deal of spirited play took place before the final round of 36 holes was reached. The final was played between Sir Edgar Vincent, M.P., and Mr. A. H. Crosfield of the Royal Liverpool Club, and well known for his promotion of the game at Cannes. This year Sir Edgar Vincent has been playing a very strong game, especially in the Parliamentary Tournament, and it looked at one time as if he might be the winner of the competition at Versailles. Though the match with Mr. Crosfield was all even at the turn in the second round Sir Edgar Vincent appeared to slack off in his game, and Mr. Crosfield beat him in the end rather easily by 5 up and 4 to play. Mr. J. B. Dudgeon, Mr. Mackie, and M. Francois de Bellet of Paris tied with a net score of 86 for the first prize in the International stroke competition. Among the other competitors at La Boulie were Mr. H. Mallaby-Deeley and Mr. J. Livingstone.

* * *

At the open meeting, which was held at Le Touquet, there was an entry of thirty-nine competitors, and as the result of the preliminary scoring rounds four competitors were left in to play off by match play for possession of the cup. These were Mr. J. Roberts, Mr. T. Marshall, Mr. R. Broun, and Mr. N. L. Jackson. In the semi-final, Mr. Roberts beat Mr. Jackson by 3 holes, and Mr. Marshall beat Mr. Broun by 2, while in the final Mr. Roberts beat Mr. Marshall by 6 up, and thereby secured the cup. One of the Bogey competitions was won by Sir Henry Seton-Karr, M.P., with 2 holes down.

THE BAR TOURNAMENT AT SANDWICH.

Sir Thomas Parkyns driving at the 1st tee. He was beaten in the semi-final by Mr. Whetstone.

* * *

The annual tournament of the Bar Golfing Society, for which there was a record entry of 103 players, was decided last week at Sandwich. There was a good deal of excellent play shown by many of the members, Mr. Mansfield Hunter going round in the very low score of 72 strokes. Going outwards he began with four 4's, then three 3's, a 4, and a 5, securing the sixteenth in a finely played 2. Mr. Darwin also played fine golf, one of his rounds being 74, despite the fact that he took 6 to the first hole. The players left in the semi-final were Mr. W. F. Whetstone, Sir Thomas Parkyns, Mr. B. Darwin, and Mr. G. Cave Orme. Mr. Whetstone had a very close match with Sir Thomas Parkyns, whom he beat by 1 hole, and Mr. Darwin (plus 2) only reached the final by beating Mr. Cave Orme at the twentieth hole. In going to the nineteenth hole in this tie Mr. Darwin holed his mashie shot for a half. The final between Mr. Darwin and Mr. Whetstone was not so well contested. Mr. Darwin was 4 up at the sixth hole, and, never losing his lead, he won rather easily by 5 and 4 to play.

* * *

The Leysdown Golf Club held its Whitsuntide meeting at the links, Leysdown, Isle of Sheppey, the players being favoured by fine weather. On Saturday the Captain's Prize, presented by Mr. J. A. Atherton, resulted in a win for Mr. T. H. P. Kolesar, Mr. J. Woodhouse being second. On Monday, a cup, presented by the Leysdown and Shellness Estates, Limited, for medal play under handicap, was won by Saturday's winner, Mr. T. H. P. Kolesar (7 Handicap), who went round in 83 net, the runner-up being Mr. J. Lancaster (receives 18) 88. The course is a difficult one, full of natural hazards, and with a good wind Mr. Kolesar made a very creditable

THE BAR TOURNAMENT.

Mr. G. Cave Orme, beaten at the 20th hole in the semi-final, makes a good recovery from an extremely bad lie.



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# On the Links.

performance. The club-house is being enlarged so as to provide for additional numbers.

* * *

The Earl of Dunraven has lately been staying at Lahinch for golf, where the links are in capital order just now. The hotel was quite full for Whitsuntide. Lady Clarina and the Hon. Eyre Nathaniel Massey were there, and Lord and Lady Dunalley have taken a house a few miles off, so that Lord Dunalley is able to be on the links every day. The Hon. Kathleen Prittie is unfortunately still very delicate, notwithstanding her two years' sojourn at a German open-air sanatorium.

* * *

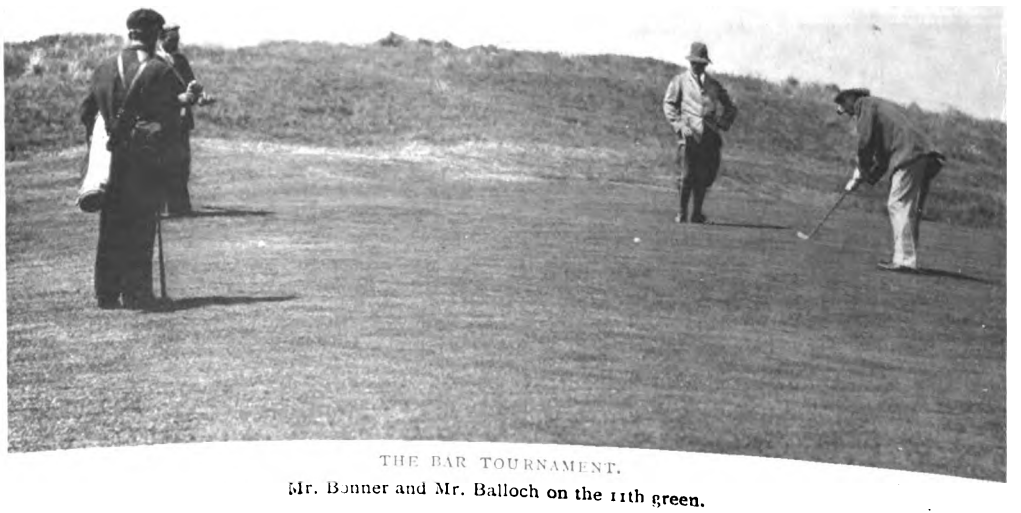
The annual match between the Bar Golfing Society against the London Solicitors' Golfing Society was played on Saturday at Sandwich. The players who won their matches for the Barristers were Mr. Ernley Blackwell, who beat Mr. Dallmyer by 6 and 5, Mr. L. Mossop, who defeated the Hon. D. K. Watson by 2 holes, Mr. D. Stephens, who beat Mr. Cyril Plummer, Mr. E. G. Rand, against Mr. K. C. Cobb, and Mr. F. H. Newnes, against Mr. C. T. Smith. For the Solicitors, Mr. Vivian Pollock won his match against Mr. Harold Beveridge by 1 hole after a very close match, and Mr. A. R. Price secured his match against Mr. T. A. Wright. Mr. Mansfield Hunter and Mr. H. E. Taylor halved their match, and the general result was that the Bar beat the Solicitors by 5 matches to 2.

* * *

Golfers who visit East Lothian this summer and autumn will find the means of communication between North Berwick and the surrounding golf greens very much improved. A supply of motor-omnibuses is being provided to run between North Berwick and Aberlady. The new development is due to the directors of the North British Railway Company, who are utilising in this way the motor-car to fill up the gap which exists in the local railway from Gullane to North Berwick.

* * *

"The Golfers' Handbook and Yearbook for 1905" (Golf Reporting Agency, 8, North Bridge, Edinburgh), is one of the most comp'ete books of reference for the golfer that could be consulted. In addition to a list of the golf clubs throughout the world, an attempt is made to give a list of hotels which are officially recommended by the local golf clubs themselves as suitably comfortable for the requirements of the average golfer. This recommendation of itself is a guarantee that the golfer's comfort will be attended to, and should house accommodation be wanted as well, the name of a local house agent is given who can supply the needed information either about lodgings or furnished houses. The decisions of the Rules of Golf Committee of St. Andrews are brought up to date; there is a pretty complete list of the winners of the men's and women's championships in this country and elsewhere, with a list of the professionals and the clubs to which they are attached. The book, in fact, aims at giving a very complete synopsis of the principal events of the year, thereby making it a most handy and trustworthy book of everyday reference. In the club directory, however, the editor should note that there are clubs at the Château d'Ardennes and Ostend in Belgium—both holiday resorts for the British golfer—and at Aix-les-Bains, one of the fashionable resorts for English and American golfers in Savoy. It should also be the aim of the editor to take the late Lord Salisbury's advice to verify all his published references. Thus, in the chapter chronicling remarkable incidents in golf, it would be much more satisfactory to have date, place, and name of the links where certain leviathans of the game are "said to have driven" certain elongated tee shots. If those enormous tee shots and other incidents cannot be verified by date, name, and place, it were better in a book summarising the year's historical events to refrain from mentioning them at all, for no authoritative value can be attached by the student to any event which "is said" to have occurred.



THE BAR TOURNAMENT.
Mr. Bonner and Mr. Balloch on the 11th green.

THE BAR TOURNAMENT.
Mr. T. Mansfield Hunter driving at the 1st tee.

THE BAR TOURNAMENT.
Mr. H. H. Game playing out of the rough, Mr. W. F. Whetstone watching the flight of the ball.

## GOLF PHILOSOPHY IN SLIPPERS.

### II.—On the Method of Playing the Game.

I REMEMBER reading in a magazine a few years ago, a most interesting article, written by a talented and enthusiastic Scotsman, on "The Invasion of the Englishry" into the realms of golf, in which he complained of the tendency introduced by the English to destroy all semblance of a game as between



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# *On the Links.*

man and man, by their detestable habit of counting their strokes all round the green. He said (I am quoting merely from memory), "To arrive panting on the green, without having paid any attention to your adversary, and to gasp out, 'I have played five strokes; how many have you played?' is not a game; it is a diabolical invention calling for the interference of the police." There is much truth in this.

I have no objection whatever to the English playing golf, for the same reason for which the gentleman refrained from wholly blaming his friend for want of veracity, namely, that he was a bit of a liar himself. But I very much fear that the tendency of the English, by their inveterate preference for medal play, as opposed to match play, is to destroy the best features of a game in which you pit your individual skill against that of another, which is the essence of all games. When you sally forth with another, on an ordinary day when no club competition is toward, to play this detestable medal play, each bent only on counting his own strokes, the partner of your guilt is no more your antagonist than are the couple ahead of you, or the couple following; and you have not the excuse of a possible medal in view. And yet I fear many a man goes home to the wife of his bosom, after a day thus ill-spent, and mendaciously asserts that he has been "playing a game of golf with old So-and-so."

It was conceded by them of old time that medal play was a deplorable evil, but they did not see any other way by which a whole club might play for a prize without taking a week or more to do it.

How much more interesting is match play—to so try to drive from the tee that your opponent shall find himself further from the hole than you, and so have to play "the odd." And then what joy if he should be compelled to play "the two more," and you feel for the rest of the hole that moral elation that playing "one off two" all through the green can only give. Then will you arrive on the putting green having two for the hole, and will not care whether you have played five strokes or fifty. The interest given by this kind of game will increase as your play improves, and a ding-dong match, playing "the odd" and "the like" all through, and won by one putt at the last hole, will prove intensely exciting. What matter whether the round was a good one or not. In medal play all is tinged with bitterness by the remembrance of a bad hole early in the round, while the ignominy of double figures at any one hole excludes all joy for the day. Oh! my friends, why doom yourselves to a state of perpetual medal play? A benevolent legislature only imposes a few years' penal servitude (a far preferable state) for the uttering of counterfeit coin, an occupation far more interesting and exciting, and offering possibilities of far greater recompense, than the pursuit of many medals.

C. DE LACY LACY.

THE OPEN CHAMPIONSHIP.

Arnaud Massey, of Biarritz, the first foreign professional to win a prize in the Open Championship.

THE OPEN CHAMPIONSHIP.

Braid in the bunker at the 11th hole.

## *Correspondence.*

### THE BEHAVIOUR OF A GOLF CROWD.

TO THE EDITOR OF "THE KING."

SIR,—I was greatly delighted to read the spirited protest of "An Old Golfer" against the inconsiderate behaviour of many portions of a crowd who now seem to think that an important golf match is an interesting social function got up for their exclusive benefit at great expense and trouble. The protest has not come before it was needed; and I am inclined to agree with your correspondent that a good many of those who tack themselves on to many of the professionals with embarrassing enthusiasm neither understand the game nor care very much about it. In the first place, you will see men and women who, if they are golfers, ought certainly to know better than to stand behind the player's arm and restlessly to move about while he is in the act of making the swing. Whether the play is off the tee or on the putting green the same symptoms of downright and inherent stupidity are seen; and when one feels impelled to protest angrily against such a display of bad manners, as well as of absolute disregard of what is in fairness due to the players, one can only come to the charitable conclusion that those fussy cigarette young men and hysterical ladies are not golfers and do not wish to become golfers. Yet, with Molière, when one sees them displaying their graces all over a golf green, and talking at the top of their shrill voices during the progress of important matches, one feels inclined to ask, "*Que diable allaient-ils faire dans cette galère?*"

THE OPEN CHAMPIONSHIP.

Taylor in the bunker at the Railway hole.



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# *On the Links.*

## THE OPEN CHAMPIONSHIP.

(1) Arnaud Massey bunkered at the 15th hole. (2) Braid, the Open Champion, driving at the 7th hole. (3) Vardon approaching the 3rd hole; "it looks like a slice, methinks!" (4) Vardon putting on the 10th green. (5) Braid putting on the 16th green. (6) Mr. R. Maxwell finishing his second round. (7) The crowd on the last green.



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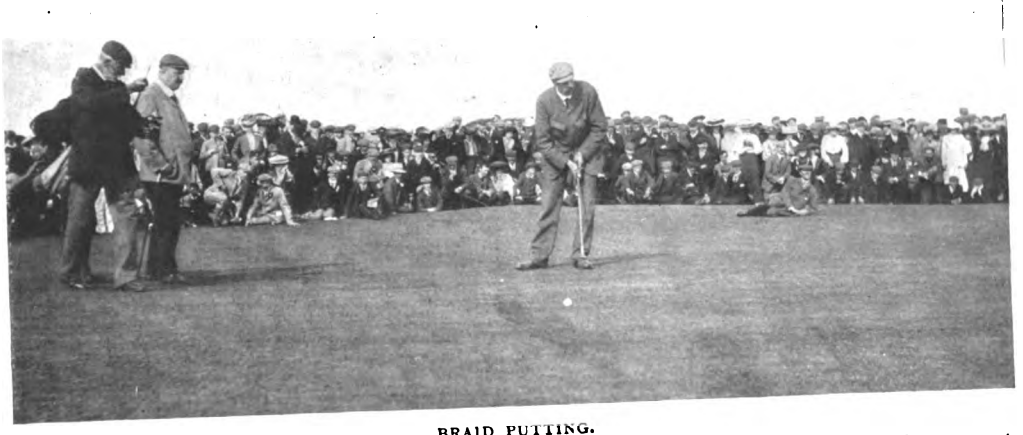
# *On the Links.*



BRAID PUTTING.

The photograph shows the stance and grip of the Open Champion playing a critical putt on one of the greens at St. Andrews.

THE OPEN CHAMPIONSHIP AT ST. ANDREWS.

Nearly a breakdown! Braid on the railway at the 16th hole.

THE PRESENTATION CEREMONY.

Braid and the other professionals receiving their prizes in front of the club-house.

I notice in the interesting book which Harry Vardon has just published that he has something appropriate to say on this very important subject. It is not often that the long-suffering professional emits a growl of dissatisfaction and protest; but Vardon's point of view, about the behaviour of some portions of a golf crowd, agrees very thoroughly with that of "An Old Golfer." Here is what Vardon says in his book (page 263):

"I have generally found the crowds who follow a big professional match round the links both highly intelligent and exceedingly considerate. But sometimes we overhear some strange things said. Taylor and I were once fulfilling an important engagement together, and when my opponent had a particularly difficult shot to play, two ladies came up quite close to him and persisted in talking in a loud tone of voice. Taylor waited for a little while, in the hope that their chatter would cease, but it did not. Then in a feeling of desperation he attempted to address his ball; but the task was hopeless. The conversation went on more loudly than ever, and he was doomed to certain failure if he attempted his stroke in the circumstances. So he stood up again and looked round in the direction whence the voices came. 'Oh,' said one of the ladies then, 'you can go on now. We've quite finished.'

"James Braid and I were once playing down at Beckenham. At one of the putting greens we were both a long way from the hole. My ball was a trifle the more distant of the two, and so I played the odd, and managed to get down a wonderfully fine putt. Then Braid played the like, and holed out also. When his ball had trickled safely into the hole, and the spectators were moving towards the next tee, Braid and I were amused, but not flattered, by the words of a man who was speaking to a friend in such a loud voice that we could all hear: 'Oh,' he exclaimed deprecatingly, 'those fellows only do that sort of thing for the sake of the applause.'

"It was with Braid also that I was playing in a match at Luton towards the close of last year, when I overheard a singular remark. I happened to be bunkered at the fourteenth, and took my niblick to get out, but lost the hole. We walked on together to the next tee, and Braid was taking his stance, when we heard two gentlemen eagerly discussing and explaining the recent bunker incident. Evidently one of them was supposed to know something of golf, and the other nothing at all. 'You see,' said the former to his friend, 'there is really no rule in the matter at all. Vardon or any other player could have used a shovel in that bunker, and have simply shovelled the ball over on to the other side.' I was surprised that Braid got his next tee shot in so well as he did. And how very often have I heard the question asked in the crowd, 'Why do those fellows chalk the faces of their clubs?' And how invariably has the answer been, 'So that they can see afterwards where they hit the ball!'"

Vardon closes by stating that he is making no accusation against golf crowds generally. They are excellent, he says, from all points of view, "But it must inevitably happen that there are some people among them who know little of the game, and others who do not appreciate what a trying ordeal a hard-fought match usually is."—I am, etc.

A GOLFER'S WIFE.

## *FIXTURES.*

**June 24.—Hanger Hill, Open Amateur Meeting.**
**June 24.—Sudbrook Park, Rube Challenge Shield.**
**June 24-25.—Le Touquet *v.* Press Golfing Society.**
**June 26.—Highgate and East Finchley, Ladies' Summer Meeting.**
**July 1.—Rye, Monthly Medal.**
**July 1.—Rye, Silver Cleek ("Bogey").**
**July 3-4-5.—Borough of Hythe, Challenge Trophy.**
**July 8.—Sundridge Park, Treasurer's Cup.**
**July 10.—Folkestone, Summer Meeting.**
**July 12.—Beckenham, Ladies' Summer Meeting.**
**July 15.—Raynes Park, Summer Meeting.**
**July 15.—Hayling, Summer Meeting.**
**July 16.—Boulogne *v.* Le Touquet, at Wimereux.**
**July 29-31.—Lytham and St. Anne's, Summer Meeting.**
**July 31.—Irish Open Amateur Championship, at Ballymount.**



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. XLVIII.—Mr. George Alexander Hardy, L.C.C., Prospective Liberal Candidate for the Stowmarket Division of Suffolk.**

ALTHOUGH Mr. George Hardy was born in London, and is at the present moment one of the most active members of the L.C.C., he comes of a good old Yorkshire stock. At the age of twenty-two George Hardy (whose grandfather had migrated to the metropolis from the North) became a partner in a London business, and six years later entered the arena of public life by joining the Greenwich Vestry. He very soon gave proof of the possession of the good fighting powers which distinguished the Thomas Masterman Hardy of Trafalgar times, as well as of that dogged determination to overcome all obstacles which has materially assisted his success in commerce. He was one of those who held the fort of Liberalism in Dulwich in the dark days of the omnipotence of the late Sir Blundell Maple, and in 1896 he boldly entered the lists against the late Captain Middleton, then the all-powerful chief of the Conservative executive in Victoria Street. He was beaten by a majority of 1,200, but three years later his adversary resolved to devote his energy and talents entirely to the interests of Tottenham Court Road, and George Hardy headed the poll against such powerful opponents as Mr. Thornhill and Mr. Radcliffe Cousins, the secretary of the Tariff Reform League. Since then very few men have done more useful work on the great council which is now responsible for the future of London. He has been chairman of several important committees with conspicuous success, and, in conjunction with Mr. Frank Trier, he has been instrumental in raising the sum of £50,000 (of which a moiety was voted by the L.C.C.), which has given the dwellers on Denmark Hill a beautiful park of twenty-five acres studded with forest trees and destined for all time to perpetuate the memory of Ruskin, who, like Mendelssohn and Browning, was once closely connected with this picturesque lung of London. As an organiser Mr. George Hardy has few rivals, and the influence of his strong and attractive personality has made itself felt throughout the length and breadth of the Stowmarket Division of Suffolk, where he has been assiduously fighting the battle of Liberalism and Free Trade for over two years, and where the sturdy peasants and their wives are content to tramp miles, night after night, to listen to his cheery and convincing speeches, which have won alike their affection and their confidence. The Stowmarket Division is quite forty miles long, and includes within its limits half of Newmarket, as well as the ancient borough of Thetford, the towns of Brandon and Mildenhall, and the county seats of Lords Bristol, Durham, Cadogan, and Iveagh, as well as Gidding Hall, the "moated grange" of that sturdy Liberal, Mr. Arthur Wakerley of Leicester.

Lord Bristol has refused to quit the Free Trade fold, and George Hardy has no more whole-hearted or loyal supporter than Lord Durham, who has taken the chair at Liberal meetings in North-West Suffolk, to the discomfiture of those who endeavoured to make unfair capital out of a supposed anathema on racing pronounced by Mr. John Burns, for whose views on other subjects Mr. Hardy had professed sympathy. At a certain political gathering in or near Newmarket a handbill was distributed, pointing out that if the race-courses were "ploughed up," in accordance with Mr. Burns's dictum, "every stableman would be thrown out of employment, hundreds of homes would be ruined, and families reduced to poverty." It was addressed to "all good and true sportsmen in Exning, Newmarket and District," and concluded strongly advising "all true lovers of sport" to withhold any kind of "support or encouragement" from Mr. Hardy. Lord Durham has ever been a lover of fair play, both in sport and politics, and when he held up the offending leaflet and declared, with no uncertain voice, that he was a senior Steward of the Jockey Club and stood by Mr. Hardy, whom he believed to be in every way worthy of their loyalty, a cheer was raised which could be heard half a mile off, and the whole conspiracy vanished into thin air. In private life Mr. George Hardy is a devoted Free Churchman, and continues to do much good work as a deacon of Camberwell Green Congregational Church, a director of the London Missionary Society, a trustee of Cheshunt College, a committeeman of the Religious Tract Society, vice-president of the Surrey Congregational Union, and president of the Free Church Council for South-East London. Notwithstanding the ever-increasing demands on his time and strength made by his duties at Spring Gardens and his labours in Suffolk, he has never thought of relinquishing the excellent work he has carried on every Sunday for well-nigh a quarter of a century in connection with the Sunday School Institute at Camberwell Green. Mrs. Hardy sympathises strongly in all her husband's self-imposed tasks, as well as his political aspirations. Their only son, a pupil at Guy's, is now a fully-qualified M.R.C.S. and L.R.C.P.

For twenty years North-West Suffolk has oscillated pretty regularly between the two poles of contemporary politics. In 1892 it accepted Baron Stern (Lord Wandsworth) and rejected Lord Chelsea; in 1895, and again in 1900, it preferred Mr. Ian Hamilton to either Mr. H. Walker or Mr. J. C. Horobin. If appearances can be trusted, the pendulum at the next election will swing back again to its old position. It will be a surprise to very few people if Mr. Hardy's majority is not larger than that achieved by Baron Stern in 1891 or 1892, for in many ways he is an ideal candidate for an agricultural constituency like that he hopes to represent. In the next House of Commons he would certainly be welcomed as a notable addition to the phalanx of educational experts now headed by such men as Mr. George White and Mr. A. E. Hutton. But this is not all. Mr. Hardy has made himself an authority on all subjects connected with the housing of the poor, the creation of small tenures, the enfranchisement of the tenant from the undue tyranny of the landlord, the granting of old-age pensions, and other kindred topics. Possibly they are of more real importance to those who are likely to send him as their representative to Westminster on the first available opportunity than any abstract question of national finance. As one might expect, Mr. Hardy is as orthodox a Free Trader as he is an uncompromising opponent to the Education Act now in force.

*Elliott and Fry.*

THE EARL OF DURHAM.

Senior Steward of the Jockey Club and a keen supporter of Mr. Hardy.



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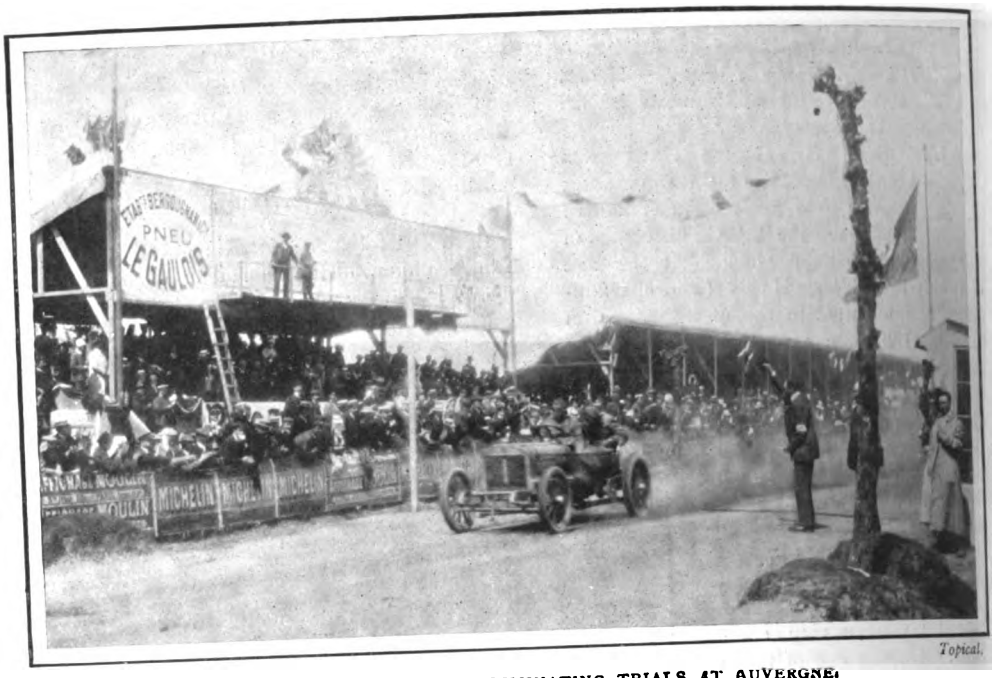
# The Motor: On Highway and Seaway.

SOME weeks ago when motoring along the Thames Valley I paid a chance visit to one of the best-known launch-builders on the upper river, and heard and saw much that was interesting in regard to the rising popularity of the motor-boat. The yard was crowded with launches in various stages of construction, and, although it was a Saturday afternoon, nearly all the staff was hard at work. I was informed that steam and electric launches were almost unsaleable, and that many of the older type of river craft had been converted into motor-boats. The foreman, pointing out one of the firm's own electric launches of last year's build in process of conversion, told me that the saving in weight amounted to 35-cwt., with a corresponding decrease in draught, a matter of vital importance on the upper reaches of the Thames, where many of the most charming backwaters are closed to a boat drawing more than about 18-in. of water.

It is easy to understand why petrol should threaten to oust steam and electricity in the case of river boats. The steam launch requires from half-an-hour to an hour's preparation before it is ready to start, and an engineer must always be carried, as there are very few amateurs who possess the necessary skill to stoke a boiler and drive a steam engine, even if they were willing to undertake such a dirty and uncomfortable job for pleasure's sake. Moreover, small marine boilers have an unpleasant habit of "priming," with disastrous results to the dresses of the lady passengers, and in any case there is generally a constant rain of smuts from the funnel. The electric launch, in many respects, is ideal for river use, but it suffers from the constant necessity for charging, and its range is somewhat limited. Moreover, the batteries are a constant source of worry and expense, and a little carelessness or neglect will easily result in damage to the extent of a hundred pounds, or possibly a great deal more. Many an owner of an electric launch has had to face the cost of an entire renewal of his batteries owing to the failure to keep them properly charged during the winter months. The petrol motor has its own peculiar failings, but on the whole is far superior to steam or electricity for light-draught open boats used in an intermittent manner for pleasure purposes. If kept in proper order it is always ready for instant use, and anyone possessed of average intelligence can learn its management in two or three lessons. It is light in weight and takes up very little room, though it is somewhat inferior to the electric motor in the latter respect, as the accumulators of an electric launch are generally stowed under the seats in space which would otherwise be wasted.

A good four-cylinder petrol motor is at least as free from vibration as a steam engine, and with a really efficient silencer there is little to choose between the two in the matter of noise. The public are apt to judge the motor-boat by the fussy little single-cylinder dinghies which they see and hear panting up and down the river, and entirely forget that there is as much difference between these crude, if useful, little boats and a high-class up-to-date launch as there is between a run-about and modern high-powered touring car by a well-known maker. The only possible objections to the motor-boat are the danger of fire and the smell of the exhaust. The former may be reduced to an almost negligeable minimum if the motor and its accessories are installed by a firm who know their business; and the latter, which, however, does not affect the occupants, can generally be avoided by keeping the supply of lubricating oil within proper bounds.

The experiences of the present summer already go far towards demonstrating the difficulty of excluding the professional element from motor competitions. Reliability trials are obviously for the trade alone, and the Gordon Bennett race is admittedly merely an orgy of advertisement for the big makers, although two amateurs took part in the Isle of Man trials. There was, however, at least a hope that the amateur element might survive, and even flourish for a time, in the hill-climbing and other competitions organised by the provincial clubs. Instead one finds the same trade cars and the same trade drivers sweeping the board at one meeting after another, and hopelessly defeating the amateur owners who have entered their machines for the sake of sport and amusement. I know that in many cases the *bonâ fide* members of provincial clubs resent this invasion of the trade element, and the inevitable result will be the refusal of private owners to enter their cars at all in open competitions. Even "closed" events, restricted to the members of the organising body, are not exempt, as there are many professional or semi-professional drivers who join every provincial club which holds hill-climbing competitions during the summer. One can hardly blame the makers for seizing on every available opportunity for publicly demonstrating the capabilities of their machines, but there is little doubt that the provincial clubs will quickly tire of providing some half-a-dozen firms with an excellent free advertisement. The Automobile Club has




Topical.

THE GORDON BENNETT ELIMINATING TRIALS AT AUVERGNE.
Théry, the winner, passing the post.

Photo Press Co.

THE GORDON BENNETT ELIMINATING TRIALS AT AUVERGNE.
Théry passing Wagner in the third round.



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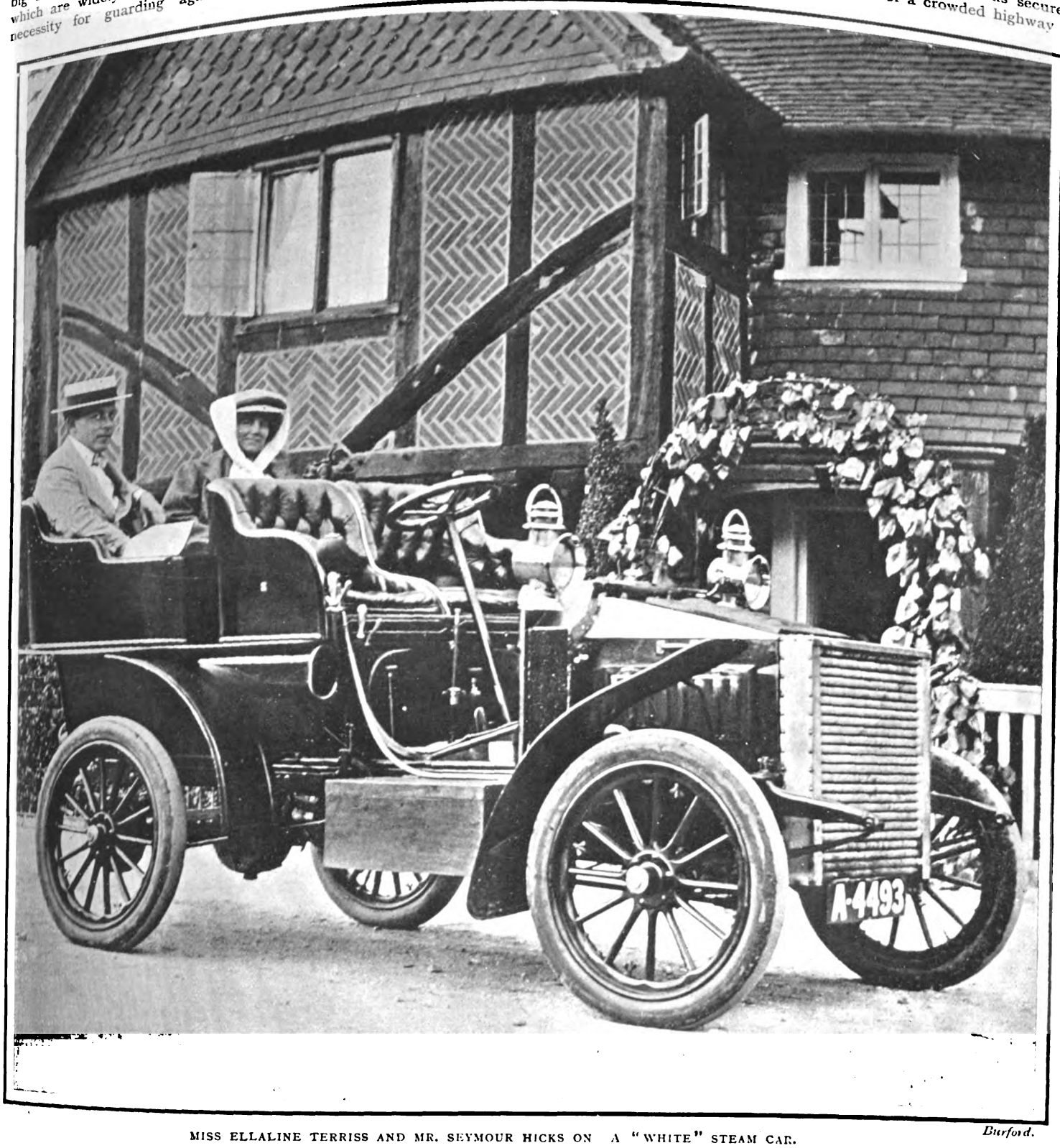
recently been petitioned to relax the stringency of its competition rules in the case of closed events restricted solely to the members of the smaller motoring clubs, and the request has been complied with in a liberal spirit. I hope, however, that care will be taken to distinguish between genuinely private meetings and the big so-called closed events, the results of which are widely advertised, and where the necessity for guarding against fraudulent




MISS ELLALINE TERRISS AND MR. SEYMOUR HICKS ON A "WHITE" STEAM CAR. *Burford.*

(From a photograph taken outside their country house at Mersham, Surrey.)

entries and other abuses is just as great as at an open meeting at some seaside watering-place.

The dust nuisance has not been very much in evidence of late, owing to the recent spell of wet weather; but at this time of year the respite from the great bugbear of motoring is likely to be only a temporary one. I often wonder why those who live close to a main road, and who complain so bitterly of the damage to their property and the personal inconvenience caused by the dust raised by passing motors, do not take active steps to solve the problem instead of writing to the newspapers, and wasting their time in vainly attempting to stem the advance of the automobile movement. The expenditure of a few pounds will secure relief from the nuisance for some months at least, and the outlay would in most cases be of small importance to those whose houses are beyond the area covered by the ordinary watering-cart. There are several patent preparations which have been proved to be reasonably efficacious in laying the dust, but the cheapest and the most permanent method is, according to my own experience, to tar the surface of the road. This gives relief for a twelvemonth at least, and has the added advantages of deadening the sound of the traffic and reducing the amount of mud in wet weather. The process is a simple one, and if properly carried out there is very little risk of damage being caused to clothes or carriages by the tar when first applied. The expense is small compared with the advantages obtained, as about £20 to £25 should suffice for a quarter of a mile of road of average width. If divided between a dozen householders the cost becomes almost a negligeable consideration, and no one who has secured such an inexpensive manner will object to the charge becoming an annual one, for a time at least. Tar and other dust-laying substances are, admittedly, merely temporary remedies, and the only permanent solution of the problem is to be found in the use of dustless material for the surface of all main roads. Experiments in this direction have already been made, and the day of dustless roads is not so distant as is generally supposed.

RADIATOR.



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# The Parisians of Paris.

## AT THE GRAND PRIX

THE Grand Prix of 1905! A popular fête indeed. People of the people in crowds. The race-course at Longchamps was always accessible to Parisians. They made their preparations over-night, and walked in the dawn with their families in their arms and their dinners in a cloth; and at eight o'clock on the morning of the great race day there were picturesque groups of honest working folk resting under the trees, awaiting the arrival of the President and the "quality," lazily anticipating a day's pleasure. This was the story of preceding years, of former Grand Prix. To-day the Metropolitan Railway has changed the aspect of things. The Grand Prix is more popular than ever; but the night is no longer spent in preparation for the day. The routes are in the undisputed possession of market carts; the heaped-up, symmetrically-arranged carrots and turnips, with their layer of greens and their sleepy-eyed drivers, pass uninterruptedly on their way. The workman and his family arrive by train. For three sous they come from all parts of the capital to the entrance to the Bois—before nine o'clock for four sous "return"—and with a bottle of wine, a long bread, and various packages in the week's newspapers peeping through a brown twine net, the day begins later and less wearily.

The "quality" arrive in motors and hired victorias. But here also has come a change. As a sportive event the Grand Prix is less interesting year by year. The International character is gone. We had a couple of English horses, who looked as if the journey had disagreed with them, and a very second-rate field altogether, excepting Val d'Or, who should not have competed after his illness. The race was run in little excitement, and no cheers whatever broke the dead calm as Finasseur passed the post. It was intolerably warm, and the "field" could not move the aristocratic members of the sporting world to the smallest show of enthusiasm. Under the trees before the tribunes groups formed and people talked.

There was evidently something that caused the sunshades to be opened and the fans unfurled. It was certainly very warm. What were they talking about? Shall I tell you? Of an evening party at the house of an American woman; of costly jewels; of champagne in goblets; of a select few; of an intruder. The party was given exclusively to ladies, well known, the majority of them, in the theatrical world. There was a dark, Spanish-looking singer, and a fair, very fair, singer, a Santuzza and a Charlotte Corday; a handful of Society women, and an actress from the Boulevards, and there was a wolf in sheep's clothing. Did they know the white satin dress with its flounces of Chantilly hid the ugly frame of a wolf? How could they imagine that the large, innocent-looking blue eyes were a wolf's eyes? That the hands covered with rings, the full white arms and neck, were a wolf's; that the Venetian red hair, so softly waved and coiled about the head, was wolf's hair! But it appears it was no secret to the guests. They considered it a huge joke. One lady, however, resented the intrusion; but she was of no importance—she was the dancer who had been invited to entertain.

In every respect the Grand Prix has deteriorated. The refined Parisians, the elegant leaders of Society, who filled the tribunes and attracted the admiration of strangers by the quiet elegance of their toilettes, shun Longchamps on this day. Their places are taken by a noisier, more showy crowd. They dress in the richest of materials, in the finest of embroideries and laces; but there is a jarring note. They have not the art of wearing the beautiful clothes they buy, and the general aspect of the *pesage* suffers. Expensive dressing—very. But no elegance. In the crush from the gates to the green are women by the score, short and tall, fair and dark, with tinted lips and hennaed hair, with Doucet gowns and Reboux hats, but the stamp is wanting. You may think that a dress made by a big Paris tailor is always an attraction, but you are possibly not aware that there are failures in dress models as well as in other things, that there are "seconds" in gowns as well as in china. These "seconds" find their way to Vienna, to Berlin, to Brussels, to Liverpool, and come back to Paris covering the charms of Viennese, German, Belgian, and English. But they are "seconds" nevertheless, and who can say that it is not owing to these that the Grand Prix has become second-rate? The world of "little ladies" comes also more strongly into light. They were always frequenters of the fashionable race-courses, were these fractions of our sex. But they came escorted, brought by acquaintances and friends, in large and small parties, as if to help them "hold their own." To-day they come alone, walk unconcernedly through the gate, and seek a good position. Not to see the race, but to be seen by the crowd. They sit alone while the race is run, guarding their chairs, three or four around them, looking like exotic birds in a wooden cage. The *grandes cocottes* have forsaken the Grand Prix. They, who at one time were pointed out and curiously watched, now occasionally favour Auteuil and Chantilly on the great days, but the popular race no longer suits their taste. The company is too mixed. We find them dining at Armenonville on the night of the Grand Prix, and I may remark here that Armenonville, in the Bois, is the only fashionable restaurant where the upper demi-mondaines show themselves now and again in a public room. Lastly, there are the strangers. And here too is a distinct deterioration. The familiar sportive types belonging to the English smart set, who crossed religiously for this meeting, remain at home. Very few of the well-known sportsmen were at Longchamps this year. Strangers come in shoals, but they belong to the great unknown. The Grand Prix has deteriorated indeed.

FRANCES KEYZER.

THE GRAND PRIX OF 1905.

The ladies' tribune at Longchamps during the great race.



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# PARISIAN PLAYERS.

*Rotary Photographic Co.*

MLLE. GABRIELLE DORZIAT

**The versatile and popular actress who is now appearing at the Gymnase Theatre. Paris.**



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# Under the Burgee.

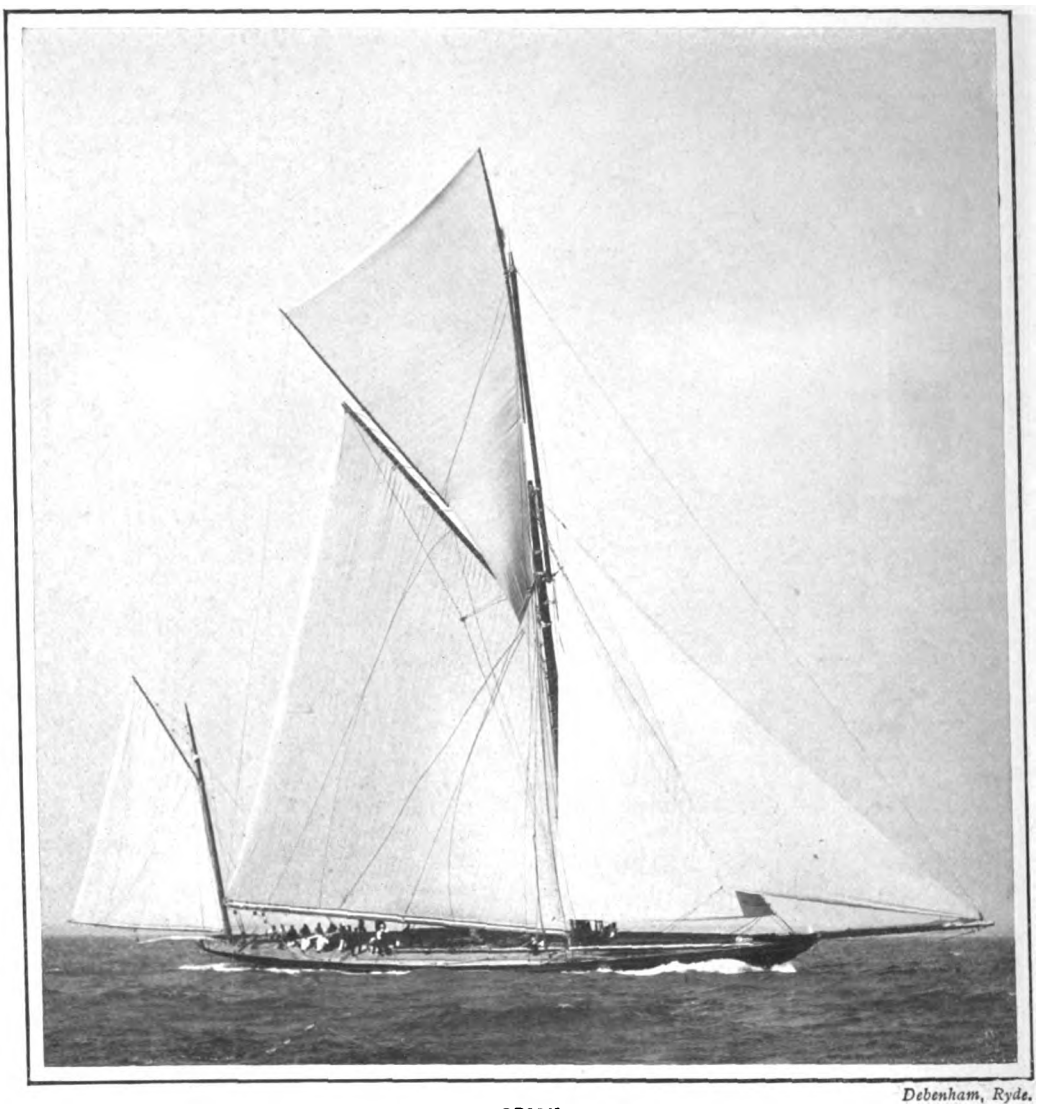
IN these notes last week I referred to the Baltic regattas, and in view of the important position which the Kiel Week now assumes in the yachting world, no excuse is necessary for making further reference to one of the most enjoyable series of regattas of the whole year. English vessels are not so much in evidence as was the case last year owing to two reasons—firstly, the King's visit last year attracted an abnormally large number from this country; secondly, special efforts have been made to keep English yachts at home this season, the race from Cowes to the Clyde having for its special object the attraction of vessels North for the Clyde Fortnight.

It is most regrettable that two such important fixtures should clash, and one cannot help thinking that the awakening of Clyde yachtsmen to the fact that their historic "fortnight" has a serious and powerful rival in the Kiel Week, has come just a little late. The Baltic regattas have become thoroughly established, and many Englishmen who visited Kiel last year for the first time, were surprised, to say the least, at the extent to which yachting had developed in the few years during which it has attracted serious attention Germany.

It owes its development in no small measure to the interest evinced in the regattas by British yachtsmen, and the Kaiser, in seeking to promote the welfare of the sport, has put forward every inducement to our yachtsmen to be present at, and take part in, the Baltic fixtures. We have had instances of fine yachts being built in this country, and going straight away to fulfil their first engagements in German waters, and during some recent years the various regattas in the Baltic have been favoured with splendid entries, while in this country we have been complaining of the poverty of the sport.

This state of affairs has been viewed with apparent equanimity, if not apathy, by club committees, who would seem to have been imbued with a spirit of overconfidence in the belief that a revival of yachting was all that was needed for our more important fixtures to resume their old importance and attractiveness. The possibility of the Kiel Week proving a permanent attraction to Englishmen has apparently only just dawned upon us, and hence the special effort to induce our own yachtsmen to visit the Clyde this year in preference to crossing the North Sea.

It would, however, be more than ever unfortunate if any spirit of serious rivalry were engendered between the Baltic fixtures and any of our own; far better that some solution of the difficulty should be sought in a readjustment of dates, which would enable those who wished to do so to take the foreign fixtures in their season's engagements without forsaking any of importance at home. While it is quite true that the German regattas owe their success in no small measure to the presence of British yachts, there is, on the other hand, a point worthy of consideration which may have escaped notice, and that is, the extent to which English skippers and crews have found employment under German owners, and that, at a time when the sport was at its lowest ebb in this country, and when, but for these foreign engagements, some of our best skippers and large numbers of smart hands would have been growing stale for want of employment. Bearing this in mind, it behoves us, while safeguarding the interests of our own clubs, to endeavour to do so in such a manner as cannot be construed into a hostile opposition to those under the German ensign.



*Debenham, Ryde.*

ORION.

This vessel is better known to Englishmen as Meteor II. She was built for the German Emperor in 1893 from designs by the late G. L. Watson, and was originally rigged as a cutter. Sailed by Ben Parker, an Itchen Ferry skipper, she made a great reputation as a yawl in 1899. She is now manned by German Naval cadets.

It is, undoubtedly, the social side of the Kiel Week and the welcome extended to visitors that act so largely in attracting foreigners to the Baltic. All details calculated to add to the comfort of yachtsmen are carefully carried out. Thus, when yachts competing for the Heligoland Cup finish the race, they find tugs awaiting them to take them through the Canal into Kiel Harbour, and the same applies in other instances; the race from Kiel to Travemünde, for example. Three years ago, I remember sailing in this race. The course is a long one, over ninety miles, and the start is always an early one. After a long, trying race occupying sixteen hours, it was a relief to all aboard to find ourselves taken in tow up the harbour, where by the time we were moored our canvas was stowed, and the crew enabled to turn in.

In the matter of entertaining, there is a pronounced difference in the methods which obtain in the two countries. There may be no lack of hospitality in our own clubs, but it is individual in character, while in Germany it is more of an organised welcome, so that visitors are made to feel that they are guests of the club.

The Kaiserlicher Yacht Club has splendid quarters at Kiel. The building is, of course, modern, and was erected by the late Herr Krupp, and presented to the club. It contains a suite of apartments for the use of the Emperor, and a very fine banqueting hall, furnished in a tasteful and elaborate style, while the smoking-room, which runs the whole length of the building, commands a magnificent view of the harbour.

One feature of the building that appears at first somewhat strange to an Englishman, is that a portion of the ground floor is devoted to the purposes of a restaurant, to which the public has access on any day but that of the annual banquet. Naturally the principal patrons during regatta-time are yachtsmen and their friends, and the room presents a brilliant scene of an evening, when the seats at all the tables are occupied, and the sombre attire of Americans and Englishmen is relieved by the uniforms of the Naval and Military officers, who are always present in large numbers.

CORINTHIAN.



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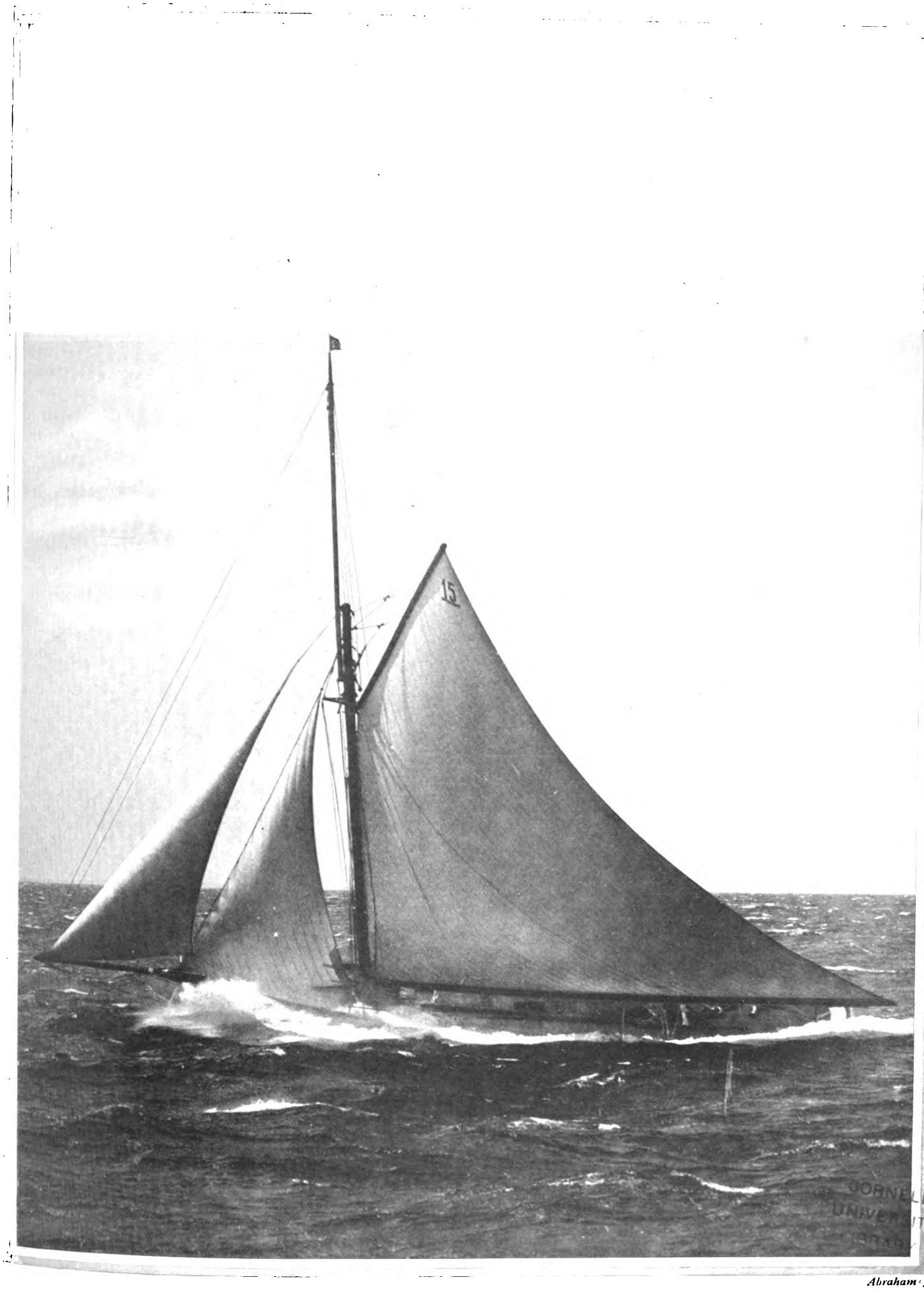
# YACHTS OF THE YEAR.




*Abraham.*

## KOMMODORE.

This cutter was built in Germany, and is a very smart craft of about 76 tons Thames measurement. She is owned by Herr A. Hasenclever. The above photograph was taken last year at the regattas of the Norddeutscher Regatta Verein, where the matches were sailed in half a gale.



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# PLAYS AND PLAYERS.

*Draycott Galleries.*

MISS ENID LESLIE

Who is now appearing as one of the Gibson Girls in "The Catch of the Season" at the Vaudeville. Miss Leslie has previously appeared in "The Talk of the Town" and "The Earl and the Girl," and will, in all probability, be seen in some of Mr. Seymour Hicks's future productions.



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# PLAYS AND PLAYERS.

*Johnston & Hoffmann.*

MLLE. ADELINE GENÉE

The charming *première danseuse* at the Empire Theatre, where she has been delighting the audiences for several seasons. Mlle. Genée, who is one of the daintiest dancers in Europe, made two of her greatest successes in "The Milliner Duchess" and "The Dancing Doll," the two famous ballets at the Empire.



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# The Traveller.

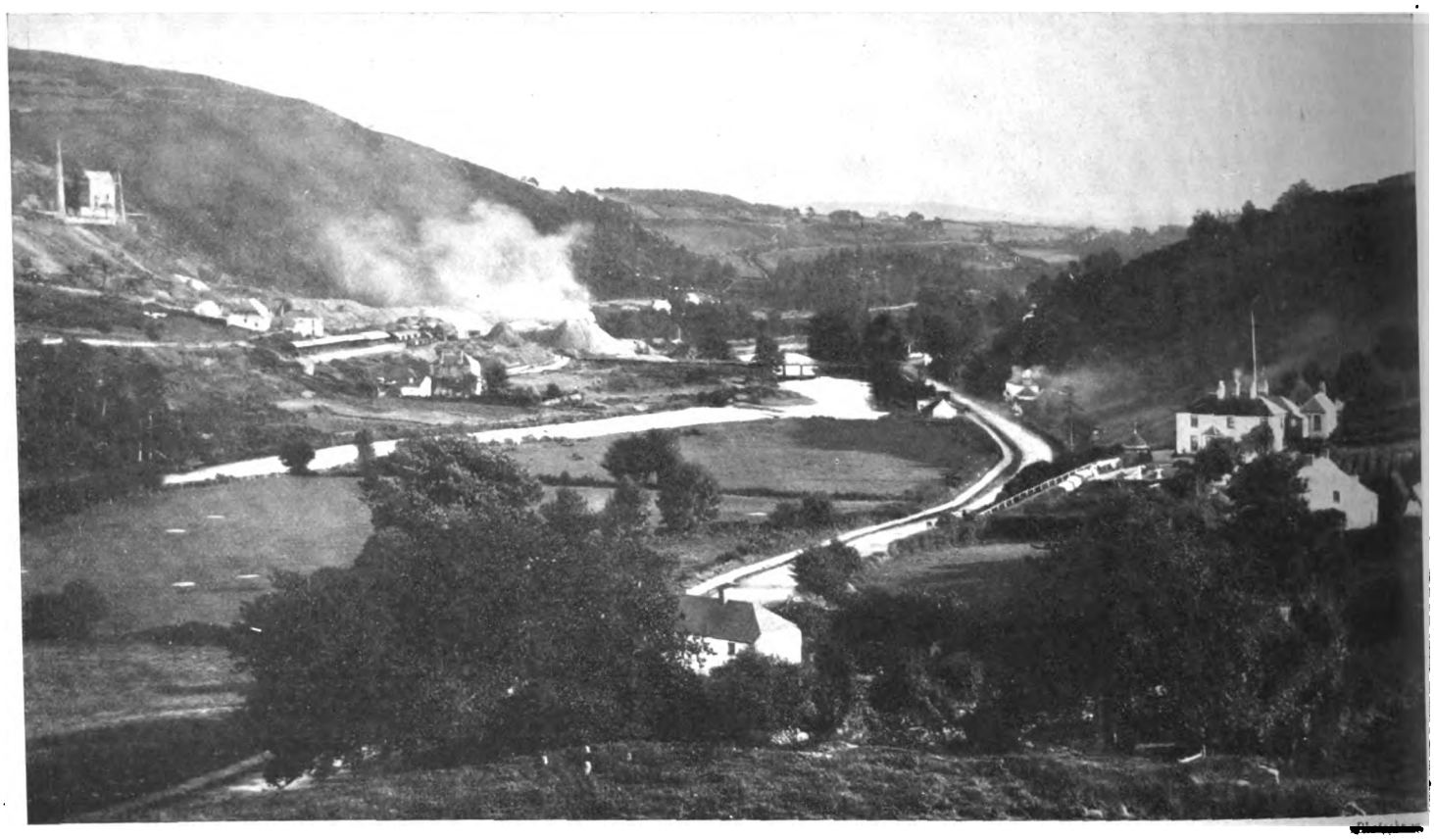
## A HOLIDAY IN SOUTH-EAST IRELAND.

IN a country like Ireland, which is in reality one huge holiday playground, one could quite easily devote the entire summer to sight-seeing, without having to traverse the same ground twice over. But those who are anxious to see as much as possible of the beautiful Emerald Isle within the limits of an ordinary holiday, would do well to make Dublin their centre. From the traveller's point of view, Dublin corresponds more closely to London, perhaps, than any other city in Ireland, in that so many different lines of railway radiate from this point. Not the least attractive of these is the Dublin, Wicklow, and Wexford system, which offers to holiday-makers a very elaborate programme of combined rail and coach tours in the counties whence it takes its name. Bray, better known, perhaps, as "the Brighton of Ireland," is distant some ten miles from the capital, with which it is connected by two separate lines. The Irish Brighton, with its mile of sea frontage, is in every way worthy of its title, and even surpasses its English namesake in so far as natural environment is concerned. The short run from Dublin, which can be made either along the shores of Dublin Bay, or by another route through some pleasant inland scenery, is in striking contrast to the long and tedious journey which the Londoner must perforce undergo in order to reach "the Queen of English watering-places." Situated on the main line of the Dublin, Wicklow, and Wexford Railway, Bray will be found a first-rate centre for pleasant jaunts through the Vale of Shanganagh, the Dargle, the Scalp, the Rocky Valley, and the lovely Glen of the Downs. A charming day trip is the one to the Dargle—a ravine of great beauty, through which is a rapidly-running stream—and Powerscourt, the lovely estate of Lord Powerscourt, covering over 1,400 acres of land famed for its beauties of hill and dale, wood and water, and splendid mansion. The latter is open daily to visitors, with the exception of Sundays. There are many other beautiful country seats in the neighbourhood of Bray, including those of the Earl of Meath and Lord Monk. Bray Head is not only a notable landmark, but also a grand point of vantage from whence to view the surrounding country. In very clear weather Snowdon and the Welsh mountains are visible. The attractions of Bray will compare favourably with those of most of our English watering-places; if anything, it is more up-to-date than the great majority. About midway between Bray and Arklow is the quaint yet picturesque town of Wicklow, well deserving of a visit, if only for the sake of enjoying the beauty of its surroundings, and the excellent sea, river, and lake fishing. In many cases this sport can be indulged in without fee or payment of any kind. Wicklow is but one station from Rathnen, whence many people prefer to start for the famous excursion to Glendalough and its seven churches. This charming day's outing is perhaps best made by driving from Rathdrum and returning to Rathnen. In selecting this way one is able to view the celebrated Devil's Glen in the evening light, at which time the scene is far more impressive than in daylight.

A beautiful wooded road leads from Rathdrum through the Vale of Clara, until the village of Laragh is reached, keeping the river Avonmore in view most of the way. A few miles further along, and we reach the entrance to the famous valley. Standing close by is the Royal Hotel, which affords a variety of lovely views in every direction. At one corner of its garden is the ruined entrance to "the seven churches," while but a few yards distant are the churches themselves. The scenery of Glendalough—the glen of the two lakes—is singularly impressive; its wild and desolate grandeur is perhaps unsurpassed even in Ireland.

The "City of Glendalough," tradition has it, was founded early in the sixth century by St. Kevin, who was of the Royal house of Leinster. He became a hermit, and for seven years dwelt in the wilderness of Glendalough. The Round Tower, still in a fair state of preservation, is probably the most remarkable feature of the valley. The kitchen or cell of this saint is of peculiar interest, the stone roof being in a perfect state of preservation. County Wicklow has well been termed the Garden of Ireland, for valleys, glens, and mountains abound in the district. From Glendalough we can reach the Vale of Glendassan, with Lough Nahangan at its head, the Vale of Glenmacnass, and Glenmalure, with its peculiar geological features.

Among other points of interest on the Dublin, Wicklow, and Wexford line is the celebrated Vale of Ovoca, upon which Moore by his well-known lines has conferred immortal fame. Just a short walk from Ovoca Station takes us to the Valley of Cronbrane, where by the meeting of the waters—the Avonmore and the Avonbeg—Moore is said to have rested when he wrote his famous verses. The tour can be continued to Woodenbridge, which the Irish are pleased to claim as the "Balmoral of Ireland."



THE VALE OF OVOCA.

"There is not in the wide world a valley so sweet
As that vale in whose bosom the bright waters meet;
Oh! the last rays of feeling and life must depart,
E'er the bloom of that valley shall fade from my heart."—*Moore.*



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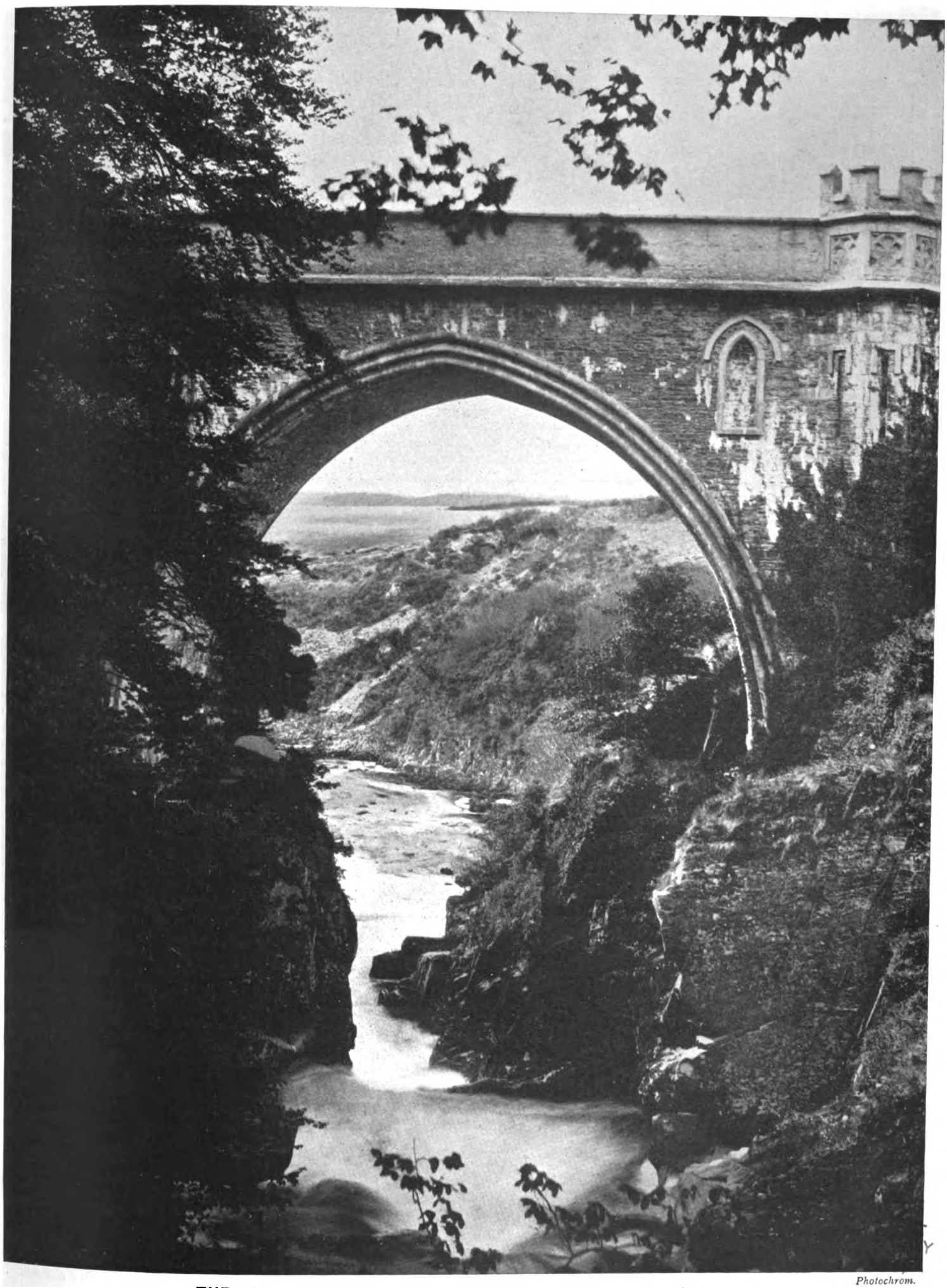
# IN SOUTH-EAST IRELAND.



*Photochrom.*

THE OLD BRIDGE AND WATERFALL, POULAPHUCA.

One of the most beautiful spots in the vicinity of Glendalough, whose famous valley and ruined churches form perhaps one of the greatest attractions in County Wicklow.



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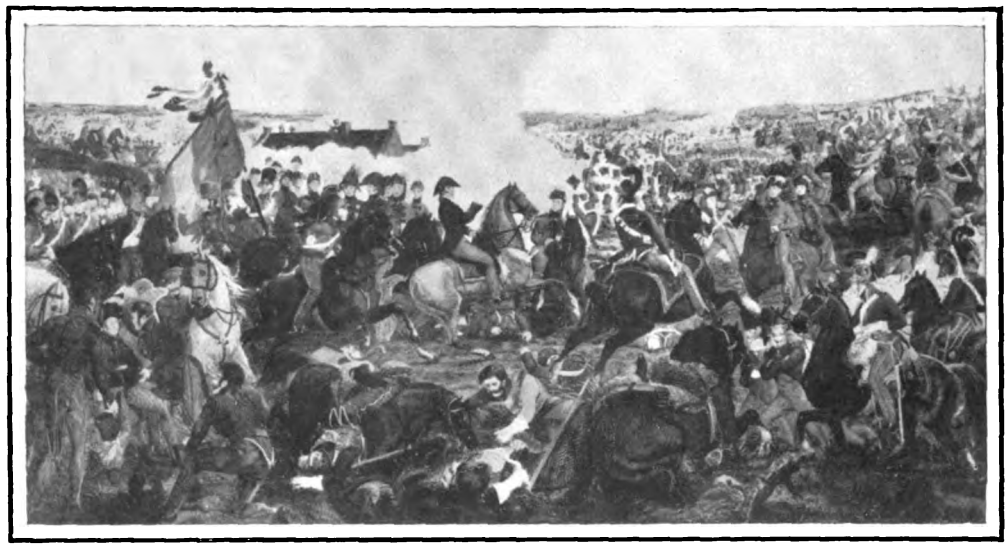
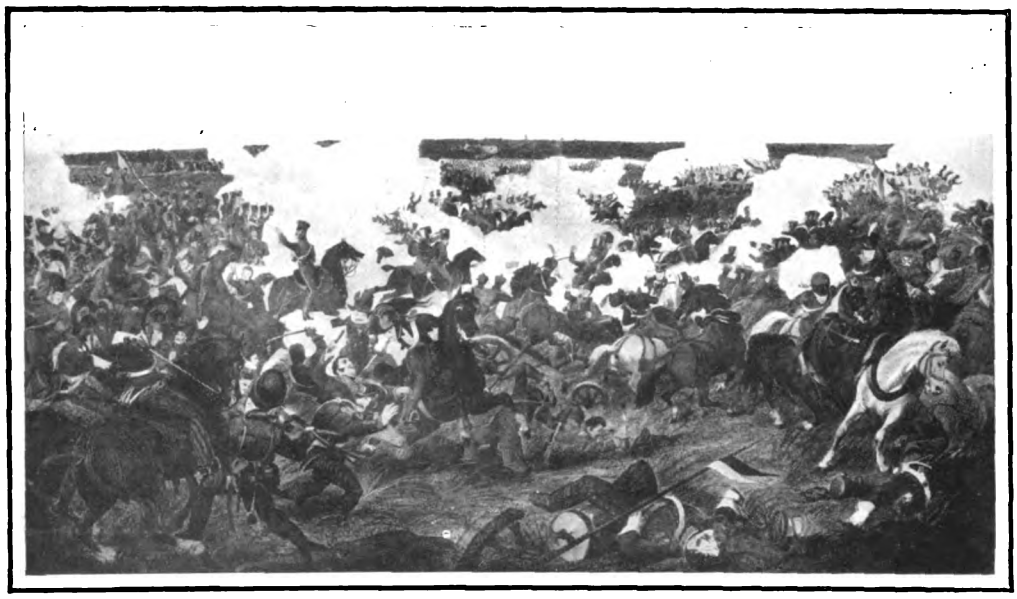
# The Ninetieth Anniversary of Waterloo.

## (1815—1905.)

## SOME RARE AQUATINTS OF WELLINGTON'S GREAT VICTORY.



WATERLOO, JUNE 15, 1815: THE FIGHT AROUND LA HAIE SAINTE.
From a large contemporary aquatint by H. A. Cook, after a painting by Alexander Sauerweid



WATERLOO, JUNE 18: THE LAST PHASE OF THE FIGHT.
From a painting by Alexander Sauerweid, aquatinted by H. A. Cook.

AFTER WATERLOO, JUNE 18, 1815: THE SCENE ON THE FIELD.
From a large and very rare contemporary aquatint.

ALTHOUGH the ninetieth anniversary of Waterloo is, for obvious reasons, overshadowed by the approaching centenary of Trafalgar, it should not be allowed to pass unnoticed. The three large aquatint views of different stages of the battle now reproduced are exceedingly rare, and were published in 1816. The one apparently portraying the meeting of Blücher and Wellington at the close of the "Conflict of Giants," was purchased by a Waterloo collector from Mr. Robson of Coventry Street; the other two were obtained from Mr. A. Baker, Weymouth. They show the fierce struggle for the possession of the farmhouse of La Haie Sainte, and the last charge of the Imperial Guard. Curiously enough, they are not quite finished, whereas the details of Mr. Robson's aquatint are unusually elaborate.

Neither of these striking contemporary colour-prints will be found in the interesting Waterloo Museum on the battle-field, formed some sixty years ago by Sergeant-Major Edward Cotton, and added to ever since by his descendants. Cotton fought at Waterloo in the 7th Hussars, and in 1845 compiled an exceedingly useful little handbook, entitled "A Voice from Waterloo," which was published in Brussels, and elicited commendatory letters from both Sir Hussey Vivian and Colonel T. H. Blair. The first edition of Cotton's guide is now rarely to be met with.

Cotton was born in the Isle of Wight about 1792, and is described in the *Naval and Military Gazette* of 1845 as "an intelligent, active, good-looking man of fifty-three years of age, and the very cut of a hussar." According to the Waterloo Roll Call he "had his horse killed under him" on the "ever-glorious eighteenth of June." He died on June 24, and, by his express desire, was buried by the side of Captain Blackwood in the historic orchard of Hougomont.

In 1890 their remains were removed to the crypt beneath the Waterloo Monument at Evere. Mr. Sidney Cooper relied very largely on the facts given by Cotton in the composition of the large picture he painted for exhibition in Westminster Hall. Any visit to the battle-field without an inspection of the Cotton collection of arms and other relics would certainly be incomplete. Since the gallant Sergeant first opened it some time in the early forties of the last century, the visitors' books have received over a million signatures, including those of many crowned heads and other illustrious personages. Of late years, at the suggestion of the late Sir W. Fraser, who supplied it, a register has been set apart for the descendants of Waterloo combatants. On an average, about 10,000 English and American visitors still find their way to Waterloo every summer. The Hotel du Musée (of which the Museum, as the name sufficiently indicates, forms an important feature) still belongs to Cotton's descendants. For many years past Mrs. Browne (the great-niece of Sergeant-Major Cotton, and herself the widow of a Naval officer) has been the hostess of the Hotel du Musée. After the ninetieth anniversary of Waterloo Day she retires, to the infinite regret of a whole generation of Waterloo visitors—British and foreign—who will always entertain a grateful recollection of her kindness and courtesy.

A. M. B.



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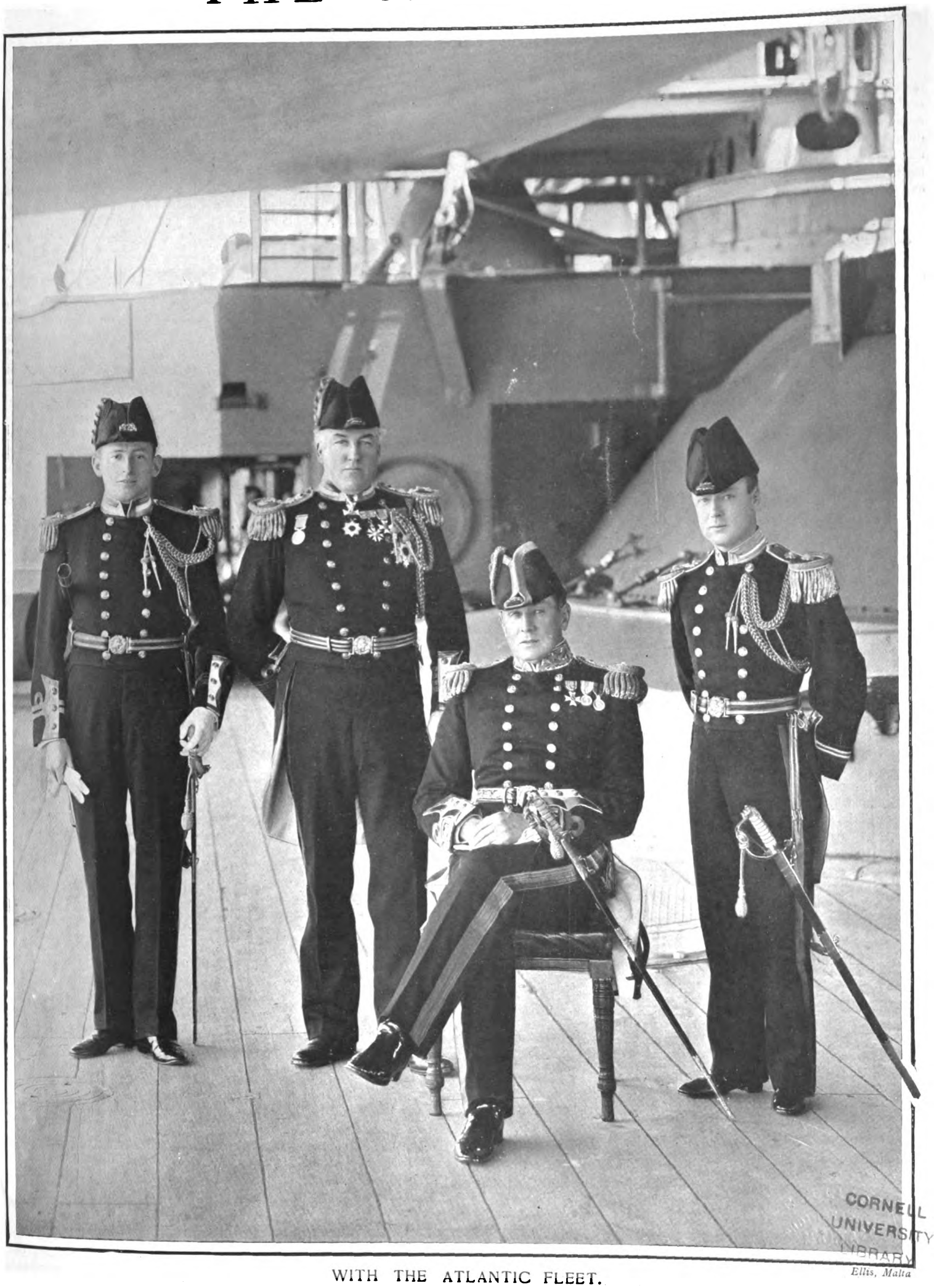
# THE SERVICES.



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WITH THE ATLANTIC FLEET.

**Rear-Admiral Bridgeman, second in command of the Atlantic Fleet, with his staff, on board the flag-ship "Victorious."**



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# THE REAL HAMLET.

## *A FAT MAN'S TRAGEDY.*

THERE is, to borrow a phrase from the Money Market, a slump in Hamlets. "Anyone who produces 'Hamlet' in London within the next ten years" (a friend assures me) "must do it for his health; he will make no money by it." For myself, I confess I never want to see the traditional Hamlet again. He offends me to the soul with his prancings and sobbings and gibberings. He is a tedious mountebank, whose carefully-calculated passion stirs nothing in my breast but a feeling of wonder that King Claudius put up with him so long.

Quite the most interesting Hamlet I ever saw was Mme. Sarah Bernhardt, and the charm of her performance was that she cast tradition to the winds. She brought to the play a fresh mind, an imagination untrammelled by the cheap theatricality of generations of actors dead and gone. Mr. Forbes-Robertson added to the customary stage characteristics of the Prince—now those of a mute at a funeral, now such as would befit an inmate of Colney Hatch, and yet again the kind of idiosyncrasies which we connect with the typical actor-manager, greedy of the centre of the stage and all the limelight—to these, I say, Mr. Forbes-Robertson added such a gracious, winning personality, that his Hamlet almost made tradition tolerable—almost, but not quite. Sir Henry Irving's I never saw. As to all the others, *non ragioniam di lor!* They were all tedious, and I believe for this reason—that they never came near to the heart of the play. The real Hamlet, I suggest, has not been shown to us since Shakespeare was alive.

The question everyone asks about Hamlet is why he did not revenge his father's death at once. Why did he put off and put off the retribution which he planned immediately the Ghost had told its story? The usual reply is, "It was Hamlet's nature to shun action." That is scarcely an explanation, however; the query follows hard upon it: Why was it his nature? To that the Hamlet tradition supplies no answer. Let me try to clear up the mystery. "Hamlet," I am persuaded, after a study of the play extending over twenty years, is the tragedy of a fat man. Everybody knows how the expression used by the Queen about her son, "He's fat and scant of breath," has puzzled the commentators. I invite you to read it in its literal sense, then I feel sure the drama will strike you as being far clearer and far grander even than it has ever seemed before. Naturally you will ask for confirmation in the text. Let me deal with this most reasonable request at once.

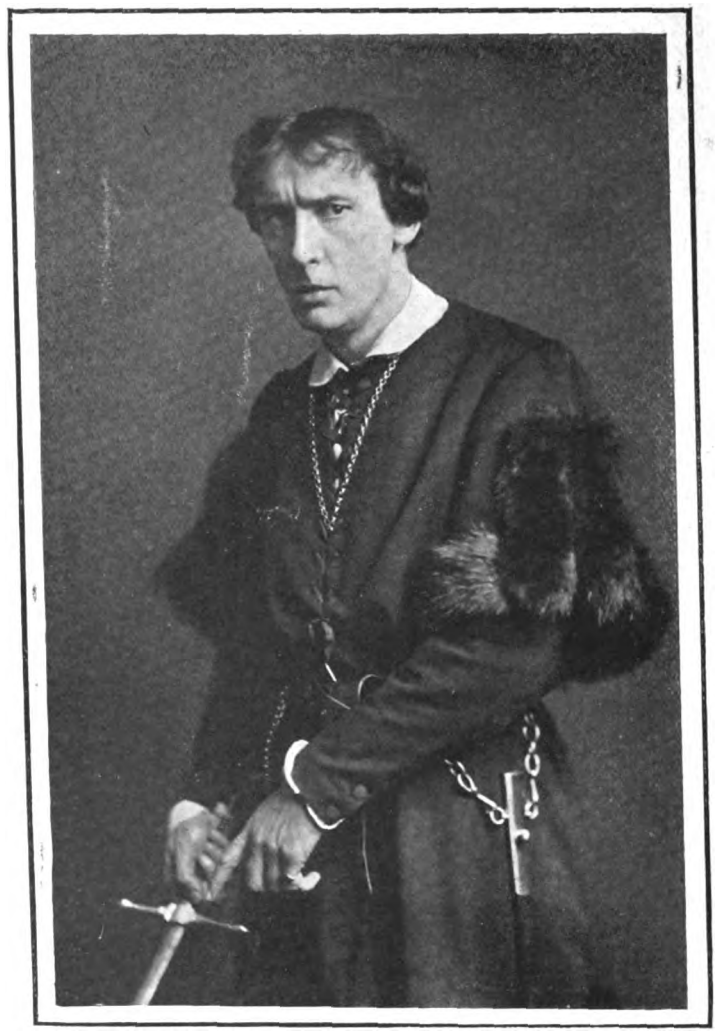
First of all, consider what we know of Hamlet's father. Not much, it is true; but this amongst other things, that it was his custom always in the afternoon to sleep within his orchard. Evidently he was not a man of active habits; we know the kind of man who sleeps in the afternoon. He is of large bulk; indolent because it is a trouble to him to school his great person to energetic pursuits. We are given to understand, too, that the murdered King was a heavy feeder. This, no doubt, explains in part his regular afternoon nap. His son says of King Claudius: "He took my father, *grossly full of bread.*"

The elder Hamlet was not of those who follow the rule to rise always from the table unsatisfied; and since he was of a sluggish nature, it could be only natural that he should both grow fat himself, and also transmit the tendency to his only son.

Again, before we leave Hamlet's father, notice one phrase he uses concerning his son:

> "And duller shouldst thou be than the *fat* weed
> That rots itself in ease on Lethe wharf,
> Wouldst thou not stir in this."

Now why does he choose the epithet "fat" if it be not his son's person that puts it into his mind? "Fat weed" is a curious expression. Depend upon it Shakespeare did not write "fat" there without intention.



*Johnston and Hoffmann.*

MR. H. B. IRVING AS HAMLET.

Coming now to Hamlet himself, observe the very first words he speaks when he is alone on the stage. Shakespeare nearly always chooses such a moment to give us the keynote of his theme. The courtiers clear off. We watch the subtle-costumed Prince intently. How will he reveal himself to us? Listen:

> "O, that this too, too solid flesh would melt,
> Thaw, and resolve itself into a dew."

Can we imagine Shakespeare put these lines into this important position if he did not mean them to illuminate our minds concerning Hamlet's nature? It is as clear as daylight. Hamlet was too fat.

Many men are fat, yet not too fat. They are of a cheerful disposition. It is good temper which adds to their waist measurement. The unhappy fat man, the man who worries about his fatness (as Hamlet does in this speech), the man who feels his girth a handicap, the atrabilarious fat man, he is a tragic spectacle indeed.

Here was the cause of Hamlet's inability to act upon his decisions. We all know similar cases—of people who plan greatly, but never carry out their plans because they are too fat.

Next, recall the words of Ophelia, when she is telling her father how Hamlet declared his love:

> "He raised a sigh so piteous and profound
> That it did seem *to shatter all his bulk.*"

Note the use of the word "bulk." Hamlet was "bulky," then. And you know how fat men sigh—just such upheavals as seem to bring them within danger of disintegration. The sighs of men of ordinary size (no pun intended) are not bulk-shattering. It would be absurd to speak so of them.

Passing on to the most famous of the soliloquies, we find that Hamlet had all his father's passion for repose. To die, he says, is to sleep, and the idea of sleeping fills him with content. "'Tis a consummation devoutly to be wished," of course, for while he sleeps he can forget his abnormal, torturing form, and the constant discomfort it inflicts upon him. Yet Hamlet, poor soul, could not be happy even with plenty of repose. He rails upon himself for eating and slumbering so much.

> "What is a man
> If the chief good and market of his time
> Be but to sleep and feed?"

He is in an agony of self-reproach when he utters these words. He means that *he* has been doing nothing but sleep and feed, and it is no more than reasonable to assume that heavy meals and lack of exercise had their natural result.

Once more, see how Hamlet's mind ran upon fatness. In the scene after the slaying of Polonius, his "wild and whirling words" have a curious significance:

> "We fat all creatures else to fat us, and
> We fat ourselves for maggots."

Such an image would never occur to a thin man.

Finally, there is good ground for my assurance in the concluding scene of the play—ample ground for believing Hamlet to have been of unusual size and weight, even if the theory was not supported by the passages I have quoted already. Fortinbras, in giving directions for the funerals, says:

> "Let *four* captains
> Bear Hamlet."

No Hamlet I have ever seen would have wanted more than two captains at the very outside.

I think I have put my case well beyond reach of disproof; but if any doubt still, let me remind them of the pregnant fact that Richard Burbage, the actor, whom Shakespeare chose to "create the part" of Hamlet, was a fat man by nature. Would that some player of our own time of equal bulk with the famous Burbage would show us the real Hamlet. Will no one make the attempt?

Φ



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# PLAYS AND PLAYERS.

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MISS LETTICE FAIRFAX *Ellis and Walery.*

As Leonora Dunbar in Mr. J. M. Barrie's successful play, "Alice Sit-by-the-Fire," which is still playing to crowded houses at the Duke of York's Theatre.



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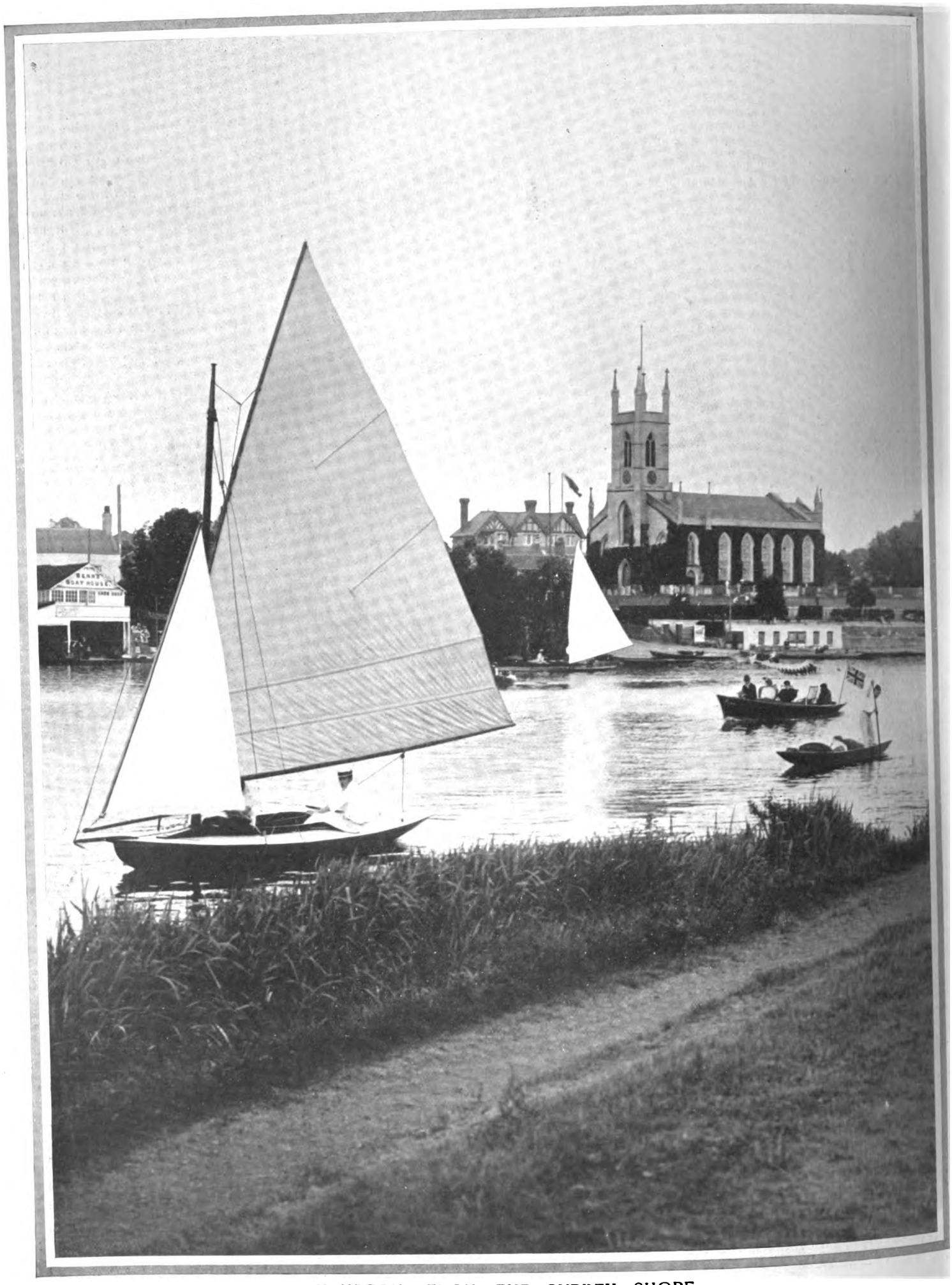
# The River Season.




HAMPTON, FROM THE SURREY SHORE.

Although the farmers love a "dripping June," it is no joy to the riverside boat-builders and hotel-keepers, and they are all hoping that the next month will have something better in the way of weather and visitors to show them. In a few days Henley Regatta will be beginning, and the presence of the American crew this year will lend an International interest to the racing.

*(From a copyright photograph specially supplied to this paper.)*



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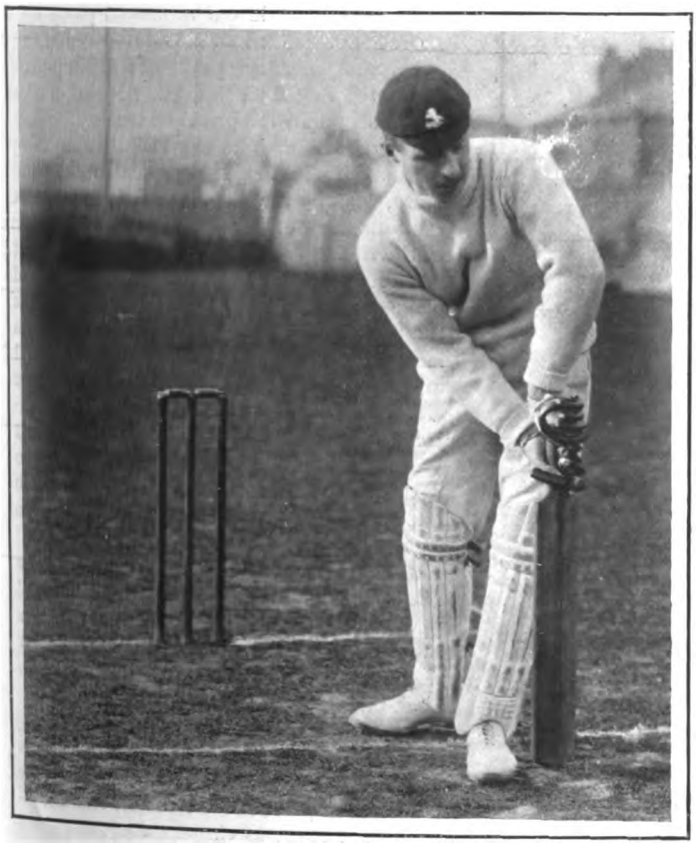
# THE CRICKET SEASON.

## ARNOLD WARREN.

One of the most valuable properties of a fast bowler is what is known to cricketers as "devil." This property is not easy to define with any precision. Perhaps it will be understood better if one says that when a bowler is bowling with "devil," no batsman, even when set, is comfortable with this bowler's deliveries. Warren, of the Derbyshire County XI., possesses more of this property than any other bowler now playing. Properly speaking, he did last season, as this year he has not up to the time of writing shown, except on rare occasions, his best form. Had he done so he must, even despite the valuable opinion of men like A. O. Jones, who knows the Nottingham wicket well, have been chosen to play in the first Test match. He is the most likely successor we have to W. H. Lockwood, but he has yet to prove himself possessed of that bowler's faculty for rising to the occasion.

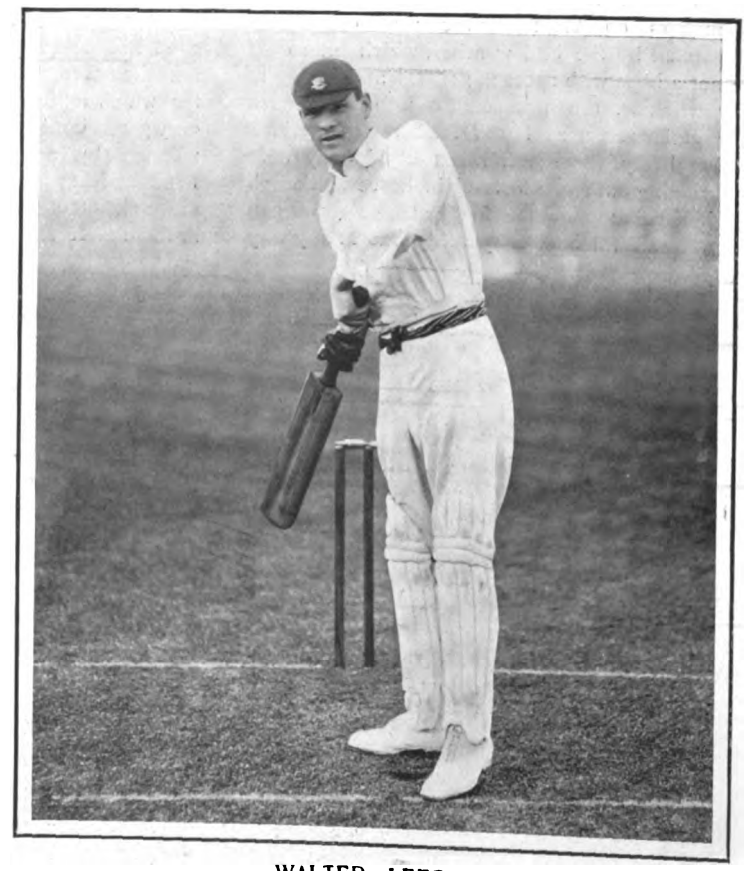
## A. P. LUCAS.

"Bunny" to his intimates, the famous Old Uppinghamian is, without exception, one of the very soundest bats who have ever played in a Test match or made a tour in Australia. A man of many counties, "A. P." has played for Surrey, Middlesex, and latterly for Essex, and if there is one bowler he prefers to bat against more than another it is a really bad fast bowler. In his day he would probably have hit Cotter all over the field. While he was still at Uppingham, and a boy of fourteen or fifteen, H. H. Stephenson wrote to someone on the Surrey committee to say "We have here a young player on whom it is well worth your keeping your eye, for he will be playing for the Gentlemen before very long," which shows Stephenson to have been no bad judge. Possibly A. P. Lucas may be playing at Leyton to-day against the Australians in the first of the two Essex matches against our visitors.



## C. J. BURNUP.

That nicknames follow popularity is indisputable. And there is no more popular cricketer, and few better, than "Pinkie" Burnup, the famous Old Malvernian-Cantab, who scored over 2,000 runs in 1902, and had very hard lines in not being included in a Test match in that season. He and Abel alone scored over 2,000 in that season, which, it is scarcely necessary to remind readers, was a very wet one, while in 1899 his bowling had much to do with the unexpected defeat of the Colonials at Canterbury. Since these seasons he has done admirably, and has always been one of the very best fieldsmen in the world. Last year absence abroad caused him to miss cricket, and his appearances this season in first-class cricket will, there is reason to fear, be only of a spasmodic nature. "More's the pity," all Kentish men and most other cricketers will say.



## WALTER LEES.

A trier if ever there was one! This Yorkshireman, with the jerky run-up and medium fast right-arm delivery, has at last this season received the reward of the untiring hard work of several seasons past, for he was chosen among the first thirteen for the first Test match of the present Australian tour. He possesses the faculty of swerving either way at a good pace, and, at his best, pitches just short of a good length; a very likely bowler on a plumb wicket to get the best of batsmen out during those early five or ten minutes, before a sight of the ball has been obtained. As Lord Dalmeny said at the dinner given by the Surrey County Cricket Club to the Australians, Lees would like to bowl right through the innings from both ends. He is a cheery bat, who will have a rare good hit at the first ball you bowl him, and in the field is always saving runs. Aye, a trier indeed!



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# THE RACING SEASON.

ONLY a few weeks ago it appeared to be something akin to a certainty that the English and French Derbys as well as the Grand Prix de Paris would be won by the representatives of M. E. Blanc's powerful stable; but in this case, as in many others, it is the unexpected that has happened, and the spoils have fallen to others. As regards the English Derby it will, in all probability, never be decided whether the victory of Cicero was owing to his own merits or to the illness of Jardy; and it certainly seems to be an especially unkind stroke of fate that not only should M. Blanc's champions have been prevented by sickness from proving their racing capabilities in the two great races of the year in France, but that both of these races should have been won by an animal bred by M. Blanc and drafted out of the stable as being unworthy of his companions. There has been much talk of late about the deficiency of Herod blood in this country, and on that account it may be of some interest to draw attention to the pedigree of Finasseur, the winner of the French Derby and the Grand Prix de Paris. He is by Winkfield's Pride out of Finande, by Clamart, her dam Fine Mouche, by Tristan out of Frivola, by George Frederick; in tail male Finasseur is of Matchem blood, but there are many strains of Herod blood, some of them quite close up, on his dam's side. Plum Centre and Shah Jehan, the representatives of England in the Grand Prix, made a very poor show in the race, and, taking such line as one can through the running of Shah Jehan in the Derby and in the Grand Prix, it would appear that, even with M. Blanc's cracks out of the way, the French three year old form is every bit as good as our own.

Unfortunately the pleasure of many holiday-makers on Whit-Monday was completely spoiled by the bad weather, which interfered not a little with sport in general and racing in particular, the proceedings at even such a popular resort as Hurst Park being anything but lively, the seven races on Monday only bringing out some forty-eight horses, although their value amounted to £2,000. Neither can it be said the lack of quantity was in any way

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THE RACE FOR THE MANCHESTER CUP.
The competitors preparing for the start.

equalised by the quality of the runners. Backers fared badly in the first race of the day, Mr. C. Trimmer's Primerole, the outsider of the party, administering a hollow beating to Mr. S. Joel's Ardeer, who was a very strong favourite for the Sprint Selling Race, which, by the way, was the first race run over the new five-furlong course, which would, perhaps, be better described as the old five-furlong course, improved by the bend in the first furlong being practically done away with. Mr. G. H. A. Marshall's Poppits, a nice St. Angelo mare, won the All-aged Selling Plate, and the way was cleared for the Whitsuntide Plate of 1,000-sovs., for which only five horses came out, but a very pretty contest took place, Golden Measure winning by a neck from Cyanean, with Prudent King beaten into third place by the same distance. The winner has been running in the classic races of the year, and is either not so good as his connections imagine him to be, or Cyanean is coming back to the good form she showed at one time as a two year old. Should that be so, backers will do well to remember the daughter of Cyllene, who is also the sire of Goring Heath, the winner of the Holiday Handicap. Demure, a daughter of Blairfinde and Shy Lady, ran home an easy winner in the Hampton Court Stakes. Gallant old Ypsilanti had a pleasant task in the Open Plate, and "Mr. Jersey's" Vergia won the Vyner Handicap in a hack canter from Togo, who just kept Arid out of second place by a short head.

On the Tuesday the Palace Selling Plate went to Rayleigh, by St. Angelo out of Chemistry, and the principal race of the day, the Hurst Park Yearling Plate, was won by Thrush, by Missel Thrush out of the same mare, who, by the way, is full of Herod blood on both sides of her family. The remainder of the racing does not call for much comment.

The Manchester Whitsuntide Meeting took place under the most pleasant conditions, and the executive are to be congratulated on the improvements which have been made, which undoubtedly make for the comfort of visitors. Golden Table, by Count Schomberg, won the John o' Gaunt Plate for Mr. W. H. Hall-Walker; the Castle Irwell Handicap of 1,000-sovs. went to Mr. G. Edwards's Nutwith, after a pretty race with Kilteel, and Mr. S. Joel won the Trial Handicap of 300-sovs. with Horn Head, by Big Head out of Belrose. The Manchester Cup of 3,000-sovs. was the *pièce de resistance* on the Friday, and not a few of the twelve runners received substantial support from their adherents; in the event, however, Mr. R. H. Henning's Airship, by Ayrshire out of Silverling, ran home a gallant winner by a length from Whistling Crow and Thunderbolt. One of the most exciting finishes of the season took place in the Beaufort Handicap—Nirvanah, Electric Current, and Xeny finishing in the order named.

On Friday at Ascot the following horses should run well: Queen of the Earth in the Ascot High Weight Stakes, Delaunay or Thrush in the Wokingham Stakes, Imperial II. in the King's Stand Stakes, and Liao in the Fifty-Second Triennial.

CAURIRE.

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THE WINNER OF THE MANCHESTER CUP.
Mr. R. H. Henning's Airship, by Ayrshire—Silverling.



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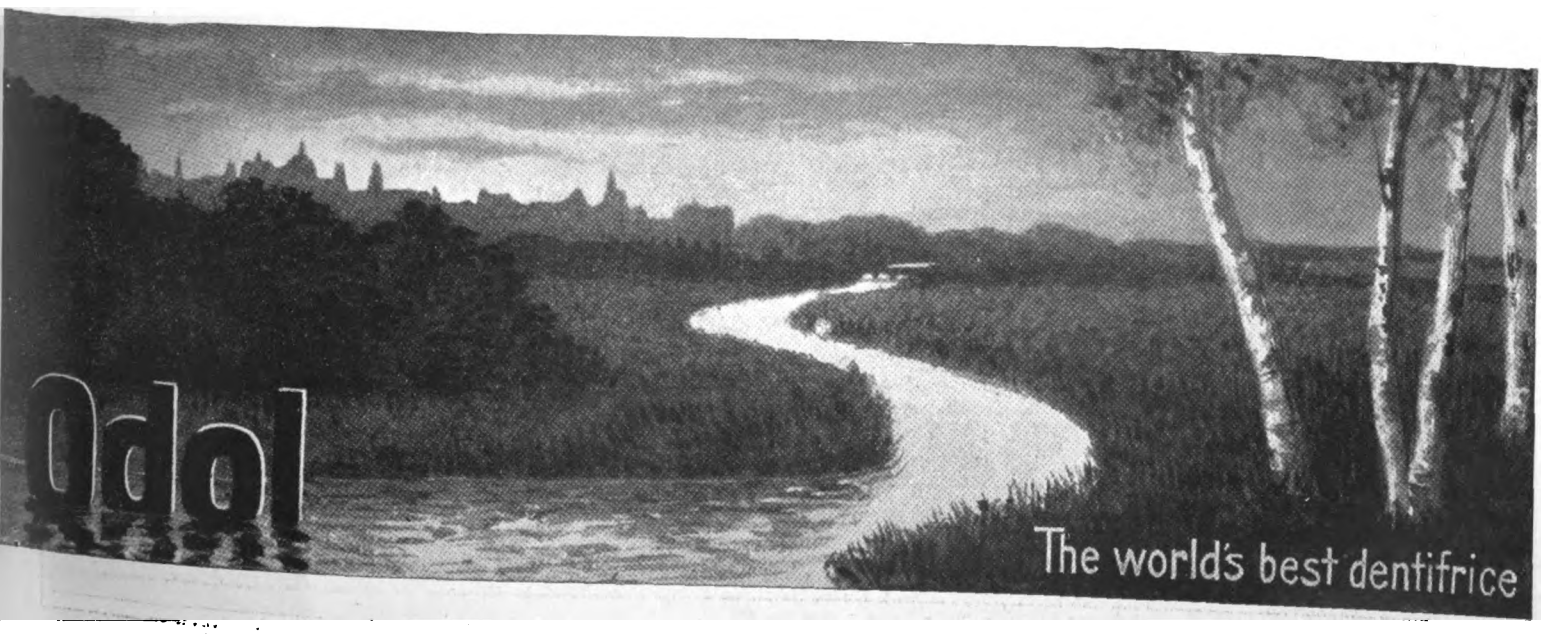
# THE MANCHESTER MEETING.

A VIEW OF THE LAWN, SHOWING THE FAMOUS RACE-COURSE. *Baker and Dixon.*

**The meeting took place under almost ideal conditions, the Cup being won by Mr. R. H. Henning's Airship by a length.**



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# The Ladies' Clubs of London.

## IV.—*THE WRITERS' CLUB.*

AMONGST the many clubs for ladies in the metropolis the Writers ranks as of first importance. It is, perhaps, the most unassuming of all the feminine coteries, so far, at least, as externals are concerned. The club-rooms at 10, Norfolk Street, Strand, are unpretentious, but practical. Indeed, the keynote to the club is practicality. Its object is simply to provide a place in the neighbourhood of the Strand where women engaged in literary or journalistic work can write in silence, dine, see the newspapers, and meet their friends, and it fulfils its functions in the most admirable manner.

The president of the club is H.R.H. Princess Christian of Schleswig-Holstein. Mrs. Alfred Felkin (E. Thorneycroft Fowler) is chairman of committee, 1905, and amongst the vice-presidents are Mrs. Gertrude Atherton, Mrs. Hodgson Burnett, Mrs. W. K. Clifford, Mrs. Craigie, Lucas Malet, Mrs. Meynell, the Countess of Munster, Lady Paget, Mrs. Steele, and the Duchess of Sutherland. The hon. secretaries are Miss G. Ireland Blackburne and Miss L. R. Mitchell. From this it will be seen that the Writers can claim distinction second to none. The club was founded in 1891 by Miss Frances Low and Mrs. John Strange Winter, and the fourteen years of its life have been ripe with usefulness and prosperity.

The "At Home" teas, which take place once a week, are the only social event which the club permits itself to enjoy. That the members derive the keenest enjoyment from these teas, no one who has been privileged to attend can for a moment doubt. The secretary modestly describes them as "quiet" functions; but this description is totally inadequate, and cannot be taken literally. Members and their friends crowd the rooms, the men, who are, of course, in a helpless minority, feeling their appalling insignificance before such an array of beauty and brains. The ladies good-naturedly forbear to take undue advantage of their numerical strength, and content themselves by dispensing lavish hospitality to all comers.

For further proof of their impartiality the following fragment of conversation, accidentally overheard, may be taken as an example: "Every fool has a vote, but we women are not allowed to assert ourselves in any way. It is not the votes of the men which keep us back; it is the votes of the fools."

The value of a club like the Writers to the working woman journalist is unquestionable, and to the literary woman, who is, perhaps, too apt to see life from the standpoint of her own particular work, it will be readily understood that there is the great advantage of being able to exchange ideas with others of her craft, as the club is the means of bringing together literary women from all parts of the world; and hardly a week passes without a visit being received from a member residing abroad, often accompanied by a friend from the Colonies, to whom the assistance and advantages afforded by the club are extremely welcome.

Socially, the woman's club has many obvious advantages in enlarging the interests and scope of a woman's life, and increasing that gregarious spirit which is more pronounced amongst men, owing to the lack of opportunities from which women have suffered in this respect.

Collectively, the existence of such clubs demonstrates more than anything else the importance of the woman element in Society as a factor with vast possibilities in promoting social and educational advancement. Possibly the women themselves fail to realise the strength of their unity and organisation, and the immense power and influence for good they might wield.

The admirable arrangements, and the excellent rules of the institution, are doubtless responsible in a large degree for its success, and offer every facility to members for social intercourse, at the same time helping to exclude any undesirable influences which might be prejudicial to the welfare of the club. It is also the aim of the committee to keep the club as thoroughly up-to-date as possible, and the suggestions and recommendations of members are noted in a book set aside for the purpose, and carefully considered by the management, who are untiring in their efforts to further the interests of the club.

The success of the Writers' Club, and the fact that its membership represents alike the cream of intellectual and social womankind, as well as the rank and file, are the best evidence as to the need and utility of such an organisation.

AFTERNOON TEA AT THE WRITERS' CLUB, NORFOLK STREET, STRAND.
(From a photograph specially taken for this paper by Mr. F. G. Hodsoll.)



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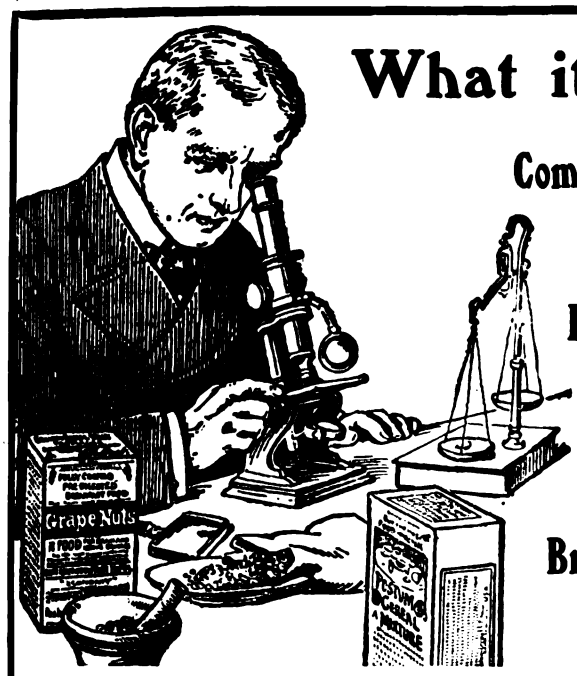


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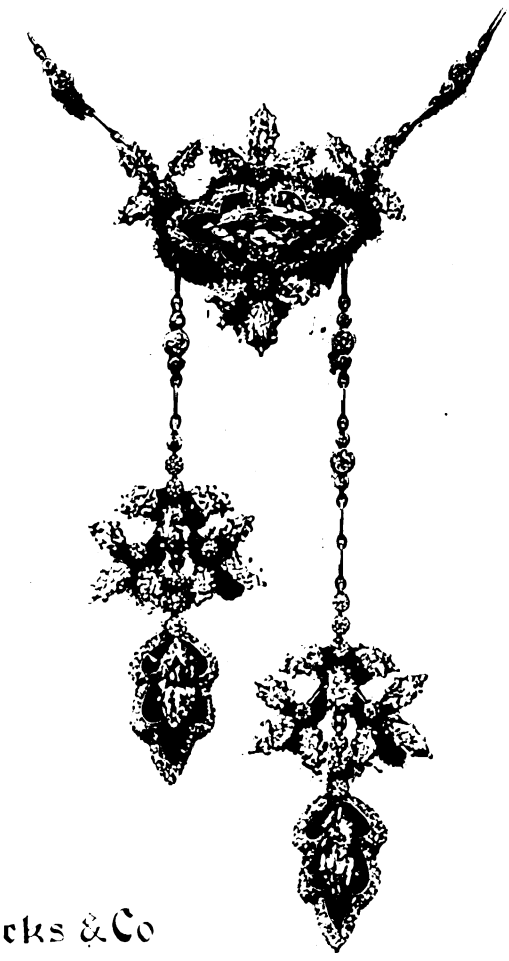

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**A. G. REID, General Manager.**



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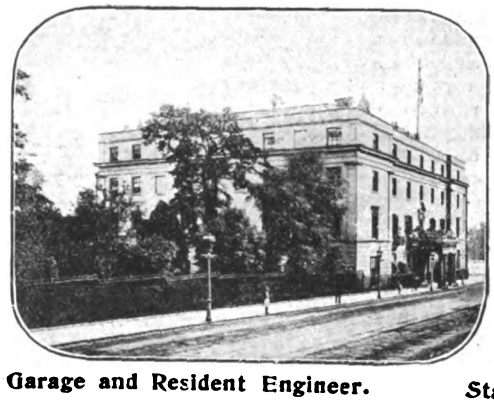

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## Messrs. BLACKFORD & SON,

honoured with instructions from the Rt. Hon. LORD CLINTON, will submit the above to public competition at the Carnarvon Arms Hotel, Dulverton Station, G.W. Ry., on Wednesday, 5th July, 1905, at 1.30 p.m.—Plans and particulars of the Auctioneers, South Molton and Barnstaple; of Messrs. FRERE, CHOLMELEY & Co., Solicitors, 28, Lincoln's Inn Fields, London, W.C.; or of E. H. HOULDITCH, Esq., The Close, Exeter.




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# LITERARY NOTES.

THE subject of Mary Queen of Scots is inexhaustible. Only a few months ago Mr. J. J. Foster devoted one of his superb folios to her iconography alone (Dickensons), and now Mr. A. H. Millar adroitly sums up the story of her life, and the controversies, past and present, concerning it in a delightful little duodecimo volume of 217 pages, with a few excellent illustrations and a really good index. It is published by William Brown of Prince's Street, Edinburgh, at the almost nominal price of 2s. 6d. The frontispiece of it (which also figured in Mr. Foster's "True Portraiture of Mary Queen of Scots") is now reproduced. It is a charming specimen of sixteenth century art. Mr. Millar, whose "Castles and Mansions of Ayrshire" and "History of Rob Roy" are both deservedly popular, concludes his narrative of the luckless "petite Reinette Econaise" (as her enemy, Catherine de Medicis, called her) with the following lines:

**Mary Queen of Scots.**

"A queen by birth, a prisoner by mishap,
From crown to cross, from throne to thrall I fell;
My right, my ruth; my title wrought my trap;
My weal, my woe; my worldly heaven, my hell.

By death from prisoner to a prince enhanc'd,
From cross to crown; from thrall to throne again;
My ruth, my right; my trap my state advanc'd,
From woe to weal; from hell to heavenly reign."

The author is Robert Southwell, a young Jesuit missionary, who, in 1595, himself perished on the scaffold.

* * *

A VERY beautiful book, and in some respects a very important one, is "G. F. Watts, Reminiscences," by Mrs. Russell Barrington (George Allen). Mrs. Barrington and her husband lived close to Watts, and were close friends of his; and the author of this book often visited him, saw him at work in his studio, talked with him, and received a number of notes from him in illustration or continuation of some of their discussions. Her book gives a number of interesting details about the great painter, his thoughts, his aims, and his manner of work; but it is not a good contribution to our knowledge of Watts, and it errs now and then in the direction of chatter. Still, the future biographer will find it a useful mine of detail; and there can be no question that its illustrations—of which there are some forty "full-page" plates—are most interesting. A number of them are taken from unpublished and hitherto unknown drawings by Watts, studies, sketches, and so forth. They are mounted on tinted paper, and the very cover of the book is ornamented with a design taken from a wall-painting by Watts in. Leighton House. In this respect the volume is well worth the guinea charged for it.

**G. F. Watts.**

* * *

IT is but seldom we get so good a book of sport and travel as Captain A. I. R. Glasfurd's "Rifle and Romance in the Indian Jungle: A Record of Thirteen Years" (Lane). Men of letters who are also sportsmen are not rare, and yet sporting books that are also good literature are very scarce indeed. Captain Glasfurd is a master of the pen as well as of the spear and gun. His enthusiasm for the jungle is ardent; he has lived in it, studied it, searched into its mysteries, taken its kindness and unkindness, and loved it dearly throughout, and he makes of it a number of true stories which are, many of them, as he hints in his title, full of the charm and mystery of romance. The jungle is very old and very strange; it contains a world of things that philosophy and science have never fathomed, and perhaps never will fathom. Of these things Captain Glasfurd tells in a manner that will exercise a fascination over many who care little for the jungle and nothing for sport. Fine sportsman and naturalist as he is, he has also a number of stories for sportsmen; but whether he is writing of jungle mysteries, of his adventures, his bag, or his friends the beasts, the charm of his style never leaves him. His book is illustrated by his own drawings and from photographs, and should on no account be missed.

**Rifle and Romance.**

* * *

PROFESSOR LUIGI VILLARI has spent many months in Russia, travelling to and fro, to Moscow, St. Petersburg, Nijni Novgorod, the provinces, the Black Sea, the Crimea, and elsewhere, and studying, with special attention to economic problems and developments, the effect on the nation of the war, which is, perhaps, to end so soon and so disastrously for the Russians. Some of his impressions he contributed to *The Times*, and these, with a great deal of new material, he has published in a handsome volume, "Russia Under the Great Shadow," with Mr. T. Fisher Unwin. There is no need to remark that this book is a very different kind of thing from the mass of often trivial or undigested or extravagant stuff that has been published about Russia during the past twelve months. Professor Villari is a scholar, a statesman, and man of great knowledge and brilliant intellectual gifts, and what he says carries weight. He makes no attempt to disguise the gravity of the situation in Russia; but he is hopeful that after all she will be saved, "though as by fire." "The war in the Far East," he says, "should mark the transition of Russia from the Middle Ages to the twentieth century, from the Eastern to the Western world, from barbarism to civilisation. . . . Russia will probably have to go through a long period of turmoil and unrest before she can find lasting peace." A particularly interesting chapter in Professor Villari's vivid work is that on Kiev, "a Russian monastic city," and the illustrations to the book are often rare and always good.

**The Great Shadow.**

MARY QUEEN OF SCOTS

A portrait forming the frontispiece to her biography by Mr. A. H. Millar, recently published by Mr. William Brown, Edinburgh.

* * *

"MILES" has published with Mr. H. J. Drane a vigorous little pamphlet on "Military Surgery in its Relation to the Science and Art of War." If it be true, as Mr. Arnold-Forster has admitted, that 48 per cent. of the men recruited disappear absolutely before the period of reserve service is reached, there is clearly a vast leakage somewhere; and "Miles's" point is to show how this leakage may be stopped, with great benefit to the Army and to the surgical branch of the military profession. He pleads that the surgeon shall be more consulted than he is at present in the matter of recruiting, shall be allowed to exercise more supervision over the training of the men, and, to achieve these objects, shall be trained himself, both as soldier and as surgeon, and more fully recognised as a member of the military profession.

**Military Surgery.**

* * *

MESSRS. ROUTLEDGE send us a little book of sailors' poems, called "True to the Flag," compiled by Mr. E. C. Ommanney. Mr. Ommanney has divided his work into four sections—poems concerning the ocean and Nature at sea; heroic incidents at sea; songs of home, love, duty, death, etc.; and religious poems. On the whole we like his selections very well, for though we miss one or two poems that might have been included, Mr. Ommanney has introduced some, like William Cory's "The Two Captains," which are not easily accessible elsewhere. His limits are fairly lax, when they include Wordsworth's "Ode to Duty" and Sir Henry Wotton's "How happy is he born and taught" (the latter of which, by the way, seems to have been printed from an inaccurate text) among his sailors' poems; but he warns us in his introduction what to expect, and his little volume contains a vast deal of splendid stuff.

**Sailors' Poems.**

* * *

A DOUBLE number of "Bird Notes and News," the organ of the Royal Society for the Protection of Birds (3, Hanover Square, W.), appears this month, having special reference to the International Ornithological Congress. Its contents include a four-page supplement, dealing with existing bird protection legislation throughout the British Empire, and also an article on international bird protection, pointing out the necessity for international agreement for the preservation, more particularly, of rare birds, plumage birds, and birds of passage. The paper rightly calls attention to the horrible device for exterminating jays, magpies, hawks, etc., which has recently been invented under the "appropriately hideous" name of "Snarglu," and the stand made against the wanton and cruel destruction of small birds is worthy of all support.

**Bird Protection.**

---

## *BOOKS TO READ.*

Demeter, a Mask, by Robert Bridges. (Clarendon Press.)

The Loot of Cities, by Arnold Bennett. (Alston Rivers.)

A Doctor in Corduroy, by Max Baring. (Greening.)

Rose of Lorer Farm, by Eleanor G. Hayden. (Smith, Elder.)

The Marquis's Eye, by G. F. Bradley. (Smith, Elder.)

The Passenger from Calais, by Major Arthur Griffiths. (Nash.)

Hecla Sandwith, by E. U. Valentine. (Harpers.)

The Gardens of Italy, by Charles Latham. (Newnes.)

My Travels in China, Japan, and Java, 1903, by H.H. the Raja-I-Rajgan Jagatjit Singh of Kapurthala. (Hutchinson.)

Mirabeau and the French Revolution, by Charles F. Warwick. (Lippincott.)

The Fight for Canada, by W. Wood. (Constable.)

Italian Backgrounds, by Edith Wharton. (Macmillan.)

Trinity House, London, Past and Present, by Walter H. Mayo. (Smith, Elder.)

The Year of Trafalgar, by Henry Newbolt. (Murray.)

Lagden's Luck, by Tom Gallon. (Arrowsmith.)



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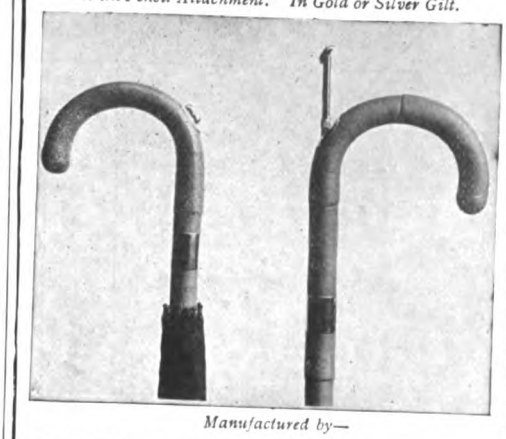

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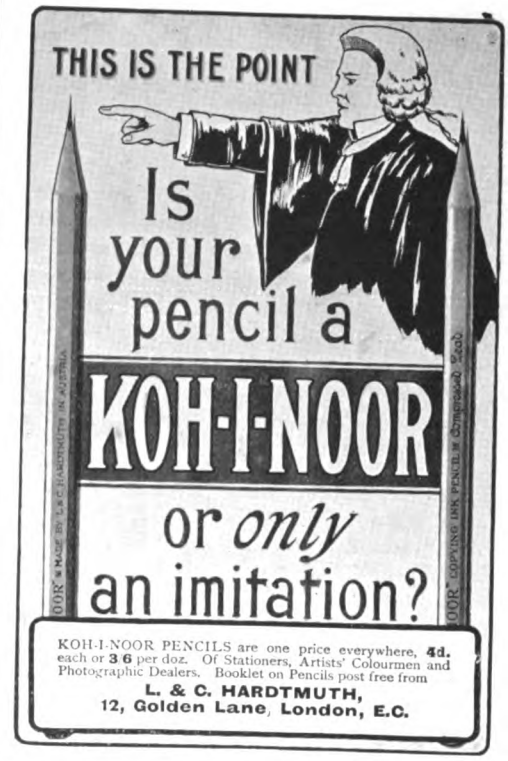


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# Leaves from a Collector's Note-book.

## *JACKFIELD WARE.*

ALTHOUGH there has been of late years a steadily-increasing demand for this curious and often most artistic eighteenth century English earthenware, scant justice has been done to its merits by the standing authors. Both Marryat and Barton dismiss the subject in less than a page; Mr. Hodgkin alone deems it worthy of any attempt at illustration, and the constant references made to Jackfield and its potters by Mr. L. Jewitt throughout his two bulky volumes might have been given more conveniently in a single chapter.

The brilliant, black, and shiny product of the Jackfield kilns is recognisable by the careful collector without much difficulty, although undoubted specimens of Whieldon ware are very frequently mistaken for it. The commoner forms of Jackfield, such as teapots, sugar-basins, etc., are now pretty extensively imitated, but it is excessively difficult to counterfeit successfully the more elaborate pieces decorated with gilding and painting – the latter often in oils. These can be distinguished by their extreme lightness, and the fact that the ornamentation is nearly always tarnished by time and wear. In the eighteenth century the "black decanters" of Jackfield, as they were called, enjoyed a very high reputation in the land of the potters.

Jackfield, like Broseley (the home of the historic pipes), Caughley (once a formidable rival to Worcester), Benthall "of the yellow ware," Ironbridge, Madeley, and last, but not least, Coalbrookdale, is situate in one of the most historically interesting districts of the kingdom, for they are all within easy reach of Boscobel and Tong, as well as of Buildwas Abbey and Wenlock Priory. The Jackfield pottery was in all probability the oldest of them all, for it appears to have been worked in some shape or another for centuries. An earthenware mug bearing the date 1634 was discovered in a local coal-pit, which had not been entered for nearly 200 years.

A VERY BEAUTIFUL JACKFIELD COFFEE-POT.

Decorated with raised flowers. In the collection of Mr. James Tregaskis of the Caxton Head, High Holborn.

The earliest of the Jackfield potters still remembered was one Glover, who used the old salt glaze for his ware. About 1730-50 Mr. John Thursfield came into possession of the works, and was succeeded in 1751 by his son Maurice or Morris, whose brother John established the pottery at Benthall. It was Maurice Thursfield, Mr. Jewitt says, who first made "the very superior black ware, highly vitrified and glazed." "The forms and the potting of these articles locally known as 'black decanters' were remarkably good, and on some specimens which I have seen," he adds, "ornaments have been judiciously introduced. On one a head and wreath are executed in gold and colour; and on others paintings in oils, both portraits and views, are introduced. Some good examples are preserved in the Museum of Practical Geology."

A TYPICAL JACKFIELD COFFEE-POT, TEAPOT, AND SUGAR-BASIN.
Circa 1780.

After Mr. Thursfield's death in America the works were carried on by Messrs. Rose and Blakeway, who began to make china, but they speedily removed to Coalport. In 1837 one Mr. John Myatt was making a white and yellow stoneware at Jackfield, where the Calcuts were manufacturing bricks and encaustic tiles. The best "period" of Jackfield was evidently the last half of the eighteenth century. Mr. Jewitt mentions several well-known artists as connected with the fortunes of Jackfield: Pierre Stephan, an expert French modeller, François Hardenburg, George Cocker, who set up a small manufactory of his own, and John Rose, prior to his migration to Coalport. The tea and coffee pots, mugs, jugs, etc., of Jackfield are by no means uncommon or difficult to procure, but the judicious buyer should keep a sharp look-out for pieces retaining their ornamentation comparatively uninjured, as in the case of the jug adorned with roses and rose-buds, acquired a short time ago from the collection of Mr. R. Elliott in the Camberwell Road, and shown in the accompanying illustration. "This brilliant black-glazed ware," writes Mr. William Burton, the latest authority on the subject, "was frequently decorated with oil gilding, and occasionally with paintings in oil colour. Of course, such painting and gilding could never have been fired, and is consequently much worn in the majority of specimens."

In Marryat's time Mr. Richard Thursfield of Broseley, the great-grandson and namesake of the founder of the Jackfield works, possessed an interesting collection of the ware, including a cup dated 1742. Messrs. Rose of Coalbrookdale also owned some good examples of it, while in the Franks Collection was a two-handled black cup, bearing the portrait of a lady on one side, and a view of a country house on the other.

Fanciers of Jackfield ware should carefully study the page devoted to the subject in Mr. J. E. Hodgkin's "Examples of Early Earthenware, Named, Dated, and Inscribed." Mr. Hodgkin also alludes to the constant disappearance of the ornamentation of Jackfield ware under the influence of constant use and frequent ablutions, but he gives us quite a delightful illustration of an elaborately-decorated black two-handled posset-cup, dated 1761, with the initials "M. H." He also describes two teapots dated 1766, and a jug made in the following year and decorated in oil gilding. Mr. Hodgkin is also the fortunate possessor of a large Jackfield teapot on which the name of Mrs. Elizabeth Rouse is inscribed, and a jug with the suggestive line (from the landlord's point of view), "May the tenant be ready when the Steward comes."

B.

SOME JACKFIELD JUGS: COW-MILK-JUG, JUG, AND CREAM-JUG.
The centre jug is exquisitely decorated with roses, and has sustained very little injury by wear and time.



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# Motoring Notes.

THE French Eliminating Trials, which were held last Friday on the Ardennes Circuit, proved unexpectedly free from incident or accident. All the twenty-four cars entered for the race appeared at the start, and, headed by Théry, last year's winner, on a Richard Brasier, which had had the good fortune to draw first place, were despatched at intervals of 4-min. each. Théry maintained his lead throughout the four rounds of the course, and finished a somewhat easy winner, in the net time, excluding the waits in controls, of 7-hr. 34-min. 49 1-5-sec., equivalent to an average speed over the whole course of 72 kil. 555, or roughly 45 miles, per hour. Another Richard Brasier, driven by Caillois, was second in 7-hr. 43-min. 4-sec., which works out at 71 kil. 144 per hour. The third place in the team which will represent France in the Gordon Bennett Race fell to Duray on a De Dietrich, who was only 1¼-min. behind Caillois. Wagner and Sizsz, on a Darracq and Renault respectively, were fourth and fifth, and have therefore secured places in the team of five who will take part in the Vanderbilt Cup in the autumn.

* * *

Fifteen cars out of the twenty-four finished the race, a very high percentage on so difficult and dangerous a course. Only one serious accident occurred, the veteran Girardot, the winner of the Cup in 1901, coming to grief on a hill near Sayat, owing to the bursting of his front tyres. He broke his collar-bone and several ribs, but at the time of writing was said to be out of danger. Henri Farman, who was driving a Panhard, and his mechanic were thrown out of their car at the same spot, but suffered no injury, although the machine disappeared down a precipiece. Another Panhard, driven by Teste, was overturned near Volvic, but after a short delay was able to continue the race minus two spokes from one wheel. Théry himself is said to have had a very uneventful race, the sole causes of delay being five punctures.

* * *

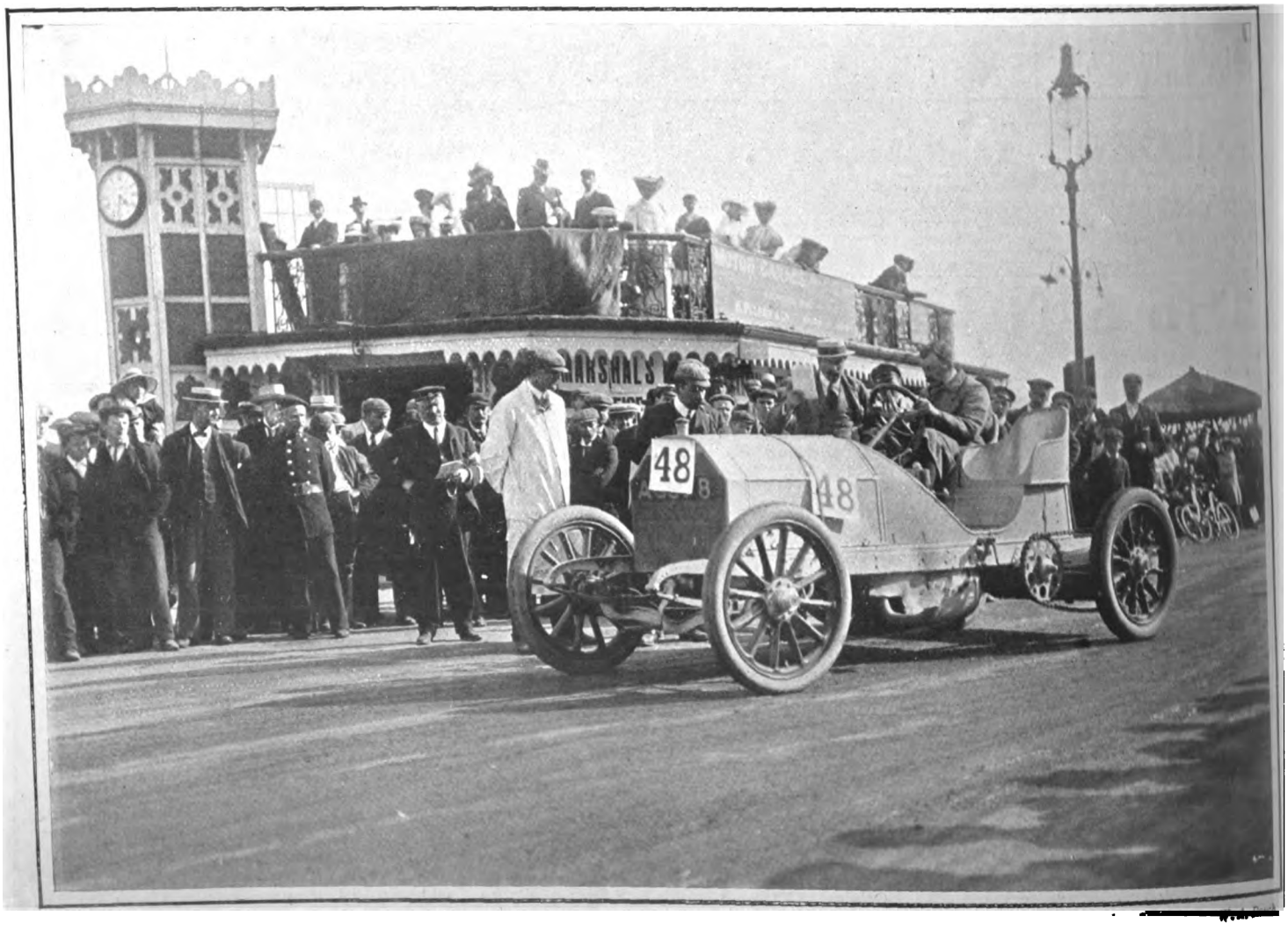
The arguments for and against the use of alcohol as a fuel for motor-cars would be put to a fairly conclusive test if the practical advice of Sir David Salomons were followed. In a letter to the president of the Society of Motor Manufacturers and Traders he says: "It appears to me the proper course to pursue is the following: To have an international competition of alcohol engines, say in two or three years' time, with substantial prizes, and announce the matter now, that inventors may start on the work. I would suggest two first prizes of not less than £1,000 each. That a committee of four or six experts be formed to draw up the conditions, amongst which the following should be a *sine quâ non*: (1) Engines for road carriages; (2) to be of no greater weight or size power for power than the best petrol engine of to-day; (3) that the starting, running, attention, etc., shall be as easy and convenient as to-day with the best petrol motors."

* * *

The Bexhill Meeting, which was held on Wednesday in last week, was favoured by brilliant weather, although the interest manifested in the event was hardly as great as was the case last year. In the racing class Mr. A. Lee Guinness, on his 100-h.p. Darracq, proved to be the winner, his best time over the standing half mile being 30 2-5 sec., equivalent to 59 miles an hour. The comparatively slow speed for so powerful a machine is accounted for by the shortness of the distance run. In the class for cars the chassis price of which is between £350 and £650, the first prize was won by a 28-h.p. Daimler, entered by Mr. G. McDonnell, whose speed over a flying kilomètre was returned at 40·2 miles an hour. A 24-h.p. Germain was second, the total number of competitors being nineteen. The class for touring cars the chassis price of which is over £650 but not more than £900, produced nine starters, seven of which were 30-h.p. Daimlers, the remainder being made up by a 40-h.p. Berliet and a 34-h.p. Beaufort. The first prize went to Mr. Percy Martin's Daimler, another car of the same make, entered by Mr. E. Manville, taking the second prize.

* * *

One of the great disadvantages of motor-cycling is the cramped feeling in the legs which is experienced towards the end of a long journey. In order to overcome this, a foot-rest has been devised by Mr. C. D. Clayton, which should greatly increase the comfort of the rider, The illustration on a succeeding page conveys an idea of the ease obtained. The foot-rests are fastened on to the bottom bracket by extended clips the ends of which take bolts, to which, wooden rests are secured. Between the clips and the underneath part of the foot-rests proper india-rubber buffers are placed. Vibrating shocks are also insulated by means of india-rubber fixed where the rider places his feet. The new foot-rest is marketed by Minerva Motors Limited of Holborn Viaduct.




THE MOTOR RACE-MEETING AT BEXHILL.

Mr. Orde starting the 100-h.p. Mercédès, driven by Sir Ralph Gore, who finished third. This was the first appearance of the car on a British track.



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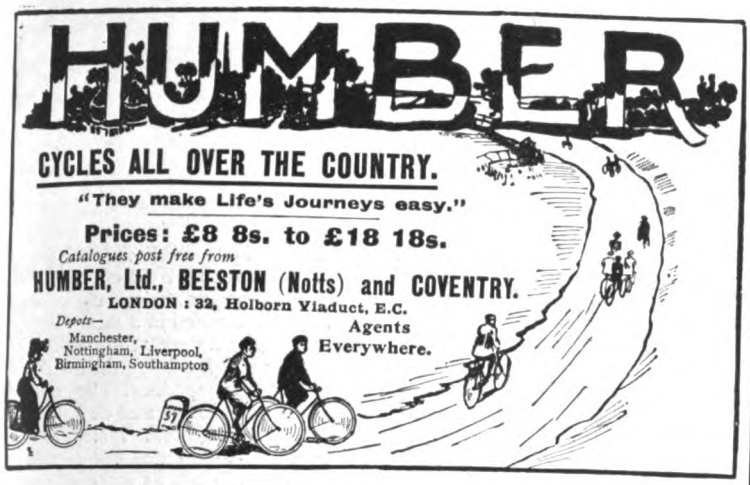

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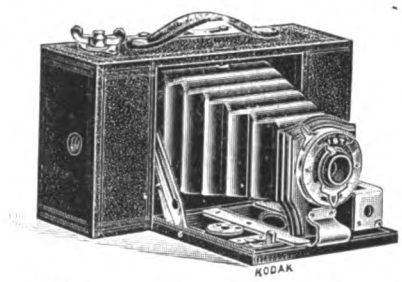


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# THE KING'S MENU.

## A JUNE DINNER.

CREME D'ASPERGES.

FILETS DE SAUMON A LA DIABLE.

COTELETTES D'AGNEAU CLAMART.

TIMBALES A LA POMPADOUR.

CANETONS.

SALADE.

CHAMPIGNONS AU GRATIN.

SOUFFLE GLACE DE GROSEILLES VERTES.

AVELINES D'ANCHOIS.

### CREME D'ASPERGES.

Take a good-sized bundle of fine well-grown asparagus, preferably the green and not the whitish kind, as the soup when finished should be a pretty pale green colour. Remove the heads, cutting them about half an inch in length, and put these aside to be cooked separately for the garnish. Cut off first the hardest bit at the other end of the stalks, then blanch the stalks and put them in an untinned stewpan (earthenware, copper, or an enamelled iron pan) with two ounces of butter, and stew over the fire, stirring well, for five minutes or so. Now stir in two and a-half pints of good white stock thickened with an ounce and a-quarter of Brown and Polson's patent cornflour. To do this mix the cornflour with a little of the stock cold, bring the rest of the stock to the boil, and stir it gradually into the cornflour paste. It is then poured as it is on to the asparagus, brought to the boil again, stirring well all the time, then simmered gently at the side of the stove till the asparagus is quite soft and pulpy, adding a little more stock from time to time if the soup seems to be getting too thick, as it may do if the asparagus is not quite young and takes some time to become soft. Now rub it altogether through a fine hair sieve, using a wooden spoon or pestle, and being careful to scrape into the soup all the thick part of the purée which adheres to the under-side of the sieve as the asparagus is being rubbed through. Unless this is done the soup will be thin and poor. When all the purée is through it is reheated and brought to the boil again, then simmered for another twenty minutes or so, taking care to stir it well. Now dilute it with a little cream, using four tablespoonfuls or more of this and stirring in at the same time an ounce or two of butter, broken up into tiny bits, and letting each bit dissolve before stirring in the next. This gives a very soft creamy taste to the soup. Care must be taken that it does not approach boiling point, as after the cream and butter are added, and directly the butter is all in, the soup must be served at once. To make a richer soup add a gill of chicken glaze with the thickened stock, and beat up the yolks of two eggs with the cream added at the last. To make the chicken glaze, strong chicken stock is reduced to a glaze-like consistency by rapid boiling. Even a tablespoonful only of this is a great improvement to the soup. If the colour of the soup is not good, bring it up with a little spinach or other vegetable greening. The asparagus heads are cooked in a little stock or water till tender, but not broken, and put hot into the hot soup tureen, and the crème poured over when ready to serve.

### FILETS DE SAUMON A LA DIABLE.

Fry or grill some nicely-trimmed fillets of salmon and serve with a boatful of the Escoffier Sauce Diable. This is procurable in bottles all ready for use, after heating up with a little butter, according to the directions on the bottle. It is sold by most good grocers and stores all over the world, including our Colonies, India, the United States, and even Central and South America—in the large towns—in fact, wherever the magic of M. Escoffier's name is known. When any difficulty is experienced in obtaining this or other of the delicacies prepared from Maître Escoffier's recipes by the company which bears his name, a post-card addressed to "Escoffier Limited," Ridgmount Street, Tottenham Court Road, London, W., will bring the name of the nearest agent by return, or if the name of one's grocer is given arrangements will be made for him to stock the Escoffier specialités in future. Further, readers of THE KING who mention this paper when they write and enclose 1s. 9d. will be sent a trial bottle by post of the Sauce Diable. Price lists, containing a number of delicious recipes by Maître Escoffier of dishes well known to *habitués* of the Carlton Restaurant, as well as at the Savoy, when the famous *chef* reigned in the kitchens there, will also be sent free by return of post to those of our readers who ask for them. With one of these and a box of the various Escoffier sauces the veriest amateur can provide an almost endless variety of smart and toothsome dishes, including the favourite peaches and pears à la Melba, the Sauce Melba being prepared all ready for use at 1s. 6d. the bottle. Thanks to M. Escoffier one can even be independent and indifferent to the caprice and ignorance of the most *exigeante* cook. Certainly in the week-end cottage, bungalow, or house-boat no one should be without the Escoffier specialités. They now include a wide range of bottled soups, amongst them being the famous Bortsch, made with beetroot juice, which is such a favourite at the Savoy, its rich clear red contrasting so well with the boat of cream always handed with it for the diner to add a spoonful or two to the soup in his plate at the last moment ere partaking of it.

### COTELETTES D'AGNEAU CLAMART.

These are lamb cutlets egged, bread-crumbed, and fried and served in a circle on a ring of mashed potatoes, with young green peas tossed in a little butter in the centre, and a rich tomato sauce round.

AVELINES D'ANCHOIS.

(*Specially prepared and photographed for this paper.*)

### TIMBALES A LA POMPADOUR.

Take as many little timbale moulds as you require and line a third of their number with cream aspic, fill with minced lobster and shrimps tossed in aspic mayonnaise, running a layer of the cream aspic over the top. Another third of the moulds line with cucumber aspic, and fill these with cold cooked sweetbread, cut into dice and mixed with a little rich cold velouté sauce, stiffened by a little melted leaf gelatine being added to it in the proportion of a bare quarter of an ounce to each five full tablespoonfuls of the sauce, mixing also some cold cooked artichoke bottoms; run a layer of the cucumber aspic over the top of each little mould when full. The remaining third of the moulds line with ham cream, fill up with cold chicken cut into dice and mixed with minced truffle and the stiffened velouté sauce referred to. Stand the moulds on ice, then, when wanted for table, unmould and serve garnished with chopped aspic. When tomato has not appeared elsewhere in the menu, tomato aspic can take the place of the ham cream for lining some of the moulds. If more convenient, of course the little moulds could all be lined with cream aspic, and then filled up with a mixture of diced chicken, sweetbread, cold peas, or asparagus heads, artichoke bottoms, etc., mixed in a little chaud-froid sauce, only, unless a variety of differently coloured aspics is used for lining the moulds, they are no longer à la Pompadour. They could then be timbales de ris de veau or de volaille, etc., according to the filling used. If clear aspic jelly is used for coating, with a certain amount of decoration on this, such as stars of egg-white and truffle, ere the moulds are filled up with any dainty odds and ends, diced, and mixed with a good chaudfroid sauce or layers of ham cream, these little moulds can then be served as ris de veau en belle vue, or foie gras en belle vue.

### SOUFFLE GLACE DE GROSEILLES VERTES.

Top and tail a pound and a-half of nice green gooseberries, and stew them with the juice of a lemon, three or four tablespoonfuls of water, and six or seven ounces of castor sugar till they are a pulp, then rub altogether through a tammy cloth. Meantime boil four ounces of best cane sugar and a gill of water for six or seven minutes, then mix it lightly with the whites of four eggs which have been beaten till perfectly stiff and standing up in points. When the gooseberry purée is cold stir in this meringue, together with a few drops of sap or apple green, a liqueur-glassful of maraschino or brandy, and a pint of stiffly-whipped cream, sweetened with an ounce and a-half of sugar. Pour this mixture into a papered soufflé case, and freeze it for about three and a-half hours in the charged ice cave, turning it now and then, so that it may be evenly frozen. When ready to serve remove the paper band, taking care not to tear any of the soufflé away with it as you do so, and sprinkle the top with a little finely-chopped pistachio.

### AVELINES D'ANCHOIS.

For these make an anchovy paste, and roll this into tiny bâtons, stick these together in groups of three with raw white of egg, then fix a strip of devilled almond into each bâton, after which fix in the middle of each group of three a little bit of paste shaped to imitate a nut, using white of egg to fix this. Each filbert is then brushed over with egg and baked, then served, either hot or cold, with a garnish of parsley. For the paste mix four ounces of fine flour (which has been carefully dried and sifted in readiness) with a saltspoonful of baking powder, a pinch of coralline pepper, then rub in quickly and lightly (using the tips of the fingers only, mind, not the palms of the hands, or the paste will be heavy) an ounce and a-half of fresh butter, an egg, and mix with a dessert-spoonful of cold water, to which has been added a good eggspoonful of anchovy essence. Roll the paste out thinly, quickly, and lightly, and make up as quickly as possible, and bake without delay because of the baking powder.

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CORRECTION.—Owing to a printer's error the name of the maker of the Junket Tablets recommended in these columns in THE KING of June 3 was spelt Hausen instead of Hansen. As our readers will find they are unequalled for reliability and cheapness—a 6d. packet containing twenty-four tablets, each of which will convert a quart of new milk into junket—they should see that the name Chr. Hansen is on every tube purchased. Most good grocers and the leading stores in London now stock these Rennet Tablets, but when one's local dealer does not, a sample tube will be sent on receipt of 6d. by Chr. Hansen's Depôt, 77, St. Thomas's Street, London, S.E. SYBARITE.



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# Here, There, and Everywhere.

"KELWAY'S MANUAL FOR 1905" is a distinct advance upon its predecessors, excellent as they were; and the proprietors are to be congratulated upon the issue of one of the most comprehensive garden guides extant. The garden calendar and the advice as to garden operations in general are some of the best helps to amateurs ever published, while the hundreds of photographs illustrating the catalogue show better than any description the nature of the countless varieties of flower-life referred to in the manual. The publication may be obtained from the establishment at Langport, Somerset.

THE "Taquta" Automatic Camera, which has just been placed on the market, seems a distinct advance on some of the present types. Instead of "You press the button, we do the rest," the makers claim that their instruction reads: "You press the button, and it does the whole thing." Particulars of this remarkably ingenious invention may be had from the Quta Photograph Machine Company, 34, Norfolk Street, Strand.

H.R.H. PRINCESS LOUISE, DUCHESS OF ARGYLL, has graciously promised to distribute the prizes at Speech Day at The Heritage, the Craft School of the Guild of the Brave Poor Things, at Chailey, Sussex, on Tuesday, July 25. Information with regard to the special train which will be run from London can be had on application to Mrs. C. W. Kimmins, Dame Armstrong House, Harrow-on-the-Hill.

THE 250th performance of "The Walls of Jericho" will take place at the Garrick Theatre on Wednesday next.

THE spectacle of Redskins tilting in canoes was recently witnessed for the first time in England on the Great Lake at the Naval, Shipping, and Fisheries Exhibition, Earl's Court. The tournament is contested between canoes each holding two Canadian Indians. One of these sits aft and paddles, while the other stands bare-footed on the gunwales armed with a long pole, padded at the end, with which he endeavours to push his opponent overboard. When one of the canoes has been upset it is declared "game." The tournament is a novel and amusing sight, and adds another to the numerous attractions at this, the most popular of all the Earl's Court exhibitions.

THE recent Royal garden party at Windsor was one of the most successful functions of the season, and, owing to the glorious weather which prevailed, the dainty summer costumes of the lady visitors gave just that touch of colour which was missing at some of the festivities of the week before. The catering was admirably carried out by Messrs. J. Lyons and Co.

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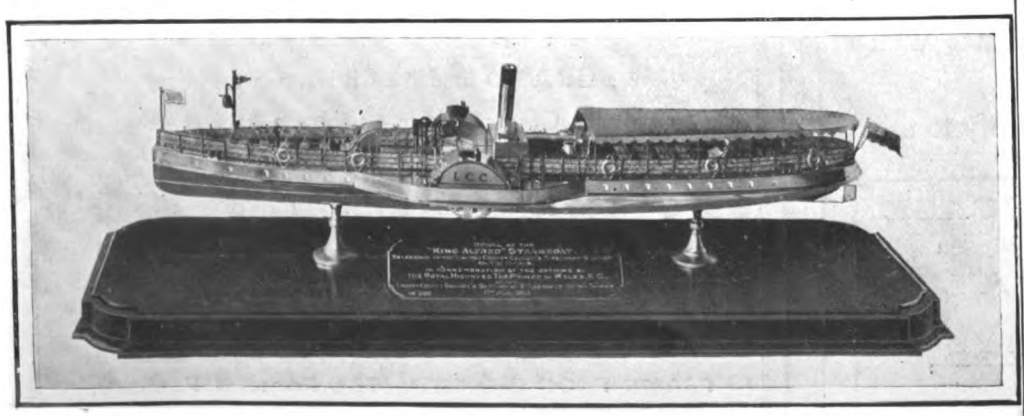
A NEW FOOT-REST FOR MOTOR-CYCLISTS.

This excellent device, the invention of Mr. C. D. Clayton, is described on page xiv.

THERE are some persons, even in these days of progress and enlightenment, so steeped in early-Victorian prejudice as to believe that cider as a beverage is unwholesome. But for some years past the medical faculty has been recommending it as a drink which is not only innocuous for those to whom wine is ordinarily poison, but as a drink of actual medicinal value. The great secret of cider buying is to get the best; it is a case of the best or nothing. And the three counties which are at present running a dead heat as the producers of pure and palatable cider are Devonshire, Somerset, and Hereford. At Marsden Magna in Somerset they brew a cider, such as equals the nectar the poets would have us believe the gods quaffed when they found the ruling of this world engendered thirst, and the cider of Marsden Magna as a cooling and delicious beverage is unequalled by any wine or other form of liquid refreshment. Clean and smooth to the palate, it has a delicate acidity which makes one glass serve to assuage the thirst that a bottleful of some preparations could not satisfy.

AT the Court Theatre, Sloane Square, two special matinées will be given on June 29 and June 30 at 2.30 p.m. in aid of the funds of the Passmore Edwards' Settlement, Tavistock Place, W.C. "Eleanor," by Mrs. Humphry Ward, will be presented.



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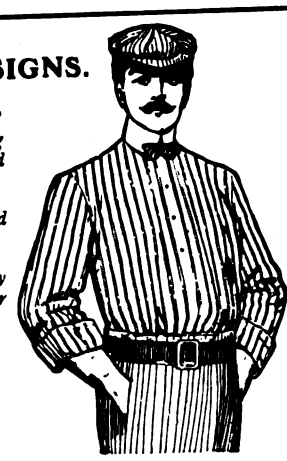

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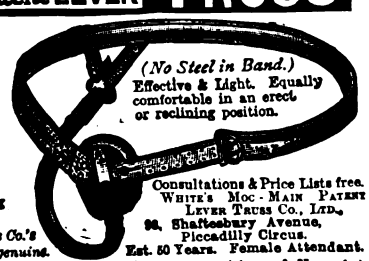


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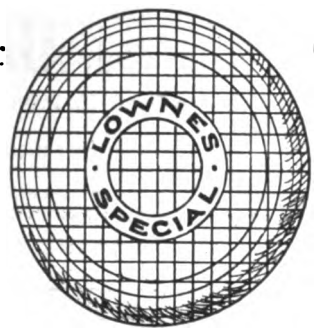


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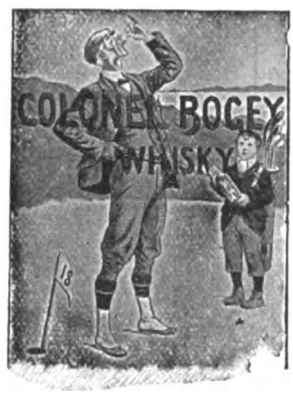


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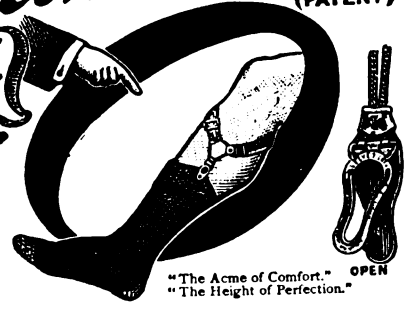

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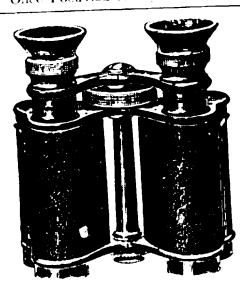

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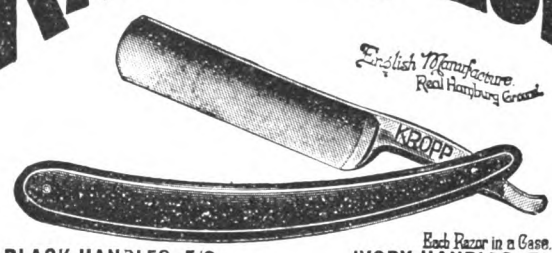


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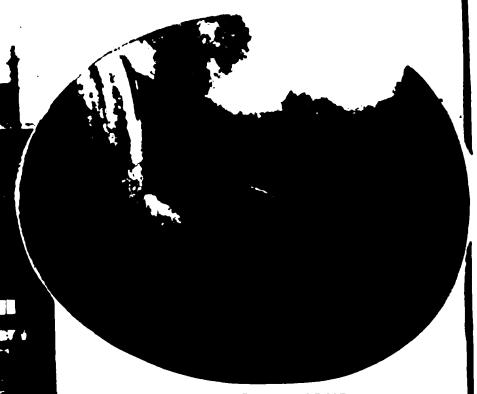

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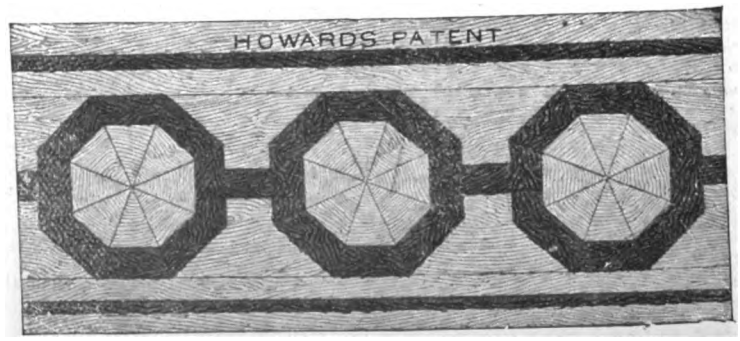


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# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

Vol. XX. No. 439. **SATURDAY, JULY 1st, 1905.** Price 1s.

*Russell and Sons.*

## THE ROYAL PARTY AT WINDSOR.

**The Queen, Princess Victoria, and Princess Louise, Duchess of Fife, who, with other members of the Royal family, have been staying at Windsor for Ascot week.**

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected*


# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 439. Saturday, July 1, 1905.**

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephone—No.* 2,748, GERRARD.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.


**EDITORIAL.**

*photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

*THE KING is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING'S BIRTHDAY.—This week the King came back to town for the official celebration of his birthday, which is a different thing to the family celebration in November. On his way the King paid a visit to Sandhurst and the Staff College, Camberley, and there carried out very thorough inspections, both of the establishments and those under instruction there.

*Voight, Homburg.*

PRINCE ARISUGAWA

Who arrived in London on Monday on a short visit to the King. A large programme of festivities has been prepared, which includes visits to the City and Windsor.

The King is intensely interested in the Army, indeed his interest in military matters is almost greater than that of the Prince of Wales in all that concerns the Sea Service, and from the words he addressed to the cadets at Sandhurst we get some idea of how desirous he is that all those in the commissioned ranks o the Army should not only know how to comport themselves as officers, but also how to behave as true and honourable gentlemen.

THE KING AND PARK ROYAL.—With that kindness and courtesy which makes all the members of our Royal Family ever ready to place themselves at the disposal of a deserving cause, both the King and the Prince of Wales have this week visited the annual exhibition of the Royal Agricultural Society, which has established itself definitely at Park Royal, and which is endeavouring to attract both the agricultural and the general public to that place. It is no secret that the initial ventures have not been crowned with success, but the show ground is now becoming better known as the three railway companies which serve the district have made every effort to assist in popularising the show by running frequent services of trains, and it seems quite possible that this year there may be a more promising showing in the patronage extended to the show by Londoners.

PRINCE EDWARD'S CRICKET MATCH.—It read well on the news bills last week: "Prince Edward's Cricket Match." Sportsmen bought the papers to see how the game at Windsor was progressing, ignoring the dangerous position of the Australians at Leyton, and the comfortable outlook for Surrey at the Oval. The occasion was an unusual one, scions of the reigning house figuring with professional cricketers in the stop-press columns of the halfpenny press, but it was an occasion that gave intense pleasure to the whole of the Kingdom, one might almost say of the whole Empire. For we are a sporting nation; our Kings, from the time when Canute made a bet he couldn't stop the tide, have been patrons of one or other of the prevalent sports, and we rejoice to see that our future ruler and his brother have thus early followed in the path so many illustrious ancestors have marked out for them.

THE HOLIDAY SEASON.—This is a time of year when Bradshaw, the A B C, and railway guides of every description are much in demand. People bent on holiday-making want to know how they may best get from London to the Isle of Arran, from Manchester to Bournemouth, and from Leeds to Pwllheli (which the porters at Paddington call "Poolheeley,") and they con many books, and finally, weary and hot and tired, draw up a programme of their trains, their expenditure, and their projected excursions. There are many to whom this is the most enjoyable part of the holiday season. There are others to whom it is most obnoxious. And to these we offer a supplement this week, where they may find set forth in simple terms the best way to set about enjoying a holiday in almost any part of the globe. From New Zealand to Brighton, from Switzerland to Blackpool, they have only to consult our pages (editorial and advertisement) to know exactly how to travel in comfort, where to stay when arrived in the town or country of their choice, and how to see best the manifold attractions which every holiday resort offers to the traveller.

*Voight, Homburg.*

PRINCESS ARISUGAWA.

Next week the Prince and Princess will visit Barrow-in-Furness for the launching ceremony of the new Japanese battle-ship "Katori," which will be named by the Princess.



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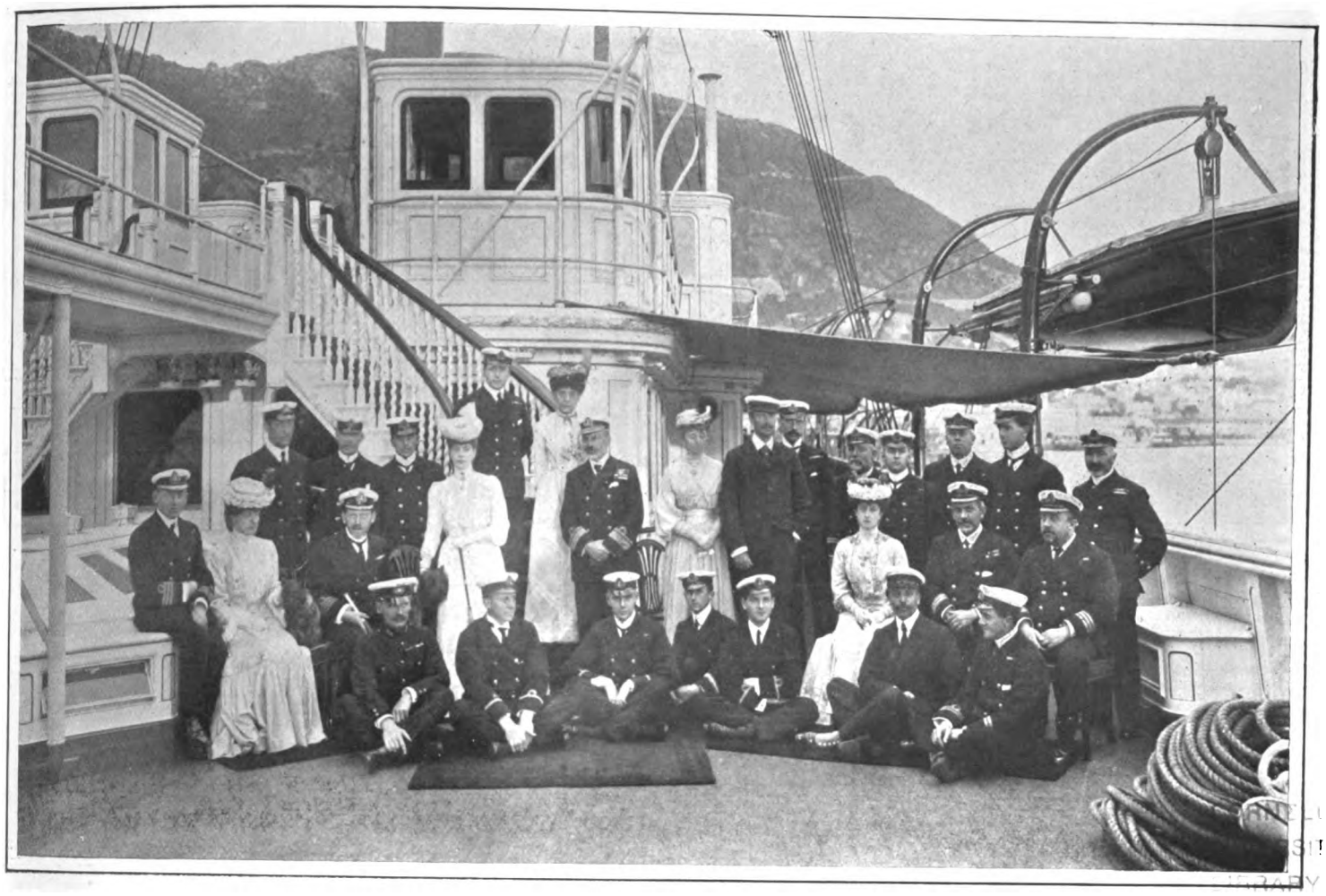
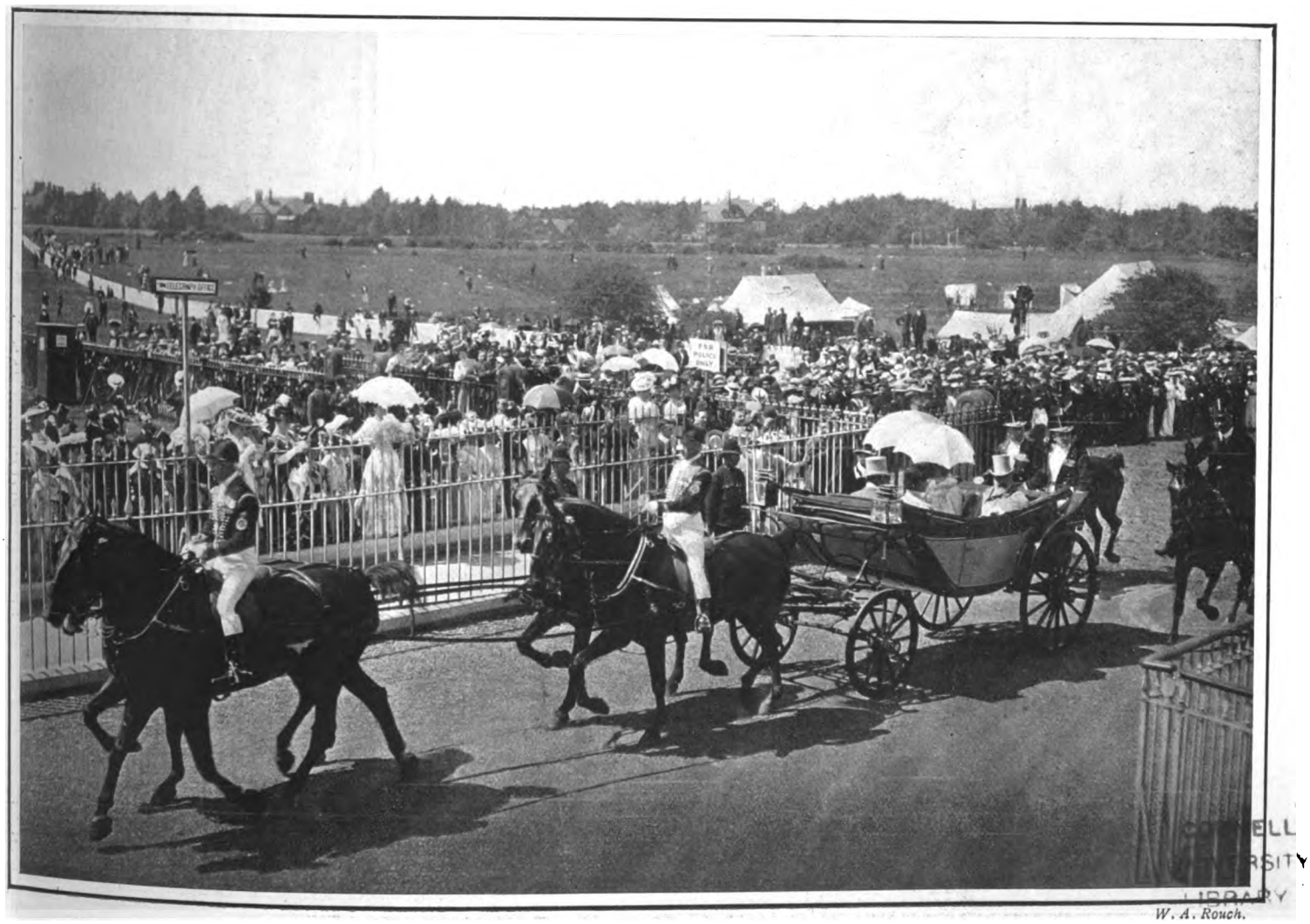


THE QUEEN ON BOARD THE ROYAL YACHT.

*Photo Press Company.*

A reminiscence of the Mediterranean tour this spring, which restored Princess Victoria to health, and gave to the Queen renewed strength for the long programme of social events in which her position compels her to take part.



THE ROYAL PROCESSION AT ASCOT.

*W. A. Rouch.*

Glorious weather favoured the King and Queen during their visits to the Ascot Meeting this year. The picture shows the carriage approaching the gates of the Royal enclosure.



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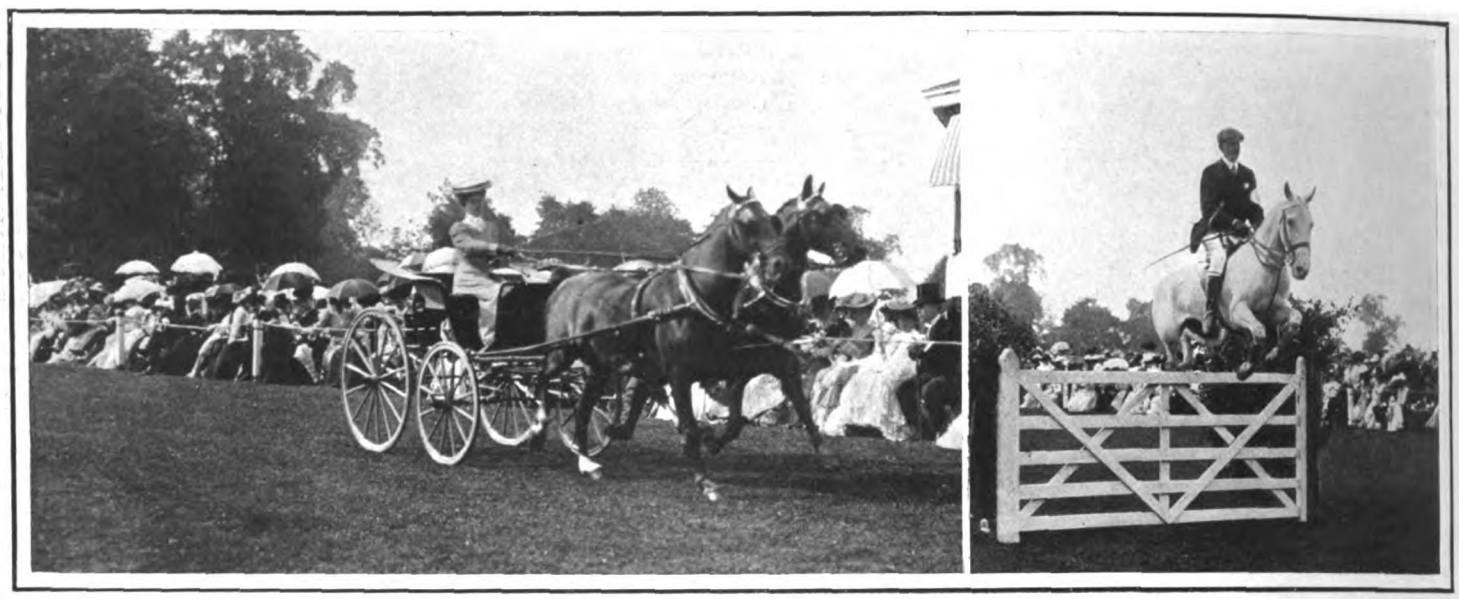

*W. A. Rouch.*

THE RANELAGH HORSE SHOW

Held at Ranelagh on Saturday last, when the Countess of Kimberley presented the prizes. Our illustrations show Mrs. E. H. Goad's Lord and Lady Pick-'em-Up, the winning pair in the Double Harness Class, and Mr. St. Leger Stephen's Cockfight, which took the first prize in the Jumping Competition.

*W. A. Rouch.*

THE CROQUET TOURNAMENT AT ROEHAMPTON.

The games for the Open Championships were played at Roehampton last week, and our illustrations show the principal winners: Miss L. Gower, Champion of All England; Mr. R. J. C. Beaton, who was Miss Gower's partner in the Mixed Doubles Championship, which they won; and Miss N. Coote, who won the Ladies' Championship.

*W. A. Rouch.*

FROCKS AND FRILLS AT ASCOT AND HURLINGHAM.

Ascot this year was favoured with warmer weather than in recent years, and the result was that the ladies were able to don their summer costumes without fear. The final for the Champion Cup was played at Hurlingham on Saturday last. Roehampton succeeded in beating Old Cantabs, the score being 5 goals to *nil*.



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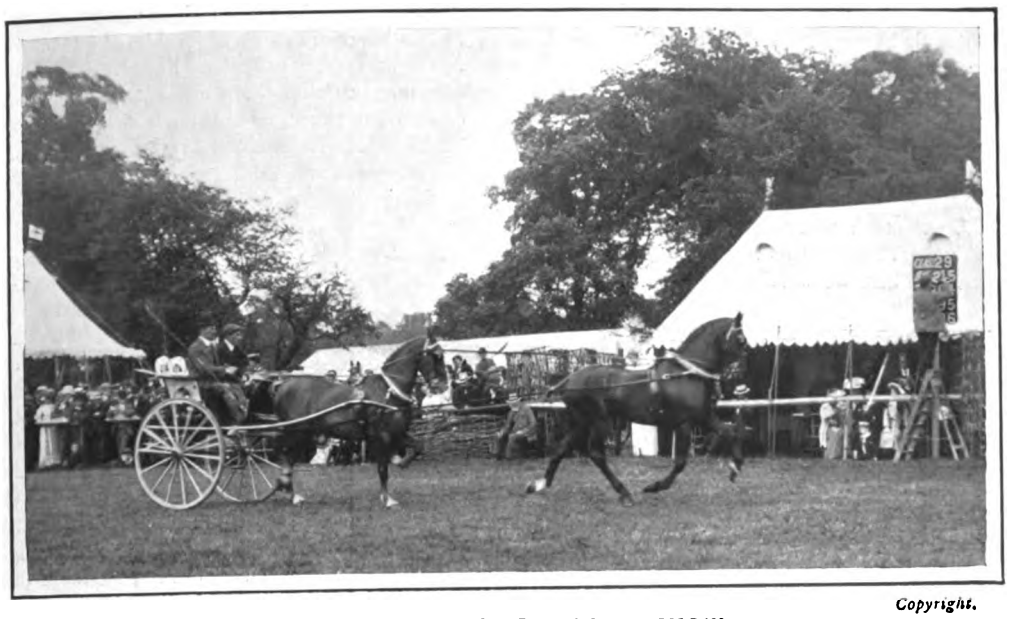

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THE CROYDON AGRICULTURAL SHOW.

Mr. H. C. Marchant's tandem, with which he won the first prize at this meeting last week.

*Workman.*

AT CHRIST'S HOSPITAL.

The Lord Mayor at West Horsham on Speech Day.

*Debenham, Surbiton.*

THE LADIES' AUTOMOBILE CLUB AT KIDBROOKE PARK.

Last week a number of members of the Ladies' Automobile Club undertook a run to Mrs. Gerard Leigh's house at Forest Row, where they took tea on the lawns.

*Copyright.*

DIVING IN THE NAVY.

Gunnery officers in the Navy have to undergo training in diving, and our illustration shows a lieutenant coming up after his first descent in diving dress.

*Copyright.*

THE RAVENSBOURNE CLUB SPORTS.

The race for girls under twelve years of age. The handicaps were: Scratch, Eileen Firminger; 5-yds., Winifred Dring; 10-yds., Glenna Thomas, Marjorie Lee, and Ruby Matthews; 12-yds., Dorothy Miller; 16-yds., Vera Strout; 20-yds., Nellie Pragnell; 22-yds., Vera Pragnell.



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GERMANS IN SOUTH AFRICA.—Perhaps because the Fatherland once had ambitions in the Transvaal, there are more Germans with distinguished names in South Africa than in any other British Colony. Count Moltke, who has just become engaged to Miss Rose-Innes, is in Pretoria. Count von Pfeil has had a romantic career in opening up the Zambesi region, where he came into collision with the late Cecil Rhodes. Major H. von Bülow, who died in Cassel the other day, was a popular Colonist in Natal. He was a farmer, and the largest exporter of wattle bark in the Colony. For many years he was the Commanding Officer of the Umvoti Mounted Rifles, which did such good service in the war. Major von Bülow, who was a nephew of the German Chancellor, went home in good health, and had made arrangements to return to Natal last month. His sudden death will be deeply regretted in the Colony.

AN ENERGETIC BARONET.—Sir John Swinburne, who was married for the third time recently, is a cousin of the poet. He is, however, quite capable of standing on his own two feet. He is a baronet who owns some 30,000 acres in Northumberland. He began his career in the Navy, has sat in Parliament in the Liberal interest, and was one of the early pioneers of Rhodesia. An apocryphal story is told of him in connection with South Africa. It is to this effect. At one time the smallest coin in circulation in Cape Town was sixpence, and, however small the purchase, that was the price. Sir John, knowing this, thought it would be a good thing to take out a big box of threepenny-bits. He did so, and to this day, all up and down South Africa, the coin is known as "Sir John." The bottom is knocked out of this pretty story by the fact that from Cape Town to Johannesburg a threepenny-bit is known as a "tickey."

THE FETE DES VIGNERONS.—At a time when many people are thinking of going to Switzerland for a holiday (and the way to get there and elsewhere is described in our supplement this week), it is interesting to learn that the famous Fête des Vignerons, which only takes place about five times in each century, is to be held at the beginning of August this year. Erroneously some English writers have been calling this the Swiss National Fête, but it is nothing of the sort. The Schutzenfest, or Swiss Bisley, is far more a national fête than the procession of vine-growers. But this latter celebration, which no doubt in its original form can be traced back to the pagan rites in honour of Bacchus, is of great antiquity, and, taking place in the open air in a magnificent natural amphitheatre seating 12,500 people, has the Alps and the lake at Vevey for a setting. Few more picturesque sights are offered even by Switzerland, and this year's celebration will no doubt be attended by large numbers of foreigners.

UNLUCKY THIRTEEN.—Why is thirteen unlucky? The question has been revived by the attempt last week to alter the number of a house which happened to stand next to Nos. 11 and 15 in a street in Hornsey, and which the landlord claimed would not let on account of its number. Superstition is an extraordinary thing. It can turn otherwise sane and respectable members of society into cranks of the most extraordinary kind. There are men who will not take a house because it has thirteen rooms, or because there is one room 13-ft. wide. And they will not sign the agreement on the thirteenth of the month, and in fact keep up, at considerable disadvantage to themselves, a perpetual boycott of this unoffending number. No amount of argument, of common-sense, or of ridicule will cure them of the fad, and it remains a mystery how in this materialistic age such relics of the ignorance and credulities of our forefathers can survive.

*H. Walter Barnett.*

MRS. LEBRETON

Who is the wife of Mr. Lebreton of San Francisco, was presented at the last Court. Mrs. Lebreton is the daughter of Rear-Admiral McDougal of the United States Navy.

SHAKESPEARE FINDS.—In a little Buckinghamshire village, with an appropriateness that Cibber would have appreciated, has been found a copy of the 1605 quarto edition of "The Tragedie of King Richard the Third," "newly augmented by William Shake-Speare." There are only forty-six leaves of it, yet probably they are each worth something like £14 sterling. For this edition is one of the rarest of the Shakespeare editions. There is one copy in the British Museum, and one in the Bodleian Library, but those are the only others known to be extant; and this particular copy is the more interesting in that it bears in five places the autograph of William Penn, an Admiral in the British Navy, and father of the man who founded Pennsylvania. And another interesting find in an old house recently was a copy of the 1605 quarto of "The True Chronicle History of King Leir," on which Shakespeare three years later founded his story of Lear and the three daughters. This 1605 "Leir" was acted at the Rose Theatre in 1593, and it is held by Collier to be a remarkable thing that at about the same time the company at the Rose were playing pieces very similar in story and title to the works which Shakespeare subsequently gave to the world.

THE APPEAL COURT.—There is something very attractive to "the man in the street" about the expression "the Court of Appeal." It gives him, perhaps, a feeling that the decision of the judge before whom he may at some remote date have occasion to appear is not final—that he can appeal if he does not like the verdict. There was a time when the Court of Appeal was terribly overcharged with cases, and the Master of the Rolls and his colleagues have had to work very hard to get the list of cases which are down for hearing during the term reduced to such comparatively moderate proportions. The famous Fraser *v.* Edwardes case will shortly come up for hearing, and there are several other interesting cases on the list; but only seven appeals under the Workmen's Compensation Act are entered. Mr. Justice Kekewich has had the largest number of decisions disputed. But there are in all only 213 appeals entered, as against 242 last year, and 300 the year before that.



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# ASCOT SUNDAY UP THE RIVER.

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## THE SCENE AT BOULTER'S LOCK.

The decree of Fashion has made the Sunday after Ascot the great day for the upper reaches of the Thames, and the brilliant sunshine and gentle breezes of last Sunday made the day an ideal one for river folk. The crush at Boulter's, which has become the great centre of the festival, was enormous, and both on the banks and in the lock itself a large congregation of people made the scene a bright and lively one.



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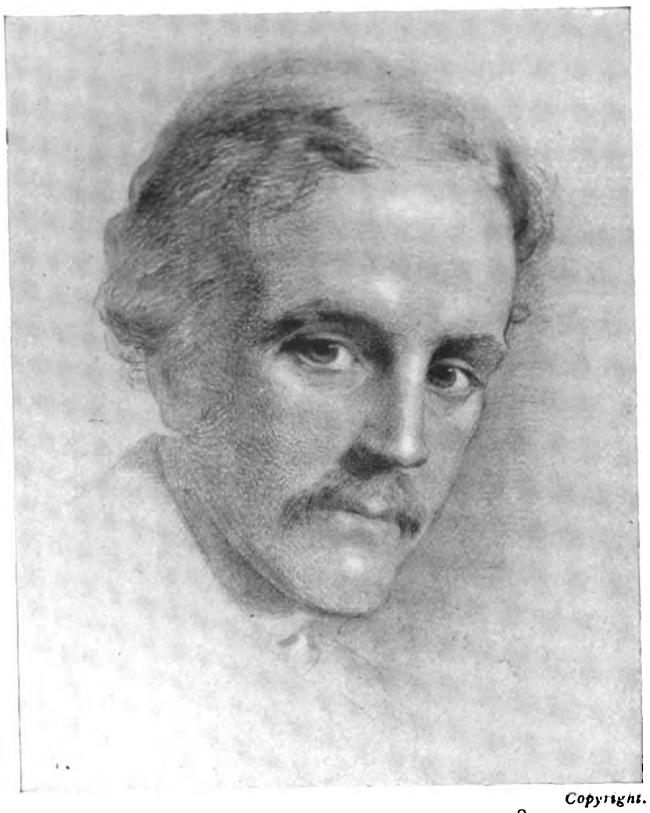
# *On the Links.*

## ROUND THE HOME OF THE PREMIER.

A BITTER wind of the Northern spring was chilling the grey Lothian landscapes as we drove over the varied country lying between the last stage of the railway and the secluded corner of Haddingtonshire which conceals Whittingehame, the family seat of the Prime Minister. We say conceals, because the word really describes the situation, the mansion and its surrounding demesne being located in scenery not at all of the typical Lothian type of far-stretching fields, gentle undulations, and well-regulated woodlands, over which the eye may rove easily and far, picking out mansions and homesteads readily. Beyond the rich valley of the eastward-flowing Tyne the ground changes quickly to meet the Lammermuir Hills. Rapidly the gradients sharpen. We scale crests that afford views as wide-stretching as Lord Marmion saw from Blackford Hill far westward by the grey capital, dim on its hazy skyline. Down into hollows sharp and deep, round curves that are the joy of the artist and the malediction of the motorist, and, before we are quite aware, the characteristics of the agricultural garden of Scotland are gone. We are on the skirts of the hills. There has been rude work here when ice-hulks ground and mighty currents swept this romantic corner of Scotland into shape.



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CRAYON SKETCH OF MR. BALFOUR IN 1871

By G. Richardson. The sketch is in the possession of Miss Balfour, who kindly granted special permission for its reproduction in THE KING.

Fine pastoral and arable ground clothes these countless braes, and trim farms tell their comfortable story. The ragged tree-tops on the crest tell, too, of the rigour of the hill blasts in wintry days. And to-day is cold enough for winter, albeit the calendar says we are on the verge of summer. The trees are leafless, the streams full and "drumlie"— which is not a translatable descriptive—the ground is sodden, and trails of heavy rain are sweeping along the ochry sky above the hills. We fondle our cameras with a sigh which has two meanings, both of regret. For the light is of the dull even wanness that means pictures without variety and vigour, and there is so much around Whittingehame of both. The other regret is that photography has not yet captured colour, for the beauty of this grey spring world, with all its purples, russets, greys, and softening mists, is a thing of subtle wonders and quick surprises. A sudden break in the clouds, and a rich search-beam of sun gleams on the sword-flat of the North Sea, comes slowly inland over the tumbling uplands, and vanishes. But it has revealed the greens of spring on the fields, and the smoke-like nimbus of colour on the woods that tells of buds ready to burst and of earliest leafage already begun. The quick edge of the wind is forgotten. The spring day has its own glamour of light and colour, and so, suddenly, we once more dive down an almost break-neck declivity, woods and brae-tops leap above us, and we are into Whittingehame policies at last by the western entrance.

They say that Whittingehame is from the Saxon undefiled, as this territory certainly once was Saxon land, and that it signifies "the

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THE SOUTH FRONT OF WHITTINGEHAME.

The lawn is part of the Premier's practising golf course. The trees to the left clothe the precipitous sides of Whittingehame Water Glen, a locality of great picturesqueness and beauty.



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THE WHITTINGEHAME EMPIRE-CENTRE.

The Premier's private desk, which occupies a corner of his sanctum.

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MR. BALFOUR'S "SANCTUM SANCTORUM."

The door behind the golf clubs leads into the Premier's bedroom.



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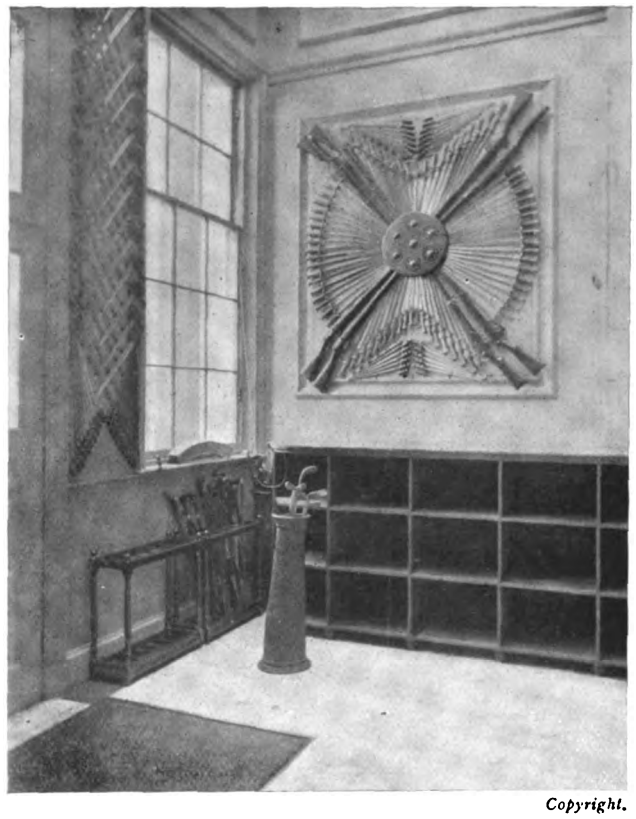
place by, or on, the white mead"; which is all very well for a guess, but it does not account for the soft sound of the "g." The local pronunciation, always an important factor, is as nearly as may be "Whuttenjum," and up till a few years ago it was spelt as "Whittinghame," which tended to the hardening of the "g." Mr. Balfour observed this, and by his special desire the "e" was introduced after the "g," in order to absolutely preserve this important feature of the word. As events have shaped to bring the name before the public eye, it would be interesting if it took rise in some connection with the ancient "Witenagemot," or Parliament, which won its uncouth title from the fact that it was then regarded as the "meeting of the wise."

As we pass along the nearly two miles of beautiful avenue which lead through a delightful Lowland glen to the mansion, there are rapidly unfolded the scenic attractions for which Whittingehame is famous, which are so carefully regarded by Mr. Balfour, and no less by Miss Balfour, whose skilled brush has often dealt with the many beauty spots around her home. Along the bottom of the vale twines the silvery belt of the Whittingehame Water, a hill stream full of mossy boulders, and tempting pools and reaches. The soil and stone of the district are red, and this gives colour to the high banks and scaurs above the stream, topped and straggled with woods, and fringed with undergrowth. One could say much of the variety of the Whittingehame woods, and the rare artistic features of the noble oaks, beeches, and pines that clothe the precipitous sides of the glen, and shade the romantic avenue as it boldly climbs and descends the contours of the ground.



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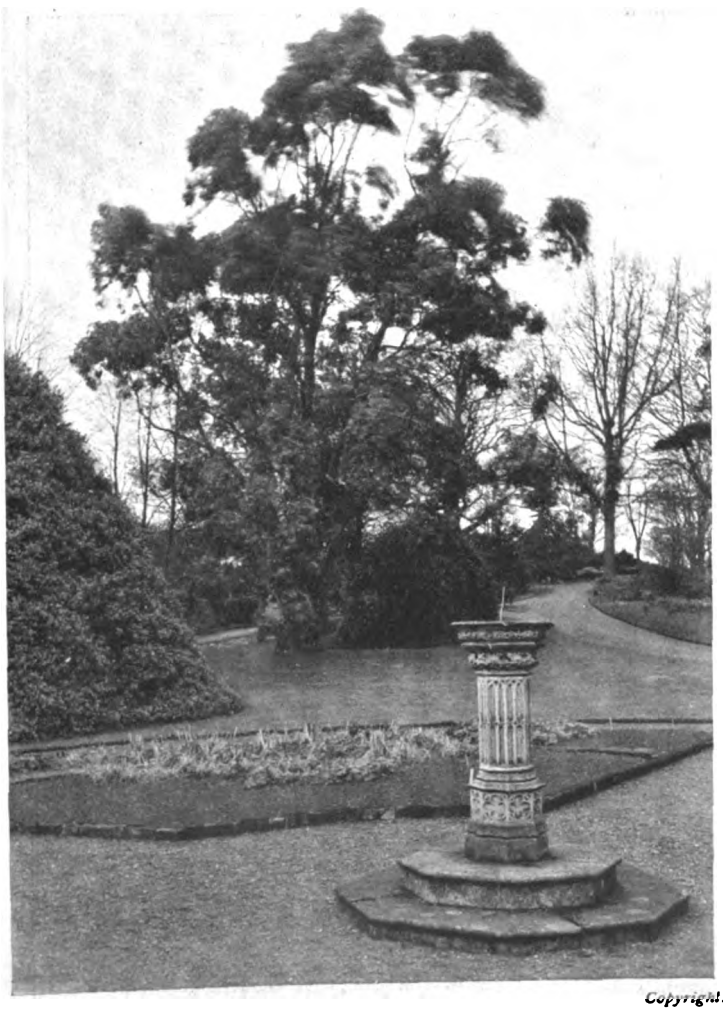
A CORNER OF WHITTINGEHAME HALL
Which is embellished with various designs of modern arms.

It is, indeed, a place of woods. The trees are with us right up to the house; they almost surround it, they embower it in summer, shelter it in winter. Their moaning cry when the tempest sweeps down from the hills is heard indoors, their rich hues and vistas in calmer days are the delight of every window. The "business" window of Mr. Balfour's study is within a few yards of the wood edge.

We were most courteously granted permission to photograph everywhere, but the dull light constrained us mostly out of doors, and we turned regretfully from the noble corridors and apartments, especially from the magnificent library. If one may use the phrase, the "atmosphere" of Whittingehame is books. The walls are built of books. Only the other day Mr. Balfour had a corner of his shelves cleared to make room for more books, and two cartloads of the ejected volumes were kindly sent to the public library of the county town. Every visit of the Premier brings more books. There should be a door in yonder wall, but the shelves of books are unbroken. Yet, presto! a touch, and slowly the shelves break, carrying their volumes with them, and there is a door after all, a secret that would work nicely into a well-spun tale.

Now we are in the study, in the lower portion of the eastern wing, on the north front. The walls may be described in a word—books. From floor to ceiling they are packed, they are on the tables, they are everywhere. The Premier's armchair is close to the fireplace, precisely as he uses it, and rows of volumes can be reached with his left hand. What are the favourites of the elbow-shelf? A row of the works of Robert Louis Stevenson, Keats's poems, a full parade of Kipling,



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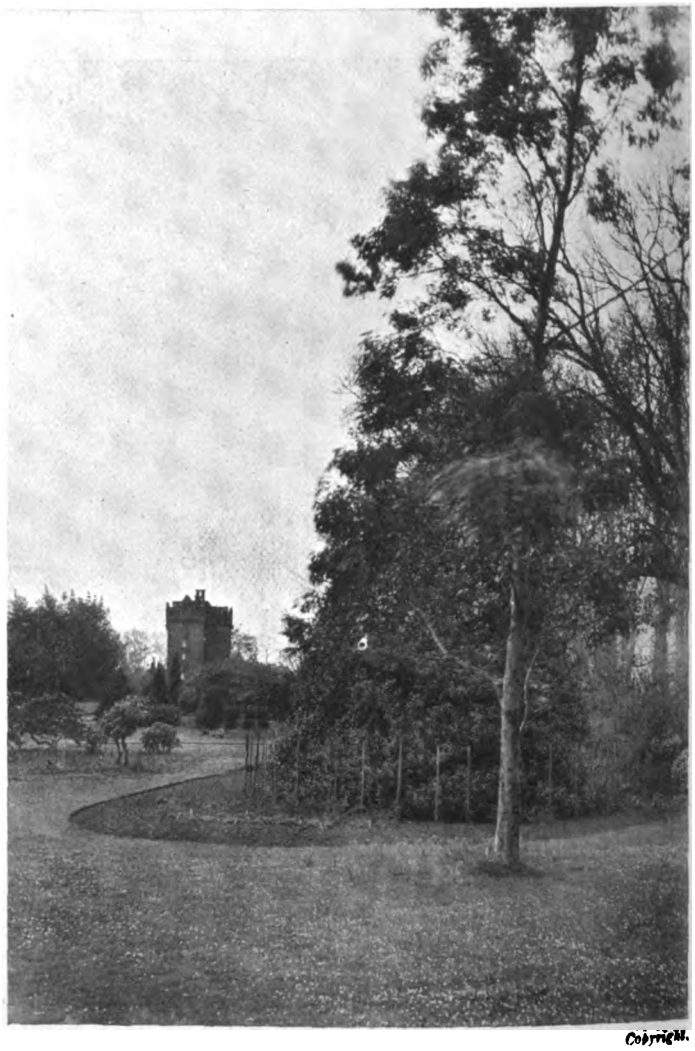
A CORNER OF WHITTINGEHAME GARDENS.

The tall, dark-plumed tree is the Eucalyptus Whittingehamiensis, unique of its kind in Britain, which was grown from a seed brought from Australia by Lord Salisbury when a miner there.



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WHITTINGEHAME TOWER, THE HOME OF THE OLD LORDS.

The tall tree in the foreground is the first eucalyptus raised from seed ripened in this country. It is a seedling from Lord Salisbury's tree shown in another illustration. Mr. Balfour's mother is buried in the wood to the right of the picture.



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Morris's "Earthly Paradise," Schaff's "Creeds of Christendom," Harnack's "History of Dogma," and scores of others quite as formidable-looking as the last named. It is a relief to note that the lower shelf is full of well-thumbed dictionaries and gazetteers, and that near at hand is a stand of well-used golf clubs, favourites tried and true.

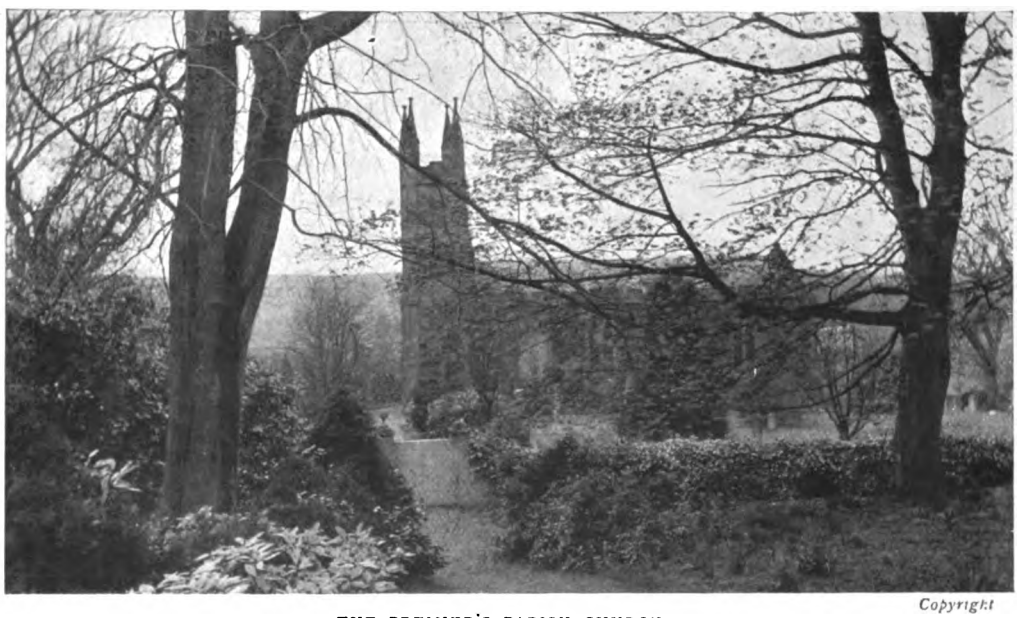
A plain but historic chamber this, yet chaste in every detail, for we have now time to observe the simple oak wainscoting enriched by touches of fine carving, and with an exquisite Madonna over the fireplace. Yet it is the most modest of snuggeries. A light stand at the side of the deep armchair is handy for the laid-down book. Over at the window is the business desk, which is the Whittingehame empire-centre when the Premier occupies the plain little chair beside it. The door two steps aside is the door of his bedroom. Nothing could be handier or more sufficient, scarcely anything plainer—undoubtedly a true keynote to the character of the philosopher-premier. How many secrets have these modest walls in their keeping—how many famous faces have they seen? Two pre-eminently step out, ghost-like, from the fast-gathering shadows — Lord Salisbury and William Ewart Gladstone, who both did more than any other men to shape the course of the dreaming studious youth who also was to lay commanding hand on the dangerous helm of State.

It is somewhat curious how few portraits or photographs of Mr. Balfour are visible. In the main corridor there is an oil of a good many years ago, close beside one of Lord Salisbury as a comparatively young man. In Miss Balfour's sitting-room, which contains many choice water-colours, in which medium Miss Balfour paints with quite exceptional skill, there is an old silver print of the Premier as a boy, which, along with a fine crayon head study of 1871, by G. Richardson, we are permitted to copy. A more recent photograph is also visible, but this is all in the way of portraiture.

From the grounds many striking views of the mansion can be enjoyed. Of Grecian design at once stately and suave, and all in unimpeachable keeping, it tops the crest of a hill spur high above the Whittinghame Water. The main front is to the north, and the pleasant south frontage has been made the most of by various alterations. The ample terrace drops by stairs to the lower level of the wide lawn, which runs right to the edge of an almost precipitous fall of the ground towards the main stream and a tiny torrent tributary. It is a most romantic and beautiful situation. Here, in the centre of the terrace, is the Premier's sundial bearing the lines from the "Rubáiyat":

"The bird of Time has but a little way to fly,
And lo! the bird is on the wing."

From an arcade at the western end, amid grateful shade of tree and stone canopy, there is a choice peep of the terrace, with the white dial standing sharp against the green, a vista for a quiet and philosophic eye. But there is far more to see than we can speak of. The view from the terrace up the valley of the Whittingehame Water is Turneresque in the dipping sun. Tumbling woodlands roll down, in varying purples and delicate distances, from the high sides of the glen, and part sufficiently to show strips of sward and the glittering ribbon of the distant water. Over on the right crest, ruddy and four-square, stands the ancient keep of the forgotten lords of Whittingehame, ages before Scot and Southron learned the advantage of keeping the peace. Down by winding paths, across the water, and up the hill, and we are in its shadow. The



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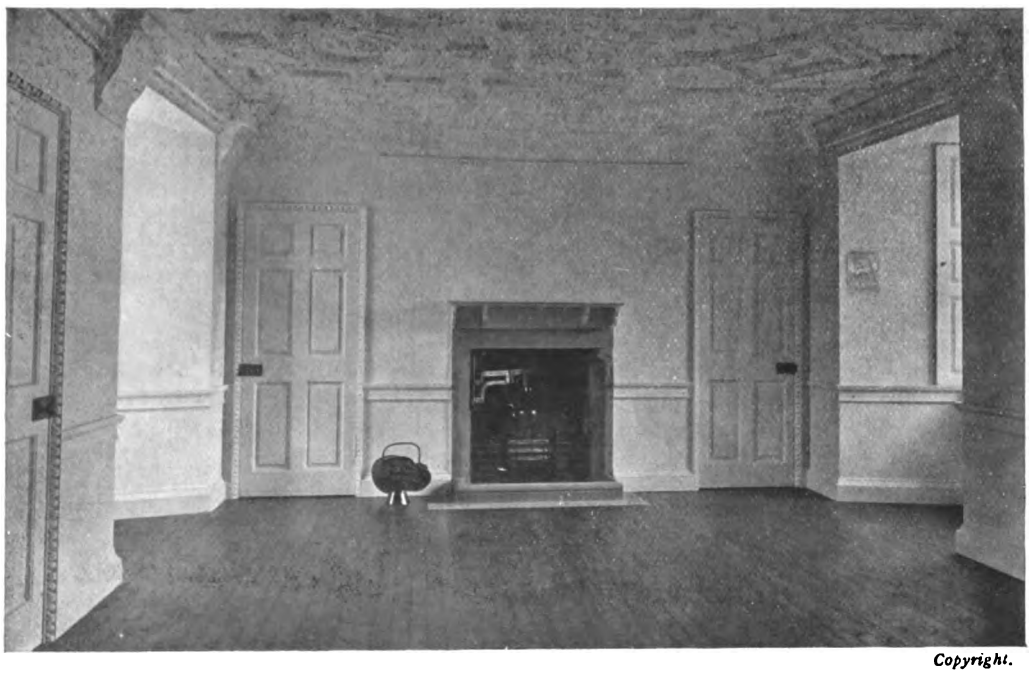
THE PREMIER'S PARISH CHURCH.
From the private path through Whittingehame grounds



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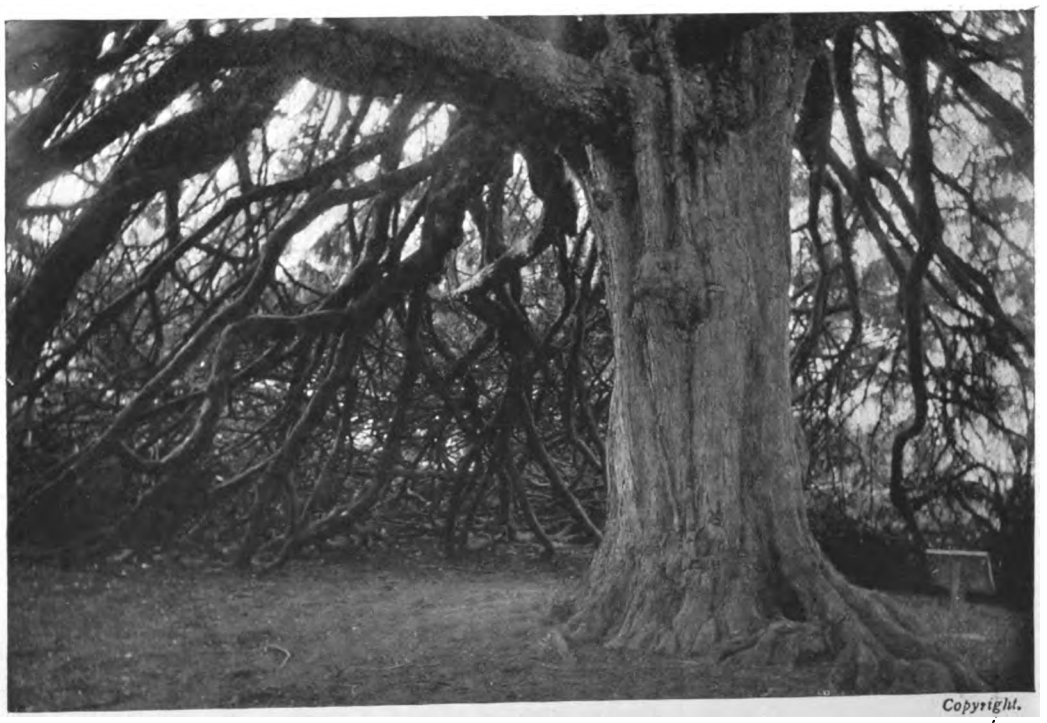
A HISTORIC CHAMBER IN WHITTINGEHAME TOWER.

There can be little doubt that this, the main chamber of the Tower, knows the secret of the death of Henry Darnley. The chamber has a magnificent ceiling, and has been cleared out and restored by Miss Balfour, who intends furnishing it with ancient furniture from Whittingehame House.



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BELOW THE FAMOUS WHITTINGEHAME YEW

Where the bond for Darnley's murder was signed by the conspirators. It is so dark underneath the tree that an exposure of half-an-hour was necessary in broad daylight to obtain this unique photograph of the interior of the tree-chamber.



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dim light and heavy sky, and the deep rush of the chill wind, are all appropriate here. It is a weird spot of weird tradition.

Shadowy and high the gloom of the Tower lies on the famous yew close by, which is one of the sights of the Lothians. Its branches, close-knotted and woven, droop to the ground in a wide circle over 120 paces in circumference. Only by one narrow aperture can you enter into the gloomy chamber thus formed, and here in the intense silence fancy may run at will. The tradition is that in this strange spot, safe from prying eyes and ears, the murderers of the ill-fated and contemptible Darnley signed the bond that sentenced him to death, and sealed the course of the tragedy of Mary Stuart. Gloomy and cavernous, it homes the grim tradition well. Hardy Earl Morton, lord of the Tower, might emerge from the gloom, white-browed, iron-handed. We are glad to breathe the outer air again.

The Tower is finely preserved and very carefully looked to. The main chamber inside, which could tell some of the most-debated secrets of Mary Stuart's story, has lately been entirely renovated by Miss Balfour, a singularly beautiful ceiling in old plaster-work having been restored out of coats of whitewash and grime. It is a chamber as interesting as any connected with the lurid past of Scottish history, and it is deeply gratifying to all lovers of such relics to know it is so carefully preserved.

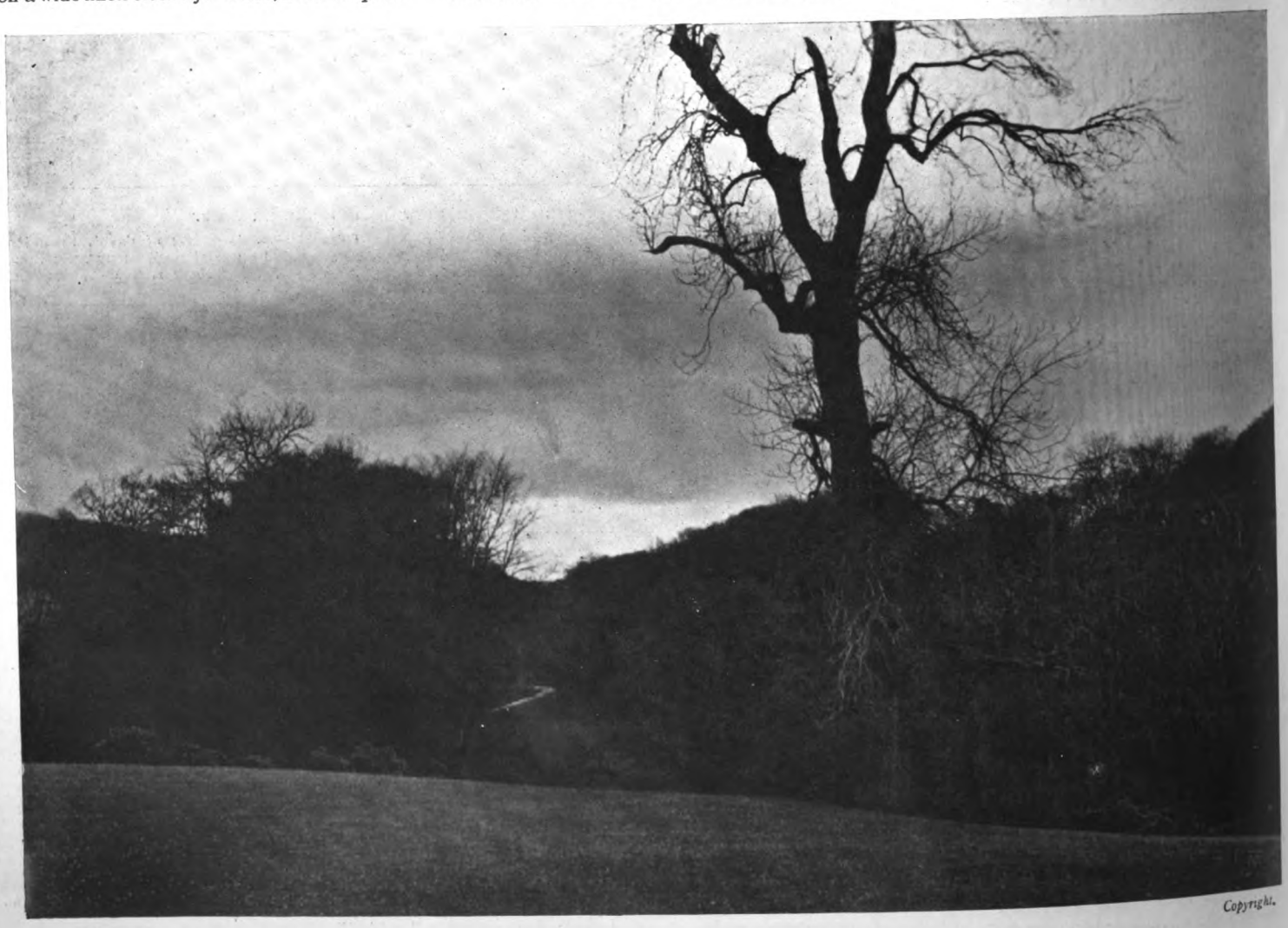
Tall grey beeches, just breaking into leaf, are on a wide knoll close by. Here, neath a square obelisk, lie the old Douglases and Setons and Hays of the Tower, with their predecessors and successors, all forgotten, with the grass woven above them and the tree roots among their dust. Here was the family and parish burial-ground so far back as 1300, and by a little red granite cross rests Lady Blanche Balfour, mother of Mr. Balfour, who died on May 16, 1872. Here, too, lie the Premier's brother Cecil Charles Balfour, who was killed by a fall from his horse in Australia on April 4, 1881, and Professor Francis Maitland Balfour, who was killed on July 19 the following year by a fall near the Aiguille de Penteret in Switzerland.

*Copyright*

THE PREMIER AT THE AGE OF 16.
From a photograph in the possession of Miss Balfour.

Of much more we might tell—of the ample and picturesque gardens, the dozen miles of twining and lovely walks that are a feature of the policies, of the plain little parish kirk over the hill which the Premier reaches by his private path, of the varied features of one of the most beautiful dwelling-places in broad Scotland. Let us pause, however, by the shadowy plumes of the fine Eucalyptus Whittingehamiensis. Tree specialists, from far and near, come to see it. It was grown from a seed brought from Australia by the late Lord Salisbury when he was a miner in Ballarat. Not far off is one of its offspring, also a goodly tree, which has the distinction of being the first eucalyptus raised from seed ripened in this country. It was saved and sown in September, 1887, by Mr. John Garrett, Mr. Balfour's well-known gardener, who has served his distinguished master for thirty-two years. To the right is the dark mass of the Tower, beyond its famous yew. At our feet is the deep glen, and beyond, gleaming in the setting sun, the Premier's home tops the high ground looking far over the lovely and romantic country-side.

R. A. Dakers.



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VIEW FROM WHITTINGEHAME SOUTH LAWN.
This is an important part of Mr. Balfour's home golf course.



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# ACTRESSES AT HOME.

## *XVII.—MISS ETHEL KERR.*

MRS. G. MONCKS AT HER HOUSE AT TAPLOW.

The popularity of the river with members of the theatrical profession is well known, and the summer weather we have just been enjoying has served to enhance that popularity. At Taplow Miss Ethel Kerr has a very beautiful house, to which, in the short intervals between her engagements at the theatre, she is always ready to retire. Making her *début* in "The Earl and the Girl," she has since been seen in "The Catch of the Season" and "The Talk of the Town," and may therefore claim to have had a hard-working, if rather short, acquaintance with the life behind the curtain.

*(From copyright photographs specially taken for this paper.)*



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. XLIX.—The Right Hon. Walter Long, P.C., Chief Secretary for Ireland, and Conservative M.P. for South Bristol.**

IN Wiltshire, where the spirit of loyalty to old families, misnamed "feudalism," dies hard, and where the name of Walter Long is held in equal regard with the proudest titles, it seems quite in accord with the fitness of things that a Walter Long should have been sixteen years a member of the Government and ten years a Cabinet Minister before middle age has set its mark upon him. The fair-haired, blue-eyed, ruddy-complexioned Longs have been squires, sheriffs, and Members of Parliament ever since Leland wrote his "Itinerary"; Wiltshire was represented by a Long of Wraxall in the time of the Wars of the Roses, as courtiers the Longs shone at Prince Arthur's marriage with Catherine of Arragon, the coronation of Henry VIII., on the Field of the Cloth of Gold, and at the baptism of Edward VI. Mighty hunters of the olden time, a Long has been Master of the Buckhounds to "bluff King Hal," or has fought in the sterner fields of Picardy. In politics, a sturdy Walter Long helped to hold down Mr. Speaker in his chair during the reading of Sir John Elliott's "Tonnage and Poundage" Declaration; and Robert Long, Secretary of State to Charles II., found a place in the National Valhalla of Westminster Abbey. Over a century ago the Longs left their old home at Wraxall, with its legends, its mullioned windows, its family ghost, and its sculptured fetterlocks, to live in the more commodious edifice which Mr. Wyatt had built for them in the once "lesser manor" of Rood Ashton.

But it will be seen that other qualifications besides family traditions and long descent combine to render the new Chief Secretary for Ireland "the man of the hour." Walter Hume Long was born at Bath in 1854, the eldest son of Richard Penruddocke Long, M.P. for North Wilts, and grandson of Walter Long, another Wiltshire representative. His mother was a beautiful Irishwoman, daughter of Mr. Fitzwilliam Hume-Dick, M.P. for Wicklow, and to a ripe old age a gallant defender of the Union. In due course he made his mark at Harrow, where he was in the football and cricket elevens, played in the Eton and Harrow match at Lord's, and won the champion cup for Hutton's. At Oxford he was Master of the Christchurch Drag, and when he succeeded at an early age to the Tudoresque towers and turrets of Rood Ashton, his inherited love of sport and his thorough proficiency in the field were speedily interfered with by the desire of his neighbours that the popular young squire should emulate his forbears in the political arena. At this time, 1878, he married Lady Dorothy Blanche (Lady Doreen), fourth daughter of the ninth Earl of Cork and Orrery, and that union gave the Queen a good soldier in South Africa, where Mr. Long's son—now Captain Walter Long of the Scots Greys—was deservedly awarded the Distinguished Service Order, and received a nasty bullet wound in the arm. The eldest daughter was married last year to Mr. George A. Gibbs, Conservative candidate for Bristol East. The right hon. gentleman has commanded the Wilts Yeomanry since 1898; but nearly twenty years before that he joined in the good old style with a squadron of retainers—numbering some eighty sabres—riding behind him. Mr. Long's town house is at 51, Cadogan Gardens, S.W., and he is a member of the Carlton, Cavalry, and Turf Clubs.

*Esme Collings.*

LADY DOREEN LONG
The popular wife of the Chief Secretary for Ireland.

Mr. Walter Long entered Parliament in 1880 as member for North Wilts. After the Reform Bill of 1885 he represented the newly-carved Division of East Wilts; in 1892 he captured the West Derby Division of Liverpool, from which he retired in 1900, and was returned at the head of the poll for Bristol South. Mr. Long had only been in Parliament six years before he was invited to join the Government as Parliamentary Secretary to the Local Government Board, and took his share in the onerous work which gave England its County Councils.

In 1895, on becoming Minister of Agriculture, he attained Cabinet rank, and his intimate knowledge of the burdens and disadvantages which press upon the land specially qualified him for this work. Having made up his mind that rabies might be stamped out, he issued the muzzling orders, and calmly stood his ground against the ridicule of lampoonists, abusive and threatening letters (addressed not only to him, but to his wife), and the vicious attacks of pseudo-dog-lovers. He has been vindicated by saving thousands of dogs from the agony which rabies entails, and by giving his fellow-countrymen freedom from one of the most awful forms in which the King of Terrors can visit them—the once-dreaded hydrophobia. Not a single case of rabies occurred during last year, and there was no death from hydrophobia. As is remarked by a correspondent in *The Times* of June 12, "The absence of this disease, the most terrible to which mankind is liable, is entirely due to Mr. Walter Long, and only those who have witnessed the agonies of a sufferer from hydrophobia can at all conceive what he has prevented, or the debt the nation owes to him." The right hon. gentleman's undaunted and almost single-handed defence of the Tithe-rent Charge Bill of 1899 will not be forgotten; and he did good service by the Food and Drugs Act and the Agricultural Holdings Act.

In the "shuffling of cards" at the commencement of the new Parliament in 1900 Mr. Long became President of the Local Government Board, and, besides a mass of administrative detail, he successfully piloted the Bill for the Regulation of the Use of Motor-cars through the House. As a speaker he is fluent, eloquent on occasion, courteous in manner, but determined in argument.

His qualifications for Irish Secretary are strengthened by his family connections. Both his mother and his wife came of well-known Irish families, from both the great parties in the State. But beyond this, and his sterling courage and fearless independence, he has practical sympathy for the tenant farmer, as evidenced by the fact that in the darkest days of agriculture, when old Wiltshire names disappeared and old yeoman families went under, and great farm sales were of daily occurrence, not a single tenant farmer was dispossessed on Mr. Walter Long's estate, for their landlord nobly bore the brunt of the evil times.

It is interesting to trace the evolution of a statesman—it is delightful to see a country gentleman after a quarter of a century of grinding Parliamentary work still a keen and cheery English sportsman, in radiant health, a capital shot, and a good rider to hounds as of yore. The fabled Golden Bough which, once plucked, grew again on the tree—*ex uno avulso non deficit alter*—is exemplified in the Irish Secretaryship, for the loss of a Wyndham is supplied by a Walter Long. The Golden Bough may be an olive branch, but it may safely be predicted it will never bend or break in the sacred cause of justice and humanity.



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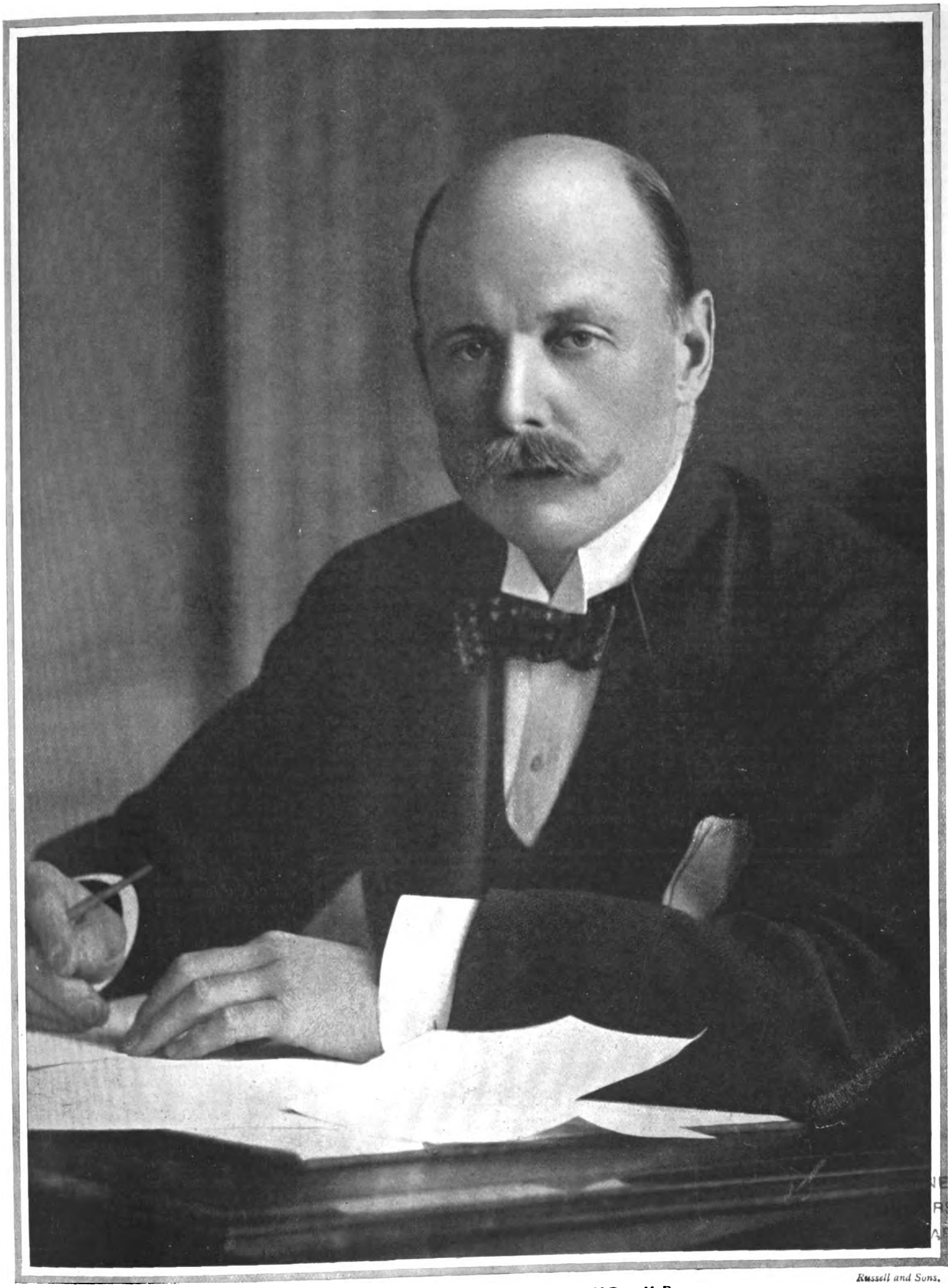
# POLITICAL PEN PICTURES.



Russell and Sons.

THE RIGHT HON. WALTER LONG, M.P.

**Chief Secretary for Ireland, and Conservative Member for the South Division of Bristol.**



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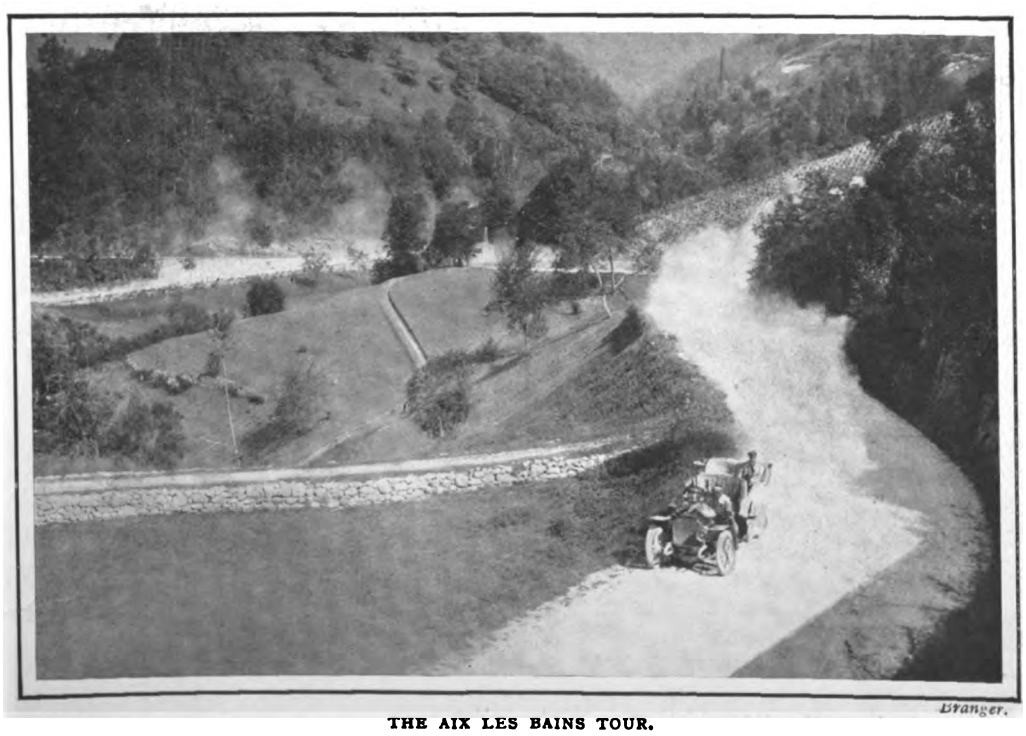
# The Motor: On Highway and Seaway.

AN examination of the results of the French Eliminating Trials leads one to speculate as to how many of the ten competing firms have received an adequate return for their outlay on this ruinously expensive competition. Presumably on the credit side must be placed the vague general advertisement that arises from the fact that for weeks and months past the names of the entrants and details of the construction of their cars have appeared constantly in the columns of the technical journals, and that even the lay Press has recorded their doings from time to time. Beyond this it is difficult to see what real benefit, from a business point of view, has accrued to nine out of the ten competing firms. For the second year in succession all the best-known makers in France, some of whom have a racing experience extending from the earliest days of the automobile movement, have been hopelessly beaten by a firm which, eighteen months ago, could by no stretch of imagination be described as in the first rank. The extraordinary series of successes achieved by the Richard-Brasier racers has served to draw attention to the undoubted merits of the touring cars of that name—which have been improved out of all recognition since M. Brasier took them in hand—but it has also had the effect of entirely overshadowing the performances of the older makers, who at one time helped to build up their reputation by their achievements in the racing world. To take a few individual instances, it would be interesting to know whether Messrs. Panhard have increased their enormous sales by their attempted participation in this and last year's Gordon Bennett race. Renault Frères had taken no part in racing in Europe since a member of the firm was killed in the ill-starred Paris-Madrid event. In the meantime the Renault has become one of the most fashionable cars in this country, as well as in France, and it is difficult to understand what was to be gained by the building at a huge expense of at least four racers of a purely abnormal type, which, as a fact, have proved to be comparative failures. The Darracqs made a good fight, but failed to secure a place, and a De Dietrich, another old racing make, finished third. The performances of the remainder will shortly be lost in oblivion, and not one person in a hundred will remember whether they were good or bad. I am inclined to think that the big firms who are mainly responsible for the continuance of road-racing under its present conditions stand to lose more than they can gain. The chances of success in a big race are nowadays very remote, and failure seemingly reduces them to the level of other unsuccessful makers, who are probably their inferiors so far as the construction of touring cars is concerned. On the other hand, the small firms stand to lose little in the way of reputation, while a stroke of good luck may bring them a notoriety which they could not achieve by years of advertising.

Topical.

THE MOTOR-BOAT RACES AT BURNHAM.
Mercédès IV., the winner of last year's cross-Channel race, at anchor off the village.

In fairness it must be admitted that luck cannot be held responsible for the success of the Richard-Brasier cars. M. Brasier was the designer of the famous Mors racers, which achieved so many records in 1901 and 1902, and carried on a continual struggle for supremacy with the Panhards of that period. Subsequently he joined the firm of Georges Richard, and an indication of the result was seen at the Monaco Motor-boat Meeting early in 1904, when the famous "Trèfle-à-Quatre" swept the board in the racing classes, earning a reputation for extraordinary regularity in running which has proved to be the chief characteristic of the Richard-Brasier racing cars. A greater surprise followed, however, a few months later, when Thèry, the firm's leading driver, came in an easy winner in the French Eliminating Trials, beating twenty-eight other cars, representing the flower of the industry in France. The result of the Gordon Bennett race in 1904 is well known, though it may be recalled that Thèry's times for three out of the four rounds of the course varied by only a few seconds, and that the difference between his fastest and his slowest lap was only three minutes! After these signal victories the firm rested on its laurels until the recent eliminating race on the Auvergne Circuit, when Thèry again proved an easy winner, and another car of the same make secured second place. I believe that it is a fact that in none of these races has Thèry's car been stopped owing to a mechanical defect, an achievement that might well lead one to conclude that a firm which can attain such reliability in a racing machine would probably turn out a satisfactory touring vehicle. Thèry's times for the four rounds of the Auvergne Circuit were hardly so regular as on the Homburg course last year, but this was doubtless due to the frequency of tyre troubles. He changed no fewer than five covers during the race, a number which was easily surpassed by many of the competitors, and notably by Wagner, who is said to have worn out ten tyres in the 550 kilomètres. This is an eloquent testimony to the difficulties of the course, as the pace was very slow, the winner's time working out at an



Etranger.

THE AIX LES BAINS TOUR.
A dusty corner of the road near Plainpalais.



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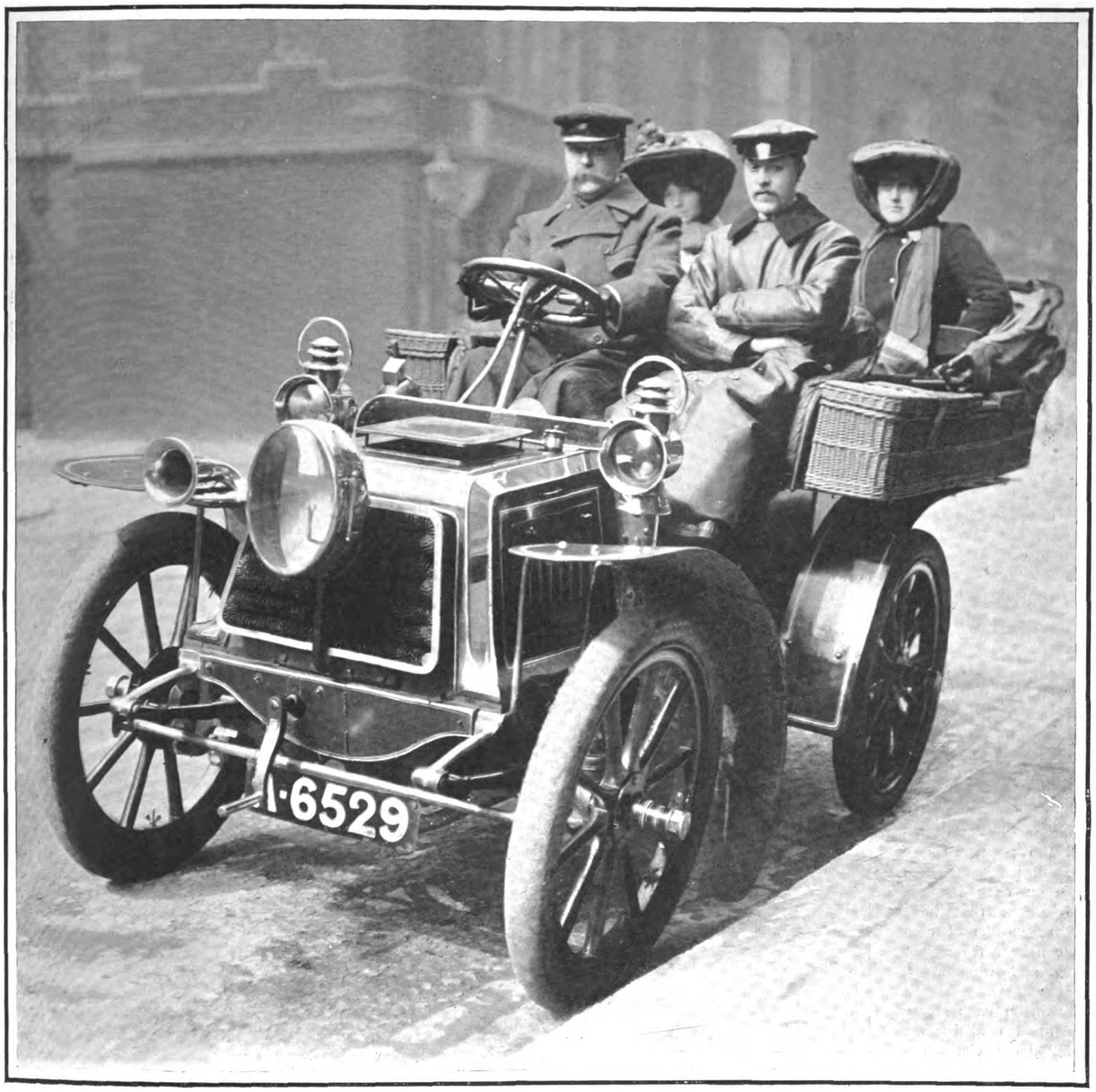
average speed of only 45 miles an hour, which is lower than in any big race on the Continent since 1900, and 17 miles per hour slower than last year's French Eliminating Trials. The accidents which had been generally anticipated were conspicuously absent, and it is to be hoped that the drivers in the race for the Cup on July 5 will show equal skill and discretion in negotiating the innumerable danger spots on the course.

The recent braking tests at the Crystal Palace might with advantage be repeated all over the country, as they would greatly help to silence the demand for a reduced speed limit. The average man has a perfect faith, doubtless founded on personal observation, in the controllability of the motor-car; but there is a large minority which, influenced by prejudice or ignorance, talks wildly of a five or ten mile maximum for towns and villages, and seemingly regards the present legal limit as unsafe in any circumstances whatever. Among the latter class must be included the London coroner who at a recent inquest spoke of the "exaggerated claims" made by "people interested in motor-cars" as to their stopping powers, and asserted that there was little difference between the various forms of traffic. It would almost be worth while to repeat the tests for this official's special benefit, as he would then learn that under absolutely equal conditions the mechanically-propelled vehicle, thanks to its perfectly-constructed brakes, can be brought to a standstill in about a third of the distance required by a horsed vehicle of a similar class. He would also learn—and this is a matter that the public has entirely forgotten since the disappearance of express road coaches—that horses can and do travel for short distances at far higher speeds than is generally supposed. At the Crystal Palace a single horse drawing a landaulette was timed to do 15·6 miles per hour, a butcher's cart 13·84 miles, and a trotting sulky 20 miles; but to the spectators none of them except the last appeared to be going noticeably fast. The butcher's cart pulled up at the best of its two attempts in 38-ft. 5-in., while the car which was running by its side travelled only 14-ft. 3-in. before it came to rest. This was a fair sample of the tests, the detailed results of which have been widely published. There is another coroner who takes a very different view of the supposed danger of the automobile, and as his opinions are based on personal experience, they are worthy of careful consideration by the anti-motorists. Mr. Roumieu, the coroner for West Surrey, has served in his present position for a period which covers the beginning and the growth of automobilism in this country. His jurisdiction extends over three-quarters of what is probably the most motor-frequented county in the kingdom, yet he and his deputy have only held one inquest apiece on persons killed by motor-cars. On the other hand, he has stated that fatalities due to horses are of fortnightly occurrence in the county. Sober facts such as these should help to show the absurdity of the crusade against the motor-car itself, as distinct from the very reasonable outcry against the reckless driver. RADIATOR.




MR. MORTIMER MENPES IN HIS 7-H.P. PANHARD.

*W. A. Rouch.*



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# The Parisians of Paris.

## AT "ROBINSON."

IT was in 1848 that an enterprising innkeeper had the ingenious idea of building in the colossal chestnut tree that shaded his property. A tree that had harboured the nests of birds for some five hundred years was in the space of one afternoon transformed into a dwelling for man—and woman, too, if the history of the birth of the present proprietor can be believed. To be born in a tree! Is there anything more poetical, more romantic! Omnibuses, steamers, hansom cabs, even balloons lose somewhat of their mystery as birthplaces next a tree, a flowering chestnut tree! And I looked forward with something of Wagnerian emotion to the moment when this son of the air should approach. Would he walk towards me like other men, or would he fly? This passed through my mind after I had ventured to ask a boy standing at the entrance to the "Vrai Robinson" if Mr. Gueuskin were anywhere to be seen. "There he is, there." I turned. What did I expect? Lohengrin on a swan? Or a second Siegfried with the "Murmurs of the Forest" accompanying him on muted violins? I don't know. The wide expanse of dreamy landscape, the valley of the Chevreuse, influenced me. What did I see? A tall, large man, with a face wrinkled into folds like draperies on a woman's skirt, a tall man in a short grey coat, with a crumpled table napkin under one arm. "What can I do for you, mum?" were the words he uttered in equivalent French, and I had strength to order a cup of coffee.

The "Real Robinson" is a restaurant. The building in the tree has now assumed the proportions of a three-storied house, with a room on each landing. The branches that have stood the storms of centuries can bear the weight of men and women. A staircase winds from branch to branch, on each storey are well-laid deal boards, a rustic balcony, chairs and a table, and a thatched roof; the provisions are hoisted in baskets. It is etiquette that none but "paying guests" tread the aerial chamber; the waiters serve from below. There is laughter in the tree, the noise of strange birds that has frightened away even the impudent sparrow. The conversation, too, is strange. Listen to what the wind blows down.

A VISITOR TO "ROBINSON."
*(From a photograph by Walery, Paris.*

"Vous avez bien vu que mon père n'est pas mon père," comes from the first floor, where a little lady naïvely explains her refined beauty to her lover.

"Deux mille francs de robes chez Doucet, voilà ce que j'ai apporté de dot à Henri." Henri, of course, had to pay the bills. This from the second storey where confidences were exchanged.

From the third came another note. The birds were pretty things, of mixed breed. "He was but a landscape painter," but what was she! It was a "washing" story. "J'avais envoyé deux blouses, parce que je ne porte pas de pantalons . . ."

And when the meal is over? Then the fun begins. There are swings where forty-guinea petticoats rustle and flutter, where embroidered lawns and tiny white shoes and silk stockings sway to and fro; there are donkey rides and two-wheeled carts to drive; there is music in the ballroom, and the toilettes from the Rue de la Paix mix with the work-girls who made them. Everybody waltzes to the "Valse Bleue," and for a few minutes the respectable bourgeois crowd looks on, but for minutes only. The Parisians do not allow anything to stop their pleasures for long. They hold their partners closer and steer through the birds of brilliant plumage. Robinson is Robinson. And after the last bar is played they come into the open air, mopping their foreheads on this warm summer's day, but smiling and happy, and refresh themselves at the inviting little tables, and waltz again.

It is a smiling little hamlet, with one winding street; but the popularity of the Real Robinson has changed the aspect of trees. On all sides imitators have sprung up, and you are quite surprised to find a tree with its branches unoccupied and natural. Along the gravelled path that borders the road are bowers where refreshments are served, bowers with rustic balconies and thatched roofs that tempt you to enter and see the strange crowd of pleasure-seekers passing up and down the narrow way. Here and there is a break in the constructions, and a man or woman stands at the garden gate selling roses freshly plucked from the trees beyond. Or you come upon a field of pinks, or irises, with bunches of the flowers on a barrow, "to take back to town," as a girl pleads prettily. And suddenly the road widens and you are in the midst of cherry trees and artichokes, potatoes and cabbages, every spot cultivated and rich in produce. You have left the laughing crowd and come to the secluded wood where lovers wander hand in hand; a sentimental corner that touches the gates of the Duc de la Rochefoucauld's estate. Here are youths and maidens of all degrees, and men and women of all ranks in life. Many married couples, but not always with their own wives or husbands. A motor drive must have an object! And motorists are so easily hidden from curious eyes. Who knows Madame behind her veil and goggles? Who recognises Monsieur in his driver's cap? You might take them for husband and wife if you did not happen to hear a soft voice say: "Help me on with my coat as if you were my husband; somebody is looking!" What tales the wind tells on a summer's afternoon.

FRANCES KEYZER.



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# *The Parisians of Paris.*

## AT ROBINSON CRUSOE ISLAND.

Some new pictures at this popular resort of Parisians on the Seine, where the chief and original attraction is the erection of restaurants in the trees. In the summer the island is well patronized by Parisians and others, who go there to spend a very free and easy day in the open air. The pictures show: (1) Refreshment after dancing. (2 and 3) Fair donkey riders. (4) A luncheon party in a tree restaurant. (5) Some of the tree restaurants, showing the baskets in which the provisions are hoisted, up to the occupants.

*(From photographs by Paul Géniaux, Paris.)*



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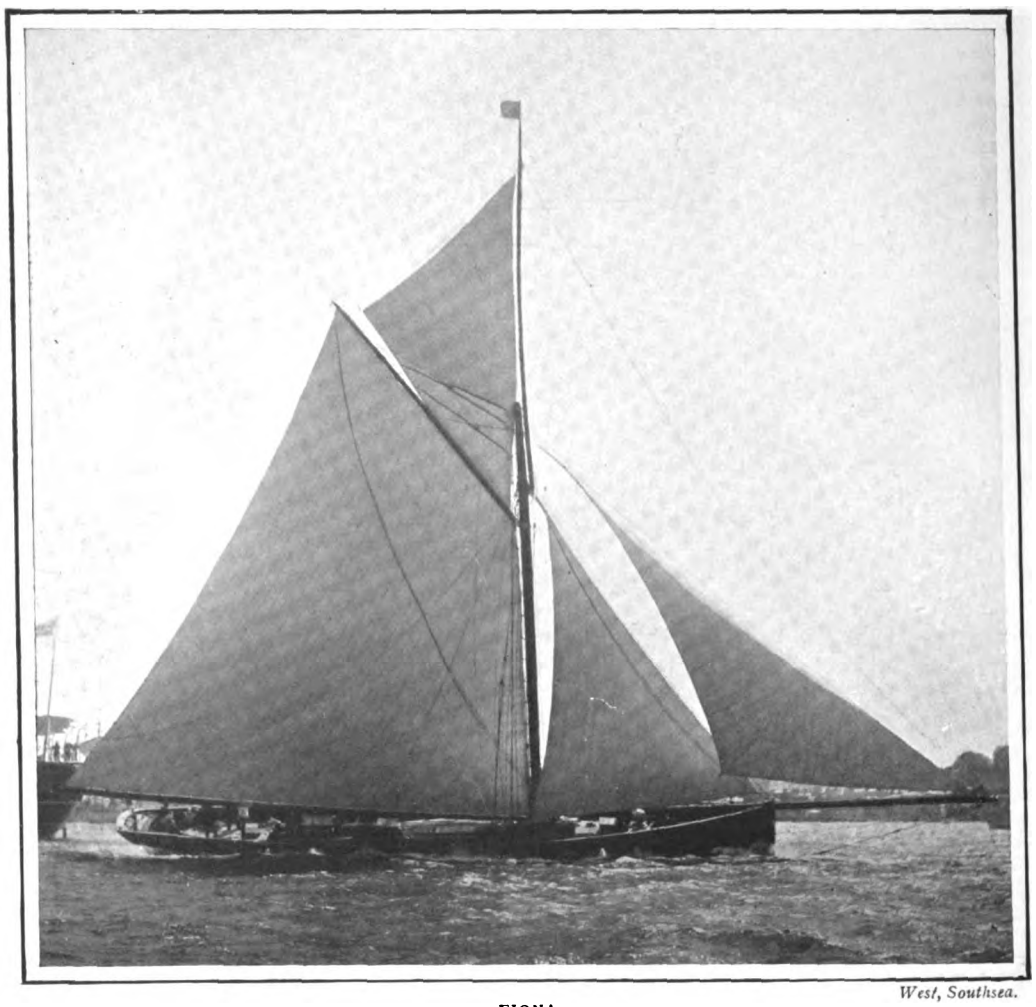
# Under the Burgee.

OWING to a combination of unfortunate circumstances, the series of regattas with which the season opened this year were not so full of interest as had been generally anticipated. To begin with, the weather at Harwich, and on the occasion of the Royal Thames river matches, was of the most wretched description, the result in the latter instance being the total collapse of some of the most interesting events on the day's programme.

The most regrettable incidents were, however, the disablement of the two new boats in the 52-ft. class, upon whose performances interest was chiefly concentrated. These vessels, as is generally known, are fitted with hollow wooden spars throughout. Sonya, Mrs. Turner Farley's Herreshoff creation, lost her mast before her first match, while out for adjusting compass. She had a duplicate set of sticks, mast excepted, and owing to her owner's anxiety to take part in the first races, she was fitted temporarily with a solid spar. This, as everyone expected, crippled her, and the comparatively poor form she displayed in the matches in which she thus took part was only noted by experts chiefly with a view to comparison with that which she would display when refitted with a hollow spar, which she had been designed to carry. She sailed with her proper equipment in the river matches of the New Thames Yacht Club, but in the meantime, Mr. Burton's new Mylne-designed Britomart had developed a weakness in her hollow mast, and was an absentee from the race in question.



*West, Southsea.*

FIONA

Cutter, 80 tons Thames measurement, owned by Mr. H. M. Rait. This vessel was built at Fairlie as far back as 1878, from designs by the father of the present noted designer, W. Fife. In a strong reaching breeze she is still a boat to be reckoned with.

Britomart experienced the same trouble as her American rival in replacing her stick, not having a duplicate spar in readiness. Two alternatives were under consideration for a while, a solid spar, or the mast used by Lucida last year. The latter alternative would have necessitated a reduction in her sail plan, so ultimately a solid spar was decided upon, until such time as she could be properly refitted.

The only class racing has thus been so far ruined by the weakness of the hollow spars with which it has become fashionable in recent years to fit racing craft, and once more the question is likely to come up—are the best interests of the sport served by the adoption of spars in vessels which, in addition to being more liable to damage, are far more difficult to replace when any accident does occur? It must be in the highest degree exasperating for owners, as in the instances referred to, to have their vessels so seriously handicapped by an accident which in days gone by could have been put right within the space of comparatively a few hours, and it is extremely improbable that much regret would be expressed if the use of hollow masts was restricted to boats of a smaller rating than the 52-footers.

Sonya's first performance in proper trim showed her to be possessed of remarkable powers in turning to windward. That was on the occasion of the New Thames Club's river matches. With a fresh north-easterly breeze, which held true throughout the day, the course from the Lower Hope to the Mouse and back to Gravesend was covered in a beat down to the light vessel, and a run home. The American boat lost nearly 2-min. at the start through being across the line too soon, but she recovered this, and opened out a lead of over 7-min. from Maymon by the time she rounded the weather mark. She may certainly have been assisted somewhat by the fact that Maymon and Moyana had been paying particular attention to each other, but not sufficient to account for the difference at the mark. The return journey was little less remarkable, for with jackyarders aloft and spinnakers set, the Fife boat wiped off over 6-min. of this lead, and left the American boat winner by only 53-sec. Sonya followed up this success with two more victories in her next two matches—the Nore to Dover, and Dover to Calais and back—so that she gives every promise of fully sustaining the reputation of her famous designer.

There was nothing of any particular interest in the handicap matches at the opening regattas, in which the competitors were practically the same as last year. White Heather is sailing in good form, and will probably be dealt severely with by the handicappers. At the New Thames river matches she sailed a grand race, but failed to make the time she had to allow some of her competitors. In the smaller class handicap on that day, two of the South Coast boats were entered, and a certain amount of surprise was evinced when it was noticed that, notwithstanding the fact of their belonging to a one-design class, the handicapper had set one to allow the other time.

The race from Dover to Heligoland for the Heligoland Cup produced an abnormally big entry this year—fifteen—owing chiefly to the presence of so many American vessels on this side. The result was a fairly close finish between Susanne and Thérèse, the former being less than .5-min. ahead. Navahoe was third and Sunshine fourth.

In a race for auxiliary yachts over the same course, Valhalla, Utowana, Atlantic, and Apache started, and the winner turned up in Atlantic, the winner of the Ocean Race.

Susanne is a schooner designed by W. Fife last year for Herr Huldschinsky, and sailed by R. Wringe with an English crew drawn from the East Coast. Thérèse is also an English-built vessel, designed by J. M. Soper, and originally known as La Flèche. She is likewise manned by an English crew, and the same may be said of Navahoe, one of the best "kept-up" yachts afloat, which is under the command of E. Sycamore. This helps to bear out my statement made in these columns last week, that many of our finest skippers are sailing under the German ensign.

CORINTHIAN.

## REGATTA FIXTURES.

CLYDE FORTNIGHT.

July 1-3.—Royal Northern Yacht Club.
July 4.—Gourock Yacht Club.
July 5.—Mudhook Yacht Club.
July 6-7.—Clyde Corinthian Yacht Club.
July 8-10.—Royal Clyde Yacht Club.



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# YACHTS OF THE YEAR.

*West, Southsea.*

TUTTY

One of the most famous of the old 65-footers, built for Herr Carl von Siemens from the late A. E. Payne's design. She is now owned by Dr. Inglis, a Clyde yachtsman, and in that district has as her chief opponents Carina and Zinita.



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# *Independence Day.*

## THE 129TH ANNIVERSARY OF AMERICAN INDEPENDENCE.

### July 4, 1776 — July 4, 1905.

TIME has long since taken the sting and bitterness out of Independence Day as far as the once much-abused Mother Country is concerned. The observance of the Fourth of July will assuredly last as long as the great nation which the Declaration of Independence brought into existence endures; generations yet unborn will discuss Jefferson's dubious philosophy and "glittering generalities." The reading, year after year, of the great State document is, to the average American, what the singing of the "Marseillaise" is to the average Frenchman; but for all that, every trace of the old animosity has vanished as completely as the leaden statue of George III. which, prior to the date in question, adorned the bowling green at New York, and was then converted into bullets, to be fired in due course at his Majesty's soldiers. King Edward VII. and Mr. Roosevelt are to-day the peacemakers of the world, and typifying as they do the union of every English-speaking race, they may very well afford to join hands and laugh heartily at the caricatures in which new-born America lashed and lampooned the obstinate but well-meaning ruler of the country still not unfrequently spoken of as "home." The high festival of Tuesday next (July 4) need occasion no more heart-burning to the level-headed British patriot than the observance of the centenary of Trafalgar or the ninetieth anniversary of Waterloo ought to produce in the minds of our gallant foes and rivals of 1805 and 1815 — our friends and allies of 1905. The three great anniversaries, under the mellowing influence of time, have come to have a merely commemorative significance. They serve in turn to keep green the achievements of the heroes of 1776, 1805, and 1815. They honour the vanquished not less than the victors.

It was not always thus. Half a century ago Dr. Chambers gravely doubted if it were "morally expedient to keep alive in this manner the memory of facts which as certainly infer mortification to one party as they do glorification to another." He evidently made no allowance for the operation of those unseen causes which now enable an Englishman to regard the celebration of the Fourth of July with perfect equanimity, and a Frenchman to look with similar feelings on the anniversaries of Trafalgar and Waterloo.

America, however, does not enjoy a complete monopoly of the "immortal Fourth." On the same day the citizens of Cork honour the memory of St. Finbar, while in Scotland and elsewhere the absence of rain on the anniversary of the "translation of St. Martin" was held to betoken that continuance of fine weather usually connected with the Feast of St. Swithin.

On July 4, 1761, died Samuel Richardson the novelist; on the same day in 1826 (the jubilee of the Declaration of Independence, of which he was the actual author) died Thomas Jefferson, the third President of the United States; on that day also expired John Adams, his immediate predecessor, also a strong advocate of and one of the signatories to the Declaration of 1776. It was a curious coincidence that they should have both died at the very moment when the celebrations they foresaw fifty years before were actually in progress.

An excellent account of the Declaration of Independence, and the circumstances which led to its adoption, will be found in the first volume of Mr. Henry Cabot Lodge's "Story of the Revolution."

The approaching festival of Independence Day is the eightieth anniversary of the death of Thomas Jefferson, who composed the "Declaration," and John Adams, who helped materially to inspire it. They each in turn filled with conspicuous success the post of President. They both figure conspicuously in the old engraving of the great scene in Independence Hall, which, like the other illustrations of this article, are reproduced from rare contemporary prints in the unique American collection of M. Godefroy Mayer of Paris. On Jefferson's tomb at Monticello he is described as the author of the "Declaration of Independence," but it is not stated that he was twice President of the United States. Mr. Lodge devotes several pages to the calm dissection of the Declaration from a philosophical point of view. Possibly Mr. Rufus Choate may be correct when he spoke of its "glittering generalities"; but it must be admitted that, as in the "Marseillaise," so in the Declaration of American Independence, the spirit of the time is there in every line and every sentence, "saying to all men," writes Mr. Lodge, "a people has risen up in the West, they are weary of kings, they can rule themselves, they will tear down the old landmarks, they will let loose a new force upon the world, and, with the wilderness and the savage at their backs, they will even do battle for the faith which is in them." Is it astonishing if for all time the reading of Jefferson's stirring sentences forms part and parcel of America's National Festival.? A. M. B.

THE BIRTH OF AMERICAN LIBERTY.

From a colour engraving in the Mayer Collection, by Ogborn. The thirteen young ladies represent the thirteen United States in 1770.

L'AMERIQUE INDEPENDANTE.

Rare engraving before letters in the Mayer Collection, by Le Vasseur, after Borel, representing Benjamin Franklin and young America.



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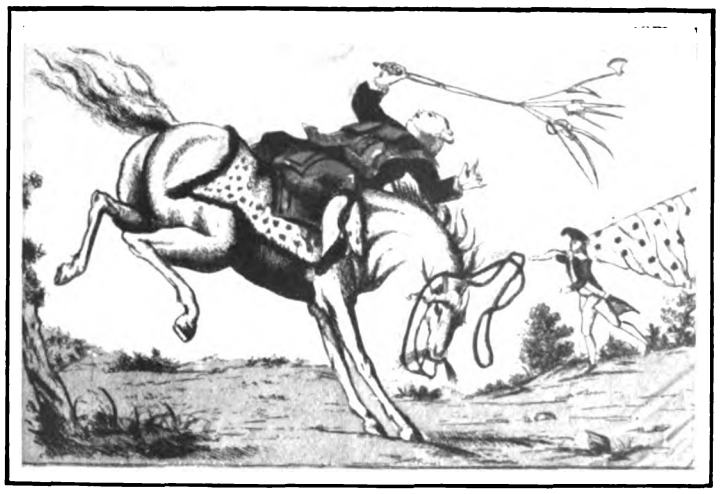
# *Contemporary Independence Prints from the Godefroy Mayer Collection.*

A RARE PORTRAIT OF WASHINGTON.
From an engraving by Schmidt.

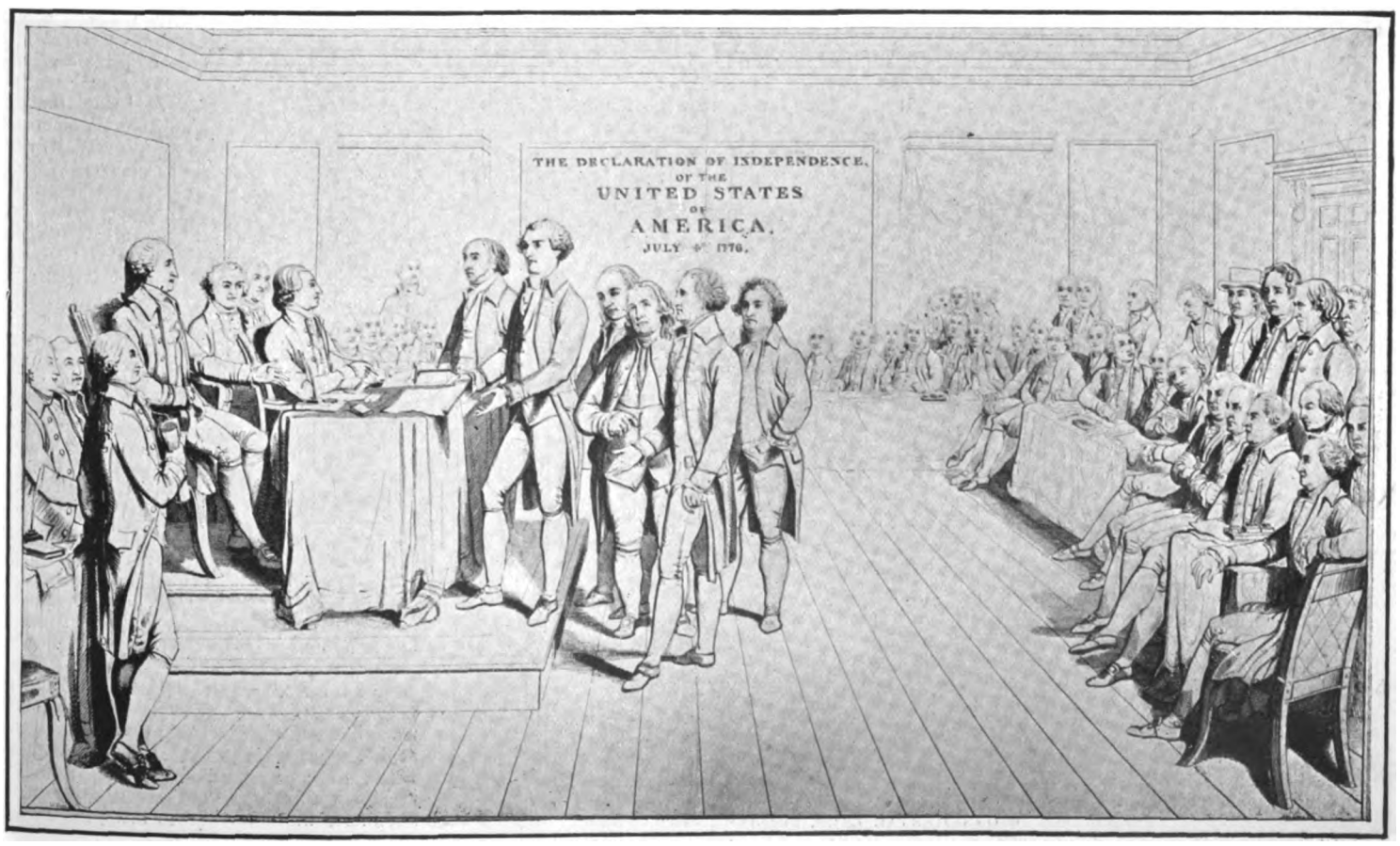
A COLOUR ENGRAVING
By Roger.

A RARE PORTRAIT OF WASHINGTON.
From an engraving by Denuel.



THE HORSE AMERICA THROWING HIS MASTER (GEORGE III.).
In the background General Lafayette, with the French flag.

THE RECONCILIATION BETWEEN BRITANNIA AND HER DAUGHTER AMERICA.
From a coloured print published by W. Humphreys, 227, Strand.




THE DECLARATION OF INDEPENDENCE.
From an old English lithograph published in Birmingham.



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# The Traveller.

## THE RISE OF LLANGAMMARCH WELLS.

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TROED-Y-RHIW FARM, LLANGAMMARCH WELLS.

Forming part of the Lake Hotel Estate at Llangammarch are three farms, from which the greater part of the provisions for the table of the hotel are provided. In the early summer numberless broods of chickens may be seen scuttling around, and large flocks of sheep and lambs clamber over the hillsides with all the sure-footedness of their breed.

AFTER a journey of very little over five and a-half hours' duration, the London and North Western Railway had deposited me on the one platform that Llangammarch Wells possesses. Above, a brilliant sun was shining out of a sky of deep, deep blue, and as I paused before stepping off into the village there met my eye a wonderful vista of hills, thickly clad in green, and arching in the shape of a horseshoe around the basin in which Llangammarch lies.

Within reasonable distance of Brecon, the Brecon where, in the Shoulder of Mutton Inn, Mrs. Siddons first saw the light, Llangammarch is also near two sister spas in Llandrindod Wells and Llanwrtyd. Though it may, perhaps, have equals, there are not any lovelier spots, nor is it certain that there is another place in the United Kingdom which can boast of a hotel with 700 acres of private grounds which are available for the amusement and recreation of the guests. And when the Lake Hotel claims to "look down upon one of the most beautiful valleys in Wales," it really does very little more than praise that which is its own. But it is a case where self-praise is not only justified—it is absolutely called for.

Copyright.

THE ORNAMENTAL LAKE.

On this lake visitors to Llangammarch may indulge in boating free of charge, and some excellent fishing is to be obtained there also. At the back, and shown in our illustration, are the new barium baths, which are taken, together with the waters, for affections of the heart.

In addition to the attractions of position, Llangammarch Wells can claim to be the possessor of the only barium spring in Great Britain. Barium is of great value in affections of the heart, and the waters of Llangammarch Wells have been found efficacious in cases which Bad Nauheim and Kreuznach have failed to cure. The results of the action of barium were first published by Dr. Hyde in the *Philadelphia Medical News* some fifteen years ago. "In barium," he wrote, "therefore, we seem to possess a remarkably cheap, virtually tasteless, and very slightly poisonous drug, which, nevertheless, acts as rapidly as digitalis, and does not disorder the stomach."

Dr. W. Black Jones, the resident physician at the Lake Hotel, has also published some pamphlets upon the subject, and his practical experience at Kreuznach and Bad Nauheim has been of great service to him in the superintendence of the baths at Llangammarch. And as an interesting, though perhaps not very vital, fact, it may be mentioned that tradition assigns the discovery of the spring at Llangammarch, as it does in the case of Bath, to a marauding pig, in search of truffles, though some favour the theory that a shepherd was the first to bring the water to the surface.

Apart from this spring it cannot be said that Llangammarch Wells has made any very



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interesting or momentous additions to history. In the farmhouse of Cefn-Crith in 1559 was born John Penry, who was martyred in 1593 at St. Thomas-a-Watering in Surrey, for holding heretical opinions, and another native of the town was connected with the Church, Thomas Howell, who was Bishop of Bristol in the reign of Charles I.

But the interest of Llangammarch Wells lies not in its past, but in its future. Since the enlargement of the Lake Hotel and the addition to it of some hundreds of acres of grounds, there has been a steady and promising growth in the annual number of visitors to the Spa. The hotel stands some 600-ft. above the sea level, with behind it, and rising another 1,000-ft., the Eppynt Mountain, to drive to the top of which is an admirable way of spending an afternoon. In the other direction is the river Irfon, flowing for two miles through the private grounds of the hotel, and offering admirable salmon and trout fishing, while the picturesque lake, within sight of the house, also provides good sport to lovers of the line. Boating also is possible on the lake, one bank of which, rising 300-ft., is clothed with oak, birch, mountain ash, and many other trees, the varied and beautiful foliage of these making a most picturesque background to the lake. Through this wood are a number of little paths, and along these visitors for whom severe exercise is out of the question may take walks. These paths are specially graduated with a view to providing "resistance exercises" for those undergoing treatment, and at intervals are rustic seats, so placed that from them a clear view over the surrounding country may be obtained.

*Copyright.*

THE RIVER IRFON AT LLANGAMMARCH WELLS.

For two miles of its course the Irfon skirts the private grounds of the Lake Hotel, and excellent salmon and trout fishing is open to visitors. The Irfon is a tributary of the Wye, and flows through some of the most romantic scenery in Wales. Among the hills at Llangammarch are numberless little streams tributary to the Irfon, and these, after a sharp thunder-shower, pour down the hillsides in cataracts of foam, and in parts of the hotel grounds form natural waterfalls of from 15-ft. to 20-ft. in depth.

But lest, by what has been written here, the strong and generally healthy should gather the impression that Llangammarch can only appeal to those to whom the use of the water has been recommended, let me hasten to say that this is by no means the case. Those who are suffering from the prevalent disease called "out of sorts," those who are finding the tear and bustle of town life trying, will find in Llangammarch a rest cure of the best description. There, on the golf links, on the tennis or croquet lawn, or driving around the country, they will be cured of brain fag, a new zest comes back to life, a new appreciation of the wonderful beauties of our native country, and a new wonder that, with such spas as Llangammarch Wells, set amidst scenery that the Continental spas barely equal, and certainly do not surpass, the fashionable world should be so eager to get away to the Continent for a "cure." The railway travelling is quite as comfortable here as abroad, and the London and North Western run an excellent service of trains to Llangammarch Wells, and have even made special arrangements for week-end tickets. The bracing atmosphere of the place puts it on an equality with any seaside resort. And on a summer night, from the windows of the hotel, one may look over an expanse of moonlit woodland; at the end of the gardens the Irfon babbles over its stony bed, and in the distance a solitary owl hoots. All Nature is sunk in a gentle slumber, which is contagious, and the visitor seeks his couch with pleasure. And still the Irfon babbles on, and again the owl hoots; but they have no audience but themselves, for at Llangammarch one retires early and rises early, and the lightest sleeper of all is not easily awakened till morning comes.



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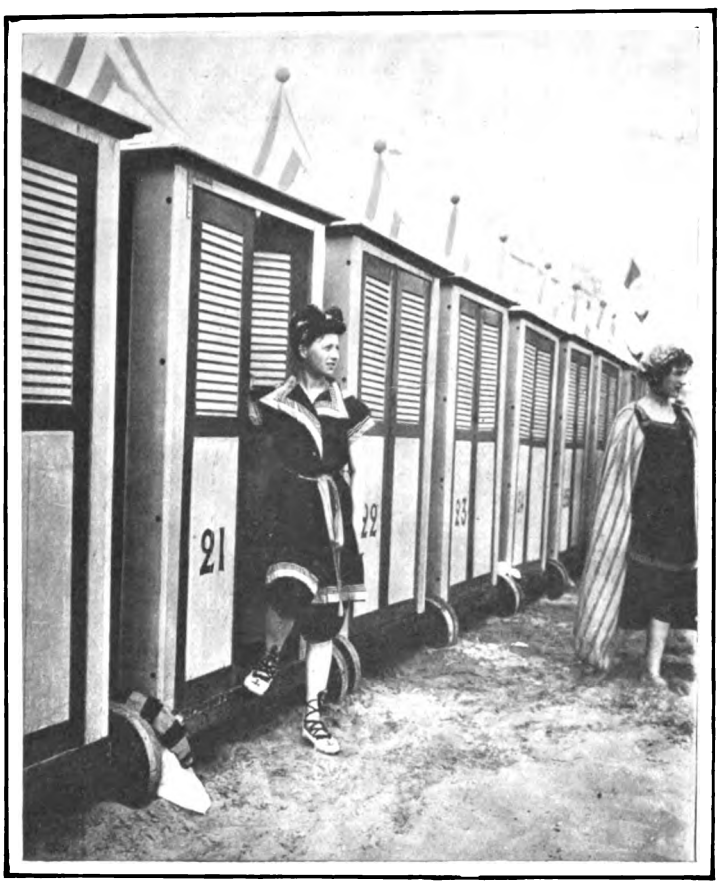
# The Bathing Season.




Chusseau-Flaviens.

Chusseau-Flaviens.

AT A FRENCH WATERING-PLACE.

Before and after the morning dip.

Chusseau-Flaviens.

A FAMILY PARTY.



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# A Summer Supplement.

## HINTS FOR THE HOLIDAYS.

## *Some Popular English Resorts.*

THE question foremost in the minds of most people at the present moment is where to spend the holidays. With the London season so fast drawing to a close, and, what is still of even greater importance, the near approach to the home-coming of the youngsters from school, the problem is one that demands an almost immediate decision. Assuming that the great majority of holiday-makers will flock to the English watering-places this summer, as they have done from time immemorial, a solution may perhaps be found to the difficulty in the hints contained in this article; while for those who may be desirous of going further afield, we have included, under their different headings, several articles dealing in a practical way with holidays abroad—on the Continent and on board a modern ocean liner. Brief as these holiday papers must necessarily be, nevertheless we have strived hard, with the aid of photographs, showing some of the more interesting places mentioned, to give as clear and comprehensive an insight into the subject as the limited space at our disposal will permit of.

Always taking London as our point of departure, a good start may be made by dealing with those places nearest to home on the South Coast. Everybody is surely more or less familiar, if only with the names, of the many charming watering-places that have made this portion of the English coast so favourite a haunt of the holiday-maker. What new can be said of such old favourites as Hastings and St. Leonards, with their three miles of wide promenades and excellent piers, or of fashionable Folkestone with its green terraced heights, which it is pleased to call the Leas. Sandgate, a short walk along the cliffs from Folkestone, is developing rapidly, and every year shows an increase in the numbers of its visitors. Midway between Hastings and Eastbourne on the Sussex Coast is Bexhill, a town of mushroom growth. The quiet of Seaford is somewhat compensated for by its proximity to Newhaven, whence the Brighton Company's steamers convey you across to Dieppe or Rouen or Paris. Next comes Brighton, the *doyenne* of English watering-places. Littlehampton, Bognor, and Southsea follow one another in succession, and it is not a little difficult to know which to choose. The London, Brighton, and South Coast Railway, which also takes the health-seeker to the Isle of Wight, offer exceptional facilities to visitors to these three watering-places. Littlehampton perhaps is of more than ordinary interest, so close is it to the Duke of Norfolk's fine old castle at Arundel. The South Eastern and Chatham Company has practically a monopoly of the Kentish watering-places, in which, of course, are included such well-tried resorts as Ramsgate, Margate, Broadstairs, Sandwich, Deal, and Dover, not forgetting pretty little St. Margaret's Bay, all of which, of course, are on the East Coast.

Clement et Cie.

"SUMMER."

(From the picture exhibited in the Paris Salon.)

The further westward we go the more attractive becomes the scenery. There are probably few stretches of the English coast which offer greater inducements to the health seeker in search of rest amid the most peaceful surroundings than that which lies between Bournemouth and the Land's End. Bournemouth itself is an ideal spot at practically all seasons of the year, though so many people are apt to regard it wholly and solely in the light of a winter resort. Its great wealth of shade is likely to be appreciated to an even greater extent during the hot months of summer than the cold blustering months of winter and spring. It is, moreover, a splendid centre for the lover of steamboat excursions and rambles in the New Forest. Then there is restful little Swanage in the Isle of Purbeck, that wild and unfrequented portion of Dorsetshire, where the hand of Time moves so



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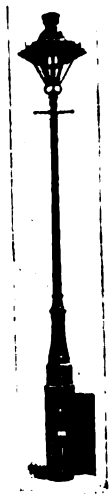

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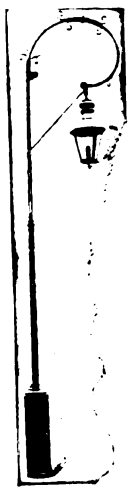

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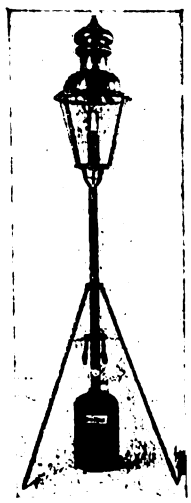

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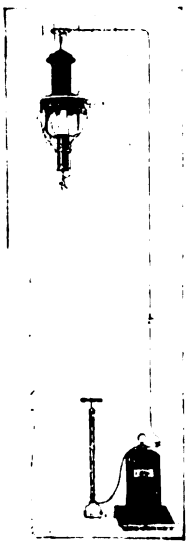

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## HOLIDAYS AT HOME.

slowly. To revert for a moment to the practical side of the question, it should be said that the South Western Railway Company maintain an excellent summer service to these two favourite watering-places, as also to Weymouth (whence the Great Western Company's comfortable steamers take you across to the Channel Islands) and the little group of old-world fishing towns dotted about among the red sandstone cliffs of South Devon—Lyme Regis, Seaton, Sidmouth, Budleigh Salterton, and Exmouth. Each of these out-of-the-way little retreats, so fondly cherished alike by artist and fisherman, has an efficient train service, and those who journey down by the 11 a.m. express from Waterloo, to which a dining-car is attached, can dine comfortably on the way while enjoying the constantly-changing panorama from the carriage-window. The coast line of Devon and Cornwall stretching from Teignmouth to Penzance, and taking in such famous spots as Teignmouth, Dawlish, Torquay, Brixham, Dartmouth,

*W. A. J. Hensler.*

IN THE HEART OF THE WOODLAND.

A beautiful glade in the New Forest.

*Copyright.*

IN LOVELY LAKELAND.

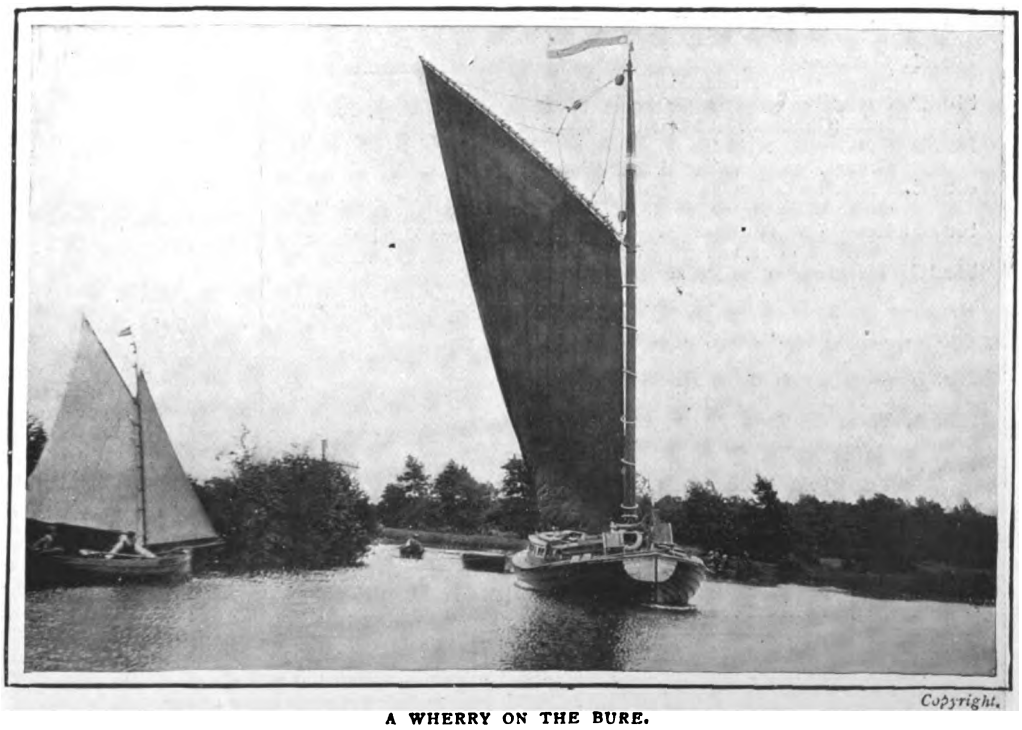
The Rotha, near Wordsworth's home.

Plymouth, Looe, Fowey, and Falmouth, is well served by the long-distance expresses of the Great Western Railway.

Some idea may be formed of the growing popularity of these West Country watering-places merely by watching on a fine morning the stream of heavily-laden trains of the Great Western Company as they issue forth from Paddington bound for the West. What could be more fascinating to watch than the beautiful cliff scenery, seen either from the train or the sea-wall, between Dawlish and Teignmouth. Plymouth, too, has much to commend it to the favourable notice of those who delight in making short excursions. Both South Western and Great Western Railways run into Plymouth, affording the tourist ample opportunity for gratifying his particular desires in this direction. The Cornish coast on both sides is famous the world over for its rugged picturesque scenery, and the air is said to be as bracing as that of Biarritz.

Unfortunately, space will not permit of more than a passing reference to St. Ives, Newquay, Padstow, Tintagel, Boscastle, and Bude. The coach is still largely used in different parts of Cornwall, and surely no better way could be conceived of enjoying the scenery. The motor, in the shape of comfortable motor-buses, owned by the railway companies, has recently been introduced into these distant parts, and no doubt in course of a few years will entirely take the place of the coach. Before leaving Devonshire, brief mention should be made of some of the beautiful resorts which lie dotted along the north coast, which include, of course, Clovelley, Westward Ho, Ilfracombe, Lynton, and Lynmouth.

Of another type less attractive, perhaps, so far as scenery goes, are the numerous holiday haunts which lie within the domain of the Great Eastern Railway Company. The great charm of these East Coast watering-places is to be found in the bracing qualities of the air. Considering the very large number of holiday-makers who require bracing up at this season, the popularity of such favoured resorts as Sheringham and Cromer, Lowestoft and Southwold, Clacton and Felixstowe is not to be wondered at. Almost every year we notice increased facilities for reaching these places, and at the present day the Great Eastern Company are running several non-stop trains with comfortable dining-cars attached to them. Another reason, perhaps why so many people choose the East Coast



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A WHERRY ON THE BURE.

A typical scene on the Norfolk Broads.



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**No. 19. Across the Ferry Tour,** viâ Lake Side, Esthwaite Water, Hawkshead, and Storrs Hall—Fare from **3/6**
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For further particulars see "TOURS THROUGH LAKELAND" Pamphlets, to be had gratis at all Furness Railway Stations; of Mr. F. J. RAMSDEN, Superintendent of the Line, Barrow-in-Furness; at Messrs. THOS. COOK & SONS and the Polytechnic Institute (Regent Street, W.), or Messrs. W. H. SMITH & SON'S principal bookstalls, price 1d.

**THE PALETTE ALBUM, illustrating the above Tours, in colours, can be obtained at the principal Railway Bookstalls, price 6d.**

**PICTURE POST CARDS OF THE LAKE DISTRICT**

May be obtained at any Station on the Furness Railway, and on the Company's Steamers; also at Furness Abbey Hotel and the principal Bookstalls. Reduced price, **12** cards for **6d.**

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The Company's Paddle Steamer "**Lady Margaret**" will run daily between Barrow and Fleetwood for Blackpool.

**BARROW with HEYSHAM for MORECAMBE.**

The Popular Paddle Steamer "**Lady Evelyn**" will run on fixed dates during July between Barrow and Heysham for Morecambe, with Through Circular Tour Bookings.

Full particulars as to Sailings and Fares, etc., can be obtained on application to the SUPERINTENDENT OF THE LINE, Barrow-in-Furness, and all STATION MASTERS on the Furness Railway; also at Messrs. THOS. COOK & SON'S Offices.

*Barrow-in-Furness, July, 1905.*

**ALFRED ASLETT,** *Secretary and General Manager.*



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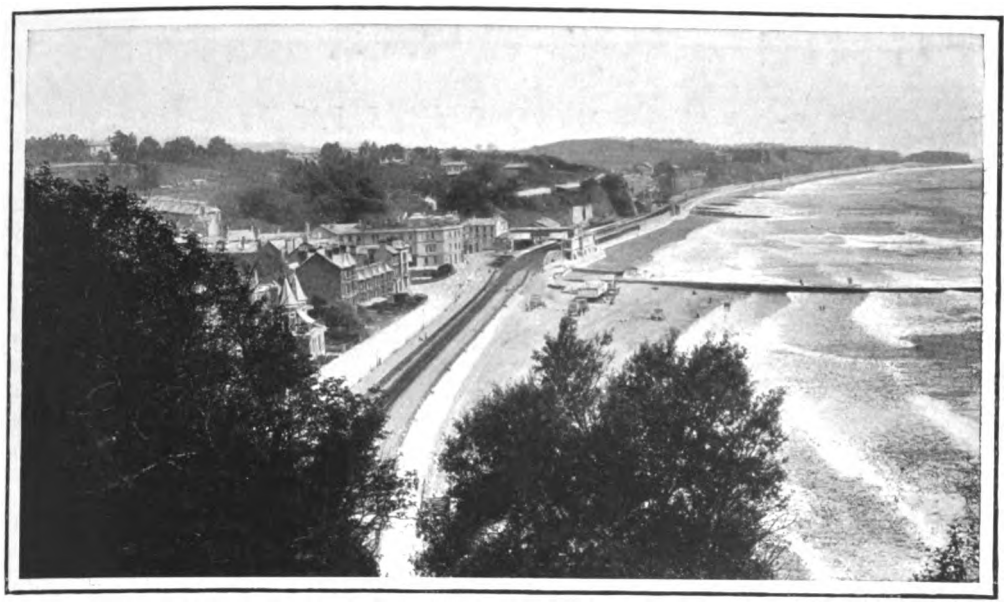

THE SEAFRONT AT DAWLISH.

The popular watering-place on the south coast of Devonshire.

## HOLIDAYS AT HOME.

for their holidays is owing to the magnificent stretches of sands, whereon the younger members of the family are able to enjoy themselves to their hearts' content. The coast of Norfolk, from Cromer round to Lowestoft, including Mundesley, the two Runtons, Yarmouth, Gorleston, and numerous other smaller places, is noted for its splendid sands; moreover, the Broads lie within easy distance. The sailing on Braydon Water and up the Yare, the Bure, and the Ant to the beautiful Broads makes a delightful change when one tires of watching the waves.

Away to the north on the Yorkshire Coast, from Saltburn to Filey, will be found different types of watering-places. Scarborough, for example, is as gay and fashionable as Filey or Staithes is quiet. The traveller whose choice falls upon this part of the coast has the advantage of journeying by the comfortable trains of the Great Northern and North Eastern Railways. The north-east of England has, for some unaccountable reason, been overlooked by the holiday-makers. The country 'twixt Humber and Tweed offers all that anyone could wish for. Vast wild solitudes of moor and rugged uplands or the tranquillity of sylvan retreats abound in this district, which also offers wide sweeping bays with sandy beaches and a broken coast line, upon which are dotted about some of the most lovely and bracing of holiday resorts. Thanks to the combined enterprise of these two railways, one can now purchase books of tickets for 1,000 miles for five guineas, or he can take advantage of the circular tour tickets, enabling him to visit many of the most interesting and picturesque spots in north-eastern England. Before we conclude this article, mention should be made of the Midland Company's arrangements for the forthcoming holidays, which, as may be supposed, are very exhaustible and complete. The Midland Company is chiefly concerned with the inland health and pleasure resorts of this country. Those who decide to spend their holidays in the Peak district, including Buxton and Matlock, will naturally select the Midland route as being the shortest and most convenient for this district, the same advice equally applies to the lonely Wharfedale district of Yorkshire, where the Midland Company have arranged a number of circular tours. Last, but not least, the North Western Company, whose programme covers a very wide area, will convey one to the many charming resorts of North Wales, to Aberystwith, to Barmouth, and Malvern in comparative comfort and ease. Or if you decide to visit bright and breezy Blackpool with its endless attractions, Morecambe on the Lancashire Coast, you will have little cause of regret.

THE PARADE AND TOWER, BLACKPOOL.

The most popular watering-place in the North of England.

'TWIXT HUMBER AND TWEED.

A street in picturesque Robin Hood's Bay.

Holiday-makers who prefer by way of a change to try an inland holiday will find nothing to compare with the unique beauty of the scenery of English Lakeland—the land of mountain, lake, and crag. Reached within a few hours by either the North Western or Midland systems, Carnforth, the gateway so to speak of this charming district, is also the southern terminus of the Furness Railway, which enjoys practically a monopoly of the tourist traffic to the southern and south-western parts of the celebrated Cumberland Lakes. The facilities offered by the Furness system leave little to be desired on the part of the tourist, and in addition to its rail service, the company own quite a fine fleet of steamers on Lake Windermere, not to mention the comfortable Furness Abbey Hotel.



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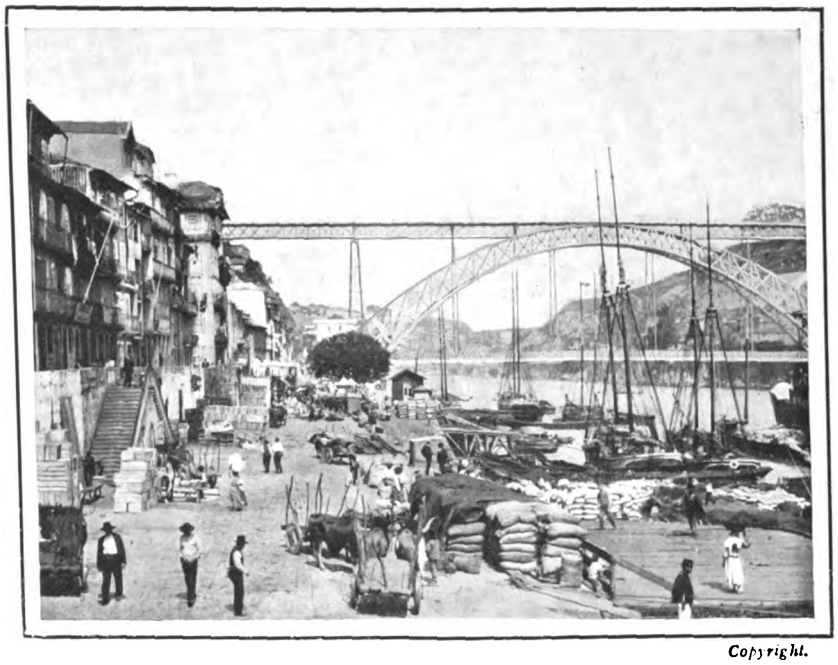
# A Holiday Cruise.

## *TO PORTUGAL BY THE BOOTH LINE.*

I THINK the Bay of Biscay must be one of the most fearfully libelled institutions on the face of this earth. I crossed it twice last July, and we might have been steaming in the neighbourhood of the Tower Bridge as far as any motion was concerned. We were on our way out in the s.s. "Clement" from Havre to Oporto and Lisbon, and, given good weather—ours was simply perfect—no more enjoyable trip can be magined. Life on board the admirably-arranged boats of the Booth Line is never monotonous, and the time passes very quickly until we are across the Bay, and catch our first glimpse of the Spanish coast. Towards midnight of the same day we steam, in a dead-calm sea, laden with phosphorus, into the harbour at Leixoes, which is the port for Oporto, the bar at the mouth of the Douro rendering it impossible for vessels of any size to enter the river. At Leixoes we go ashore, and take the electric tram to Oporto, passing through one or two bathing resorts very popular with the inhabitants of the city. Wonderfully picturesque is Oporto, with its old-world streets and costumes, and the placid bullocks drawing the clumsy archaic carts, which are almost the only form of traffic in the steep thoroughfares. In connection with these carts, by the way, the tourist should notice the very beautiful designs of the heavy wooden yokes, which have evidently been handed down from generation to generation. Another thing that strikes the foreigner is the fact that the women seem to do all the work, especially in carrying heavy weights on their heads—note how splendidly their figures are developed in consequence—while the men aid their labour by looking on with their hands in their pockets, now and then varying this occupation by going to sleep in the nearest patch of shadow. Of some of the chief features of the city we reproduce photographs, the wonderful bridge of Dom Luiz being one of the most striking. Just beyond this bridge is the Convent of Serra do Pilar, where Wellington crossed the Douro in 1809, surprising the French under Soult, whose already prepared dinner was eaten by the English general and his staff.

For Englishmen in Oporto, a great institution is the English Club, which is situated in a charming position on one of the heights of the town, with magnificent views over the Douro and the sea. The club is admirably planned and managed, and all the English papers can be seen there.



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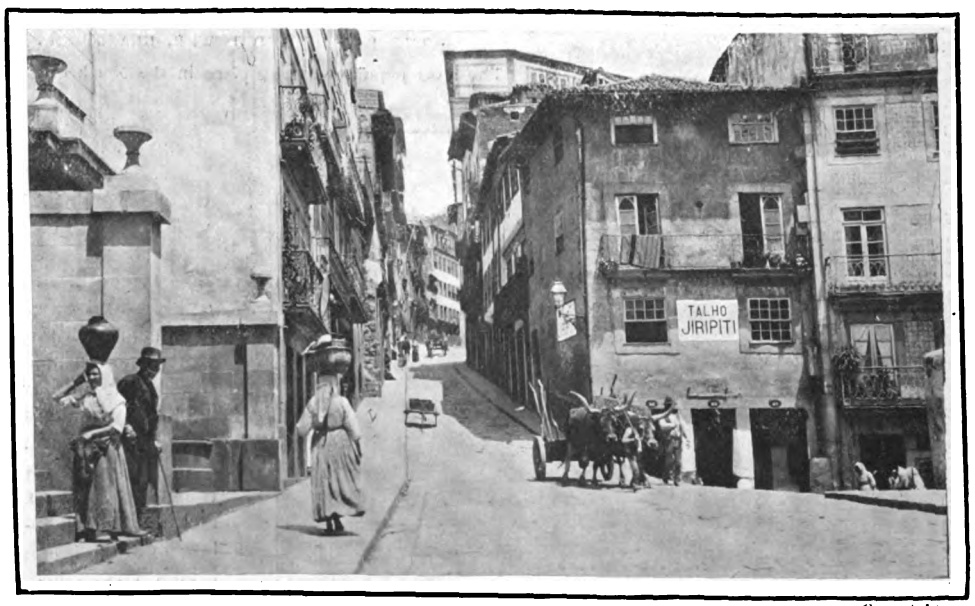
THE QUAY AND BRIDGE OF DOM LUIZ, OPORTO.

Perhaps one of the most striking sights in Oporto is this wonderful bridge, which rises to a considerable height above the level of the Douro, and crosses the river in a single span of 560-ft.

After two days at Oporto, we return aboard the "Clement," *en route* for Lisbon, which is reached in fifteen hours from Leixoes. And here, before we quit this most excellent ship, we must give a word to Billy, the goat, the mascotte of the "Clement," and the pet of passengers and crew alike. Billy, who I trust still maintains his robust health, is a most remarkable animal, eschewing ordinary goat food and living chiefly on paper, of which he is inordinately fond. He varies his diet occasionally, and one afternoon he ate, in my presence, a complete straw hat, including the guard, a good half-ounce of tobacco, several sheets of paper, and some chalk and cotton-wool, as a sort of dessert. Billy has been forbidden the upper deck, as he ate all the name labels off the chairs, and caused considerable confusion.

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ONE OF THE OLD-WORLD STREETS OF OPORTO

Showing one of the archaic bullock carts, which form the chief traffic in the city. It will be noticed that the women carry their burdens on their heads, a practice which seems universal in Portugal, where the habit, carried on for generations, has imparted to the women peculiarly erect figures, and a fine and graceful walk.

There is much to see at and around Lisbon. In the city itself the principal features are the Avenida do Libertade, the Cathedral, and the Rocio, or great square, celebrated throughout Europe for its wonderful granite paving. "Rolling-motion Square" is the very expressive name given to this great open space, where the effect of a Southern sun on the curious pattern in the granite is, at first, quite bewildering. One corner of what is now the Rocio was the scene of many of the fearful holocausts of the Inquisition.

A great institution in Lisbon is the public market, which is specially busy on Sunday mornings. Here it is literally possible to purchase everything under the sun, and the fruit and meat and wares are brought in from the outlying districts by the most picturesque peasants, who, with their old-time costumes and quaintly-equipped donkeys and mules, might have stepped out of the pages of Don Quixote. The tourist must on no account miss the visit to Cintra (where the King of Portugal has his summer palace), the aqueduct at Alcantara, and the great convent at Belem, founded by King Emmanuel I. as a thank-offering for the return of Vasco da Gama. The Sunday bull-fight at Lisbon is, of course, the great function of the week, and English men and women go, more or less, for the sake of saying "they've seen a bull-fight." There is a certain fascination about it, but the visitors do not seem to have any wild desire to see another. But it is a most horrible thing to see women, little children, and so-called men shouting applause at the sufferings of a maddened blood-stained beast, who has no shadow of a chance against his enemies, and looking on with calm approval at the sufferings of the unhappy blind-folded horses.



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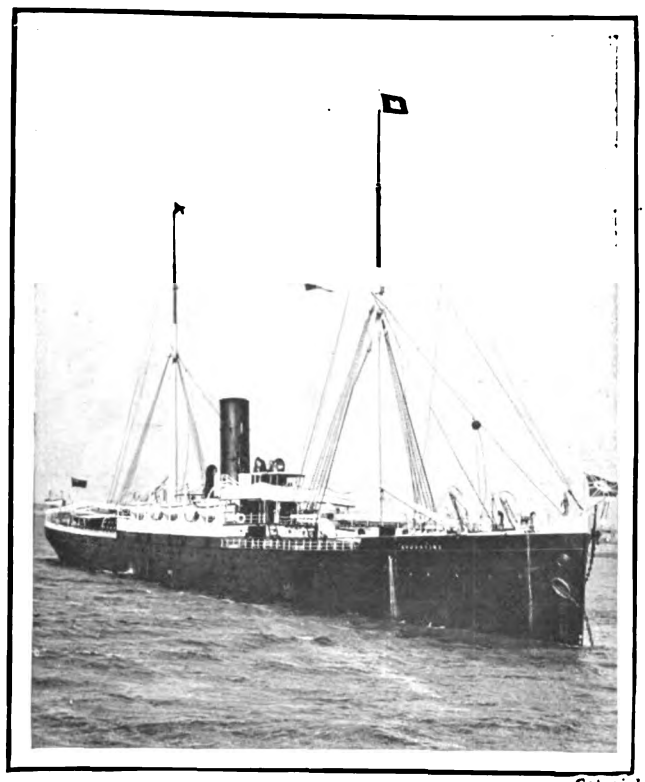
# A HOLIDAY IN PORTUGAL.

The scenes in the bull-rings of Spain and Portugal must surely exercise a vast influence over the rising generation and the future destinies of the two countries.

Our three pleasant days in Lisbon are past, and we have to join our return ship, the "Obidense," which takes us direct to Saint Nazaire, and thence to Liverpool. It is only necessary to say that the management, good company, and cuisine are as good as those in the "Clement," and that there is not a dull moment on board from start to finish.

No better method of spending a holiday could be devised. One gets away completely from the ordinary daily routine, and leaves all news and newspapers behind; the novelty of the life at sea is charming, and one returns home healthy in mind and body.

The photographs reproduced with this article will give an idea of some of the picturesque bits to be seen on the tour, but of course the possibilities for photography are endless. The trip may be extended to Madeira, two days beyond Lisbon, if desired, whence the return boat can be caught in two or three days. Those who contemplate an ocean cruise should take steps to carry it out at once—I only wish I had my chance over again. The weather in Portugal is practically cloudless from June to September, so that there could not be a better time than the present to book a passage. Nothing could be more comfortable than the arrangements made by the Booth Line for the comfort of passengers. The cabins are of the most spacious description, and the dining accommodation of the very best. As for the menu, it must be seen to be believed; suffice it to say that there is more than enough for the most exacting passenger.



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THE S.S. "AUGUSTINE"

One of the comfortable and luxuriously-fitted vessels of the Booth Company's fleet.

A word in conclusion about the general personnel of the ships of the Booth Line. Captains, officers, and crews all seem to be doing their best for the safety and comfort of passengers, and there is a comfortable sense of security about the boats that will go a long way to win the favour of passengers who have already tried these delightful trips. Tourists landing in Portugal will receive every assistance from the company's agents, who are courtesy itself.

A most excellent guide has been issued by the Booth Company concerning their trips. The pamphlet, which can be obtained at the office of the Booth Line in Adelphi Terrace, Strand, is profusely illustrated with photographs of all the places visited on the tour, and has good maps of Oporto and Lisbon.

*Copyright.*

THE ROCIO, OR PLACE DOM PEDRO, LISBON

The chief square in the city, and one of the finest in Europe. From the curious undulating pattern of its mosaic pavement, the name "Rolling-motion Square" has been bestowed upon the place. The centre of the Rocio marks the spot where the victims of the Inquisition were burnt to death.



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# A Holiday on the Continent.

IF one were to sit down to write a full and detailed account of how to spend a holiday on the Continent, the result would be a four or five volume work; and within the limits of space available in a Summer Number it is manifestly impossible to do more than touch lightly upon one phase of Continental travel. Last year we described as fully as possible the attractions which are offered to the holiday-maker in Northern France, in Brittany and Normandy, and in Belgium. This year we go rather further afield, and make Switzerland our main objective.

Thanks to the numerous tourist agencies, it is now easier to take a fortnight's tour in Switzerland than it is in England, and the very hackneyed phrase about the roads and the place they all lead to can be as well applied to Switzerland as any of the multifarious resorts with which it is frequently connected. There are at least four lines providing direct routes from London to Switzerland—the South Eastern and Chatham *viâ* Dover and Calais, or Dover and Ostend, the London, Brighton, and South Coast by way of Newhaven and Dieppe, the London and South Western *viâ* Southampton and St. Malo, and the Great Eastern by the Hook of Holland route—and on all these comfort and speed are to be found.

Presuming, therefore, that the traveller has selected his route, and that he has Lucerne in view as his headquarters, let us proceed to see in what way he may best pass his fortnight. Lucerne itself is a quaint and picturesque place, to which one entire day may be devoted. The cathedral, with its wonderful organ, the famous lion monument, and the old wooden bridges, all call for a visit. Then there are at least two mountain excursions — one to the summit of the Rigi, the other to Mount Pilatus — which form a natural and inevitable part of the programme. For the fourth day by far the best excursion that can be taken is to Zurich, Schaffhausen, and the Rhine Falls. Or, as an alternative (though in view of what we shall have to say later, this excursion is, perhaps, a little unnecessary), the visitor may spend the night at the Grand Hotel on the summit of the Stanserhorn, thus viewing the wonderful effects of sunset and sunrise over practically the whole of the great mountain ranges of the Bernese Alps. That done, the traveller may begin to think about moving on, and here such a variety of routes offers itself, routes which each and all can claim to take him through the grandest scenery and most picturesque parts of the country, that he might well hesitate. He may go to Chamounix, passing through Berne and Geneva, spending three days at the great Mont Blanc centre, and thence journeying over the Tête Noir Pass by diligence to Vernayez, thence to Lausanne, Territet, the Castle of Chillon, and so home again. Or he may spend a week in the Grindelwald, in Interlaken, Meiringen, and the other fashionable centres. And there is yet a third, and, perhaps, the most picturesque route of all. This is an excursion over the St. Gothard, to the Rhone Glacier and the Furka Pass, Grimsel, and Meiringen. For full particulars as to these and other tours, the intending visitor should make application to one or other of the reliable tourist agencies, like Messrs. Thomas Cook and Sons, or the Polytechnic in Regent Street. We shall content ourselves with describing at some length the Furka Pass excursion by the Polytechnic.

*Cletscher.*

IN THE AUSTRIAN TYROL.
The Trafoi Hotel in the midst of the Tyrolese Alps.

Leaving Lucerne early in the morning by carriage or waggonette, the party will drive along the banks of Lake Lucerne to Tell's Chapel, which stands on the reputed spot of Tell's escape from Gessler. A little further along the road is the Axenstrasse, a series of natural galleries in the mountain-side, through which the main road passes. At Fluellen, on the southern extremity of the lake, the train is taken to Goeschenen, where the St. Gothard Tunnel has its Swiss entrance. From Goeschenen to Andermatt is an easy walk through the Schollenen Gorge, past the Devil's Bridge, and the famous granite cross hewn in the mountain-side, in memory of those who lost their lives in Suvaroff's victory in 1799. Andermatt is an important military centre, and all day the surrounding mountains re-echo the boom of cannon and the rattle of musketry. Here the first day's journey ends, and there is a choice of hotels, all good.

The second day will be occupied with driving to the summit of Furka, a route which is wonderful in its picturesqueness and beauty. At the Furka Hotel the night should be spent, arrangements made for guides over the glacier, and the sunset and the sunrise seen. The Furka Hotel even in summer is sometimes surrounded with snow, and all around are snow-clad peaks, which in the early morning rays of the sun present a spectacle that defies description.

The passage of the Rhone Glacier is not difficult, but guides must be taken. The interest of the excursion, however, more than counterbalances the slight expense, and on arriving at the Grimsel Hospice on the other side, the traveller will in all probability wish that he were only just beginning the *traversée*. At Grimsel, the carriage having been sent round by road, the party resumes the drive over the famous pass to Handeck. On one side of the road precipitous cliffs, covered with Alpine roses and little anemones, with thick clustering bilberry bushes rich with luscious fruit; on the other the newly-born Aar, racing along its narrow bed, fed with the melting snows of a thousand peaks. At Handeck the river throws itself down a series of cataracts in a wonderful mist of spray, and the sunlight catching it throws a myriad rainbows round the waterfall. It will be too late at night when the party arrive at Meiringen for a visit to the famous gorge of the Aar, which must consequently be postponed till the next day, together with the Reichenbach Falls, where the guides solemnly assure the visitors "the famous English detective, Mr. Sherlock Holmes, was killed."

From Meiringen the traveller may return over the Brunig Pass to Lucerne, or may proceed by way of Brienz and Interlaken to Berne, and thence home again. The hotels all along the route are comfortable and moderate in price, and the clear exhilarating air of the mountain-tops and the peaceful quiet of the long drive from point to point most enjoyable. Fresh air and quiet are two prescriptions that everyone should get made up for him during his holidays. And in Switzerland he can get these best off the beaten track.



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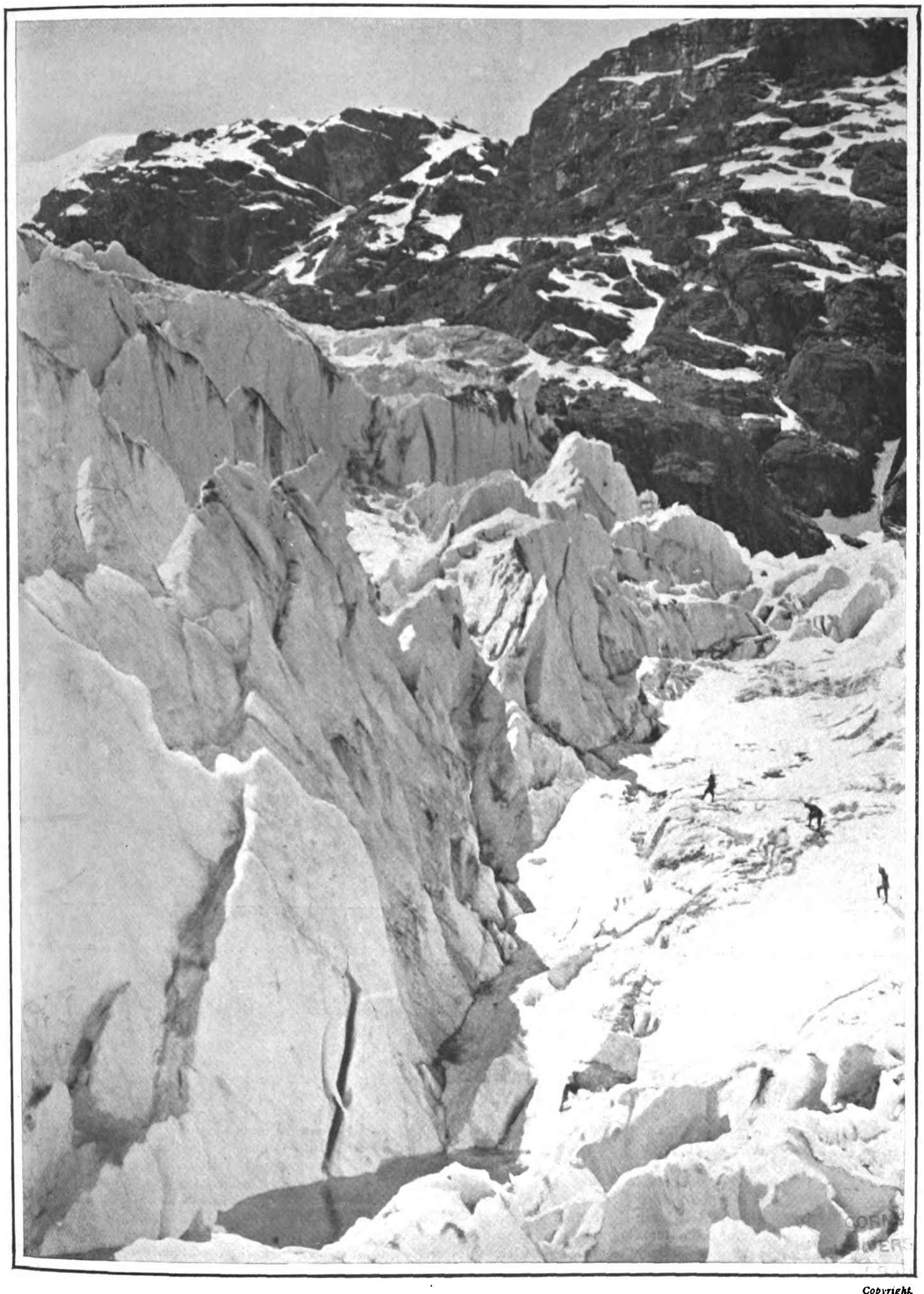
# A HOLIDAY ON THE CONTINENT.



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THE ICE FALL ON THE GORNER GLACIER.

The three climbers give scale to the great height of the pinnacles of ice and the deep crevasses between them.



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# *A Holiday in Scotland.*

ONE of the most remarkable of the many noteworthy facts about the Scottish railway companies is the excellence of the guide-books they issue, and the present writer in the preparation of this article has had occasion to be thankful to the instinct which prompted him on various tours through Scotland to acquire a small library of these guide-books. As sources of information on subjects historical, geographical, and biographical they are most useful, and they are in addition of valuable assistance in giving information as to trains, fares, hotels, and other matters upon all of which the inexperienced need information that is easily assimilated and really reliable.

The Southerner who would visit the country of the Scot has the choice of three routes to take him on the first part of his northward journey—the Great Northern, the Midland, and the London and North Western; but arrived at the border he has the option of taking any one of five routes, all of which traverse interesting and picturesque parts of the country. The list of places visited by the Highland Railway is very complete, and extends from Perth in the south, to Wick and Thurso in the north, the Kyle of Lochalsh in the west, to Elgin, Keith, and Buckie in the east, and it has its headquarters at Inverness, the capital of the Highlands. Nairn and Strathpeffer, Achnasheen, whence one may travel, as Queen Victoria did in 1877, to beautiful Loch Maree and Kingussie in the lovely valley of the Spey—all these are reached by the Highland system, and the system of round tours which the company has instituted enables the visitor to make a very comprehensive survey of the Highlands in a fortnight.

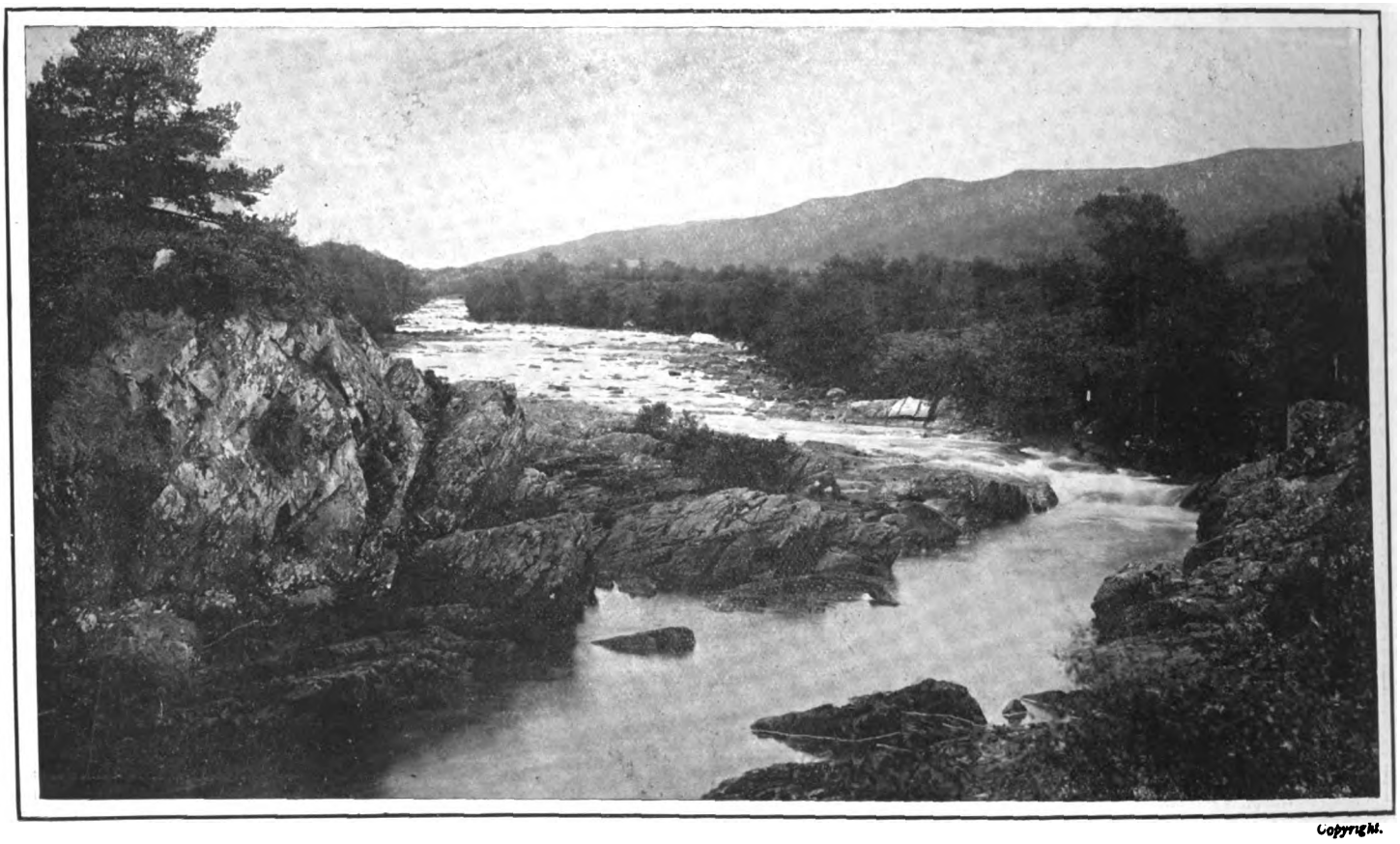
If there is one place more than another on the 337 miles of line that the Great North of Scotland Railway has in operation that appeals to every class of holiday-maker, that place is Cruden Bay. Thirty miles only from Aberdeen, Cruden is within comfortable travelling distance also of London, Edinburgh, and Glasgow, and its pure and exhilarating air, its fine stretch of sandy beach, two miles in extent, its admirable golf links, and above all its facilities for safe sea-bathing, make it a most desirable holiday retreat. The railway company has erected a large and magnificently appointed hotel there, which will no doubt form an additional attraction to those visitors who like to enjoy their holidays amid luxurious surroundings.

Turning to the other side of Scotland, the Clyde district, we find this admirably served by the North British Railway, which may claim to be the most extensive system in North Britain. It passes through those parts of the country familiarised to all by Scott, through country which abounds in picturesque scenery, and which is replete with historical interest, and in connection with the company's train service is an admirable fleet of steamers, running to various Clyde resorts. There are nearly 100 golf courses in or near towns served by the system, and all the best fishing streams and lochs may be reached from stations on the North British Railway. During the tourist season some seventy different tours can be made by the North British system. A volume of words could not say more for their enterprise than that one sentence.

The fourth great line which serves the tourist in Scotland in guise of guide, philosopher, and friend, is the Caledonian, which has been working for some years hand in glove with the London and North Western, and which has adopted the very distinctive title of West Coast Mail Route. Nearly all the through trains on the line are trains *de luxe*, and the journey at every point on the route is full of interest.

There is one excursion by this route that no lover of beautiful scenery can afford to miss. It is from Glasgow to Lochgoilhead, some part of the way by train, the remainder by steamer through some thirty miles of the grandest parts of the Clyde estuary. And for those who like to go even farther afield there is always the wonderful Isle of Arran, with Brodick Bay and Goatfell as the main points of interest in the island. From the summit of Goatfell there is a wonderful panorama spread out for the visitor to feast his eyes on.

Of Edinburgh itself one might write chapters, had it not all been described so often. There are some sights that the visitor cannot miss. John Knox's house, gabled and plastered, overhanging Canongate, the Burns house in Baxter Close, and Holyrood will be visited by the pious pilgrim. But ere he goes further on his journey, he would do well also to see the house in James Court where Johnson was received by Boswell previous to the famous Highland tour, and where Hume also wrote part of his history of England, the cathedral of St. Giles, full of memories of the stirring days of the Covenant, and many other places that have played their part in history. With Edinburgh as headquarters, the tourist cannot go far wrong, for westward to Glasgow or northward to Aberdeen and Inverness is not far, and from these centres it is that the best tours in Scotland are to be made.



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A HIGHLAND BURN.

A beautiful view on the Highland Railway, which serves the North-East of Scotland. There is excellent trout-fishing in these streams, and the surrounding scenery is full of rugged beauty and romantic associations.



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# *A Holiday in New Zealand.*

## THE WONDERLAND OF THE WORLD.

As we have from time to time had cause to observe in our columns devoted to travel, there is a marked and ever-growing tendency on the part of the British public to go further and further afield for their holidays. At one time the Riviera was considered the correct place to escape from the much-dreaded winter climate of this country. But even the attractions of the lovely Mediterranean littoral pall on one after years of successive visits, and now nothing short of Egypt or the West India Islands will suffice. Who can tell in what fresh direction this stream of tourists will be diverted within the next decade or so?

To go back a few years, whoever would have dreamt of going as far afield as New Zealand in quest of health or pleasure? Yet thousands do so at the present day. Allowing that Switzerland is the "playground of Europe," then New Zealand is, without a doubt, the "playground of the world." As a resort for the health-seeker, the sportsman, or mere pleasure-seeker, New Zealand offers far greater attractions than any other country in the world.

Unlike the rest, familiarity with this beautiful country never breeds contempt, and the visitor who has come and gone carries with him undying memories of its charms and a constant yearning that he may at some future day again renew a friendship with its great forests, swift-running rivers, boiling lakes, and beautiful mountains, and gaze once again on its weird and impressive thermal wonders.

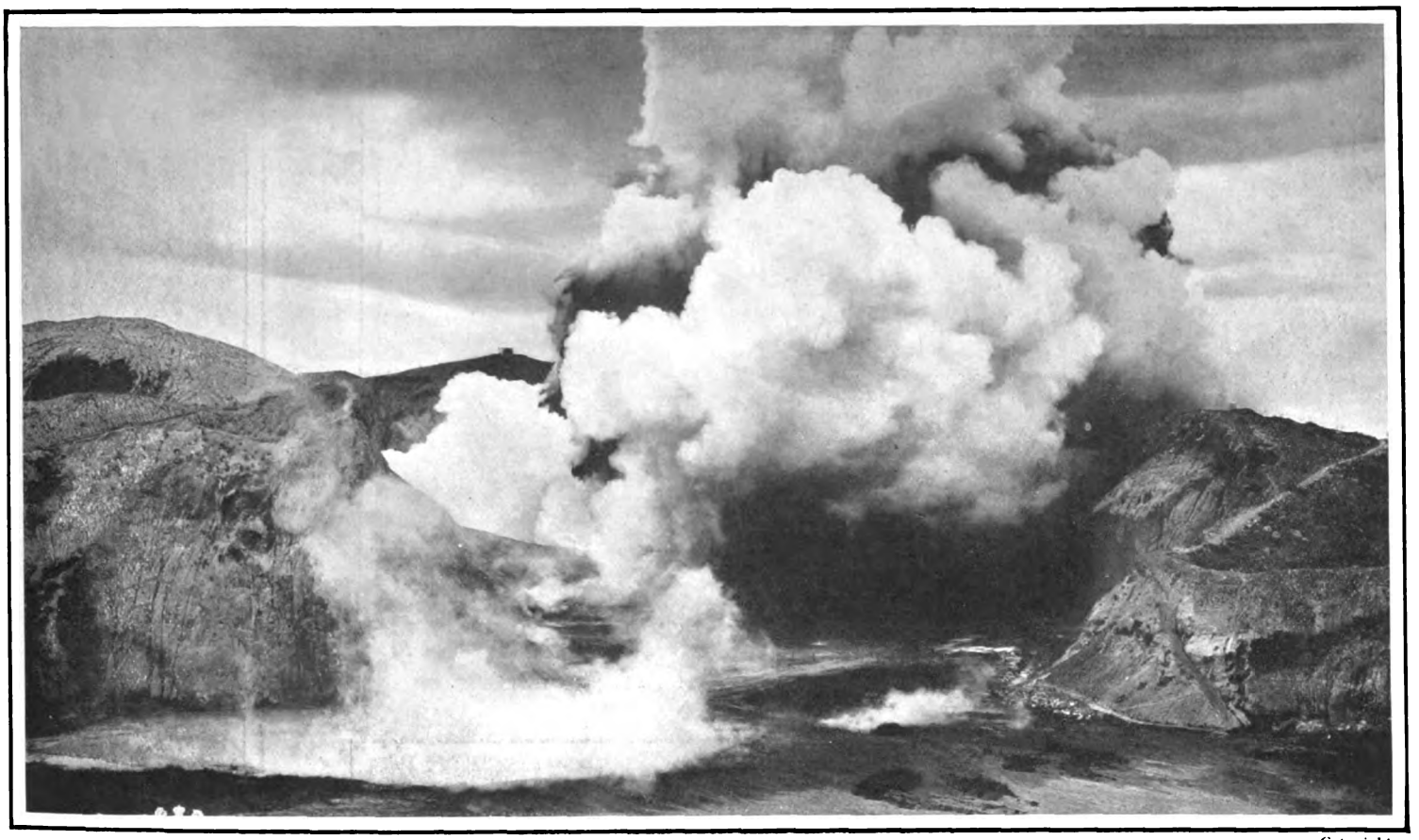
It is one of the commonest of errors to suppose that New Zealand is shut off from the rest of the world. In twenty-seven days we can reach Auckland, the journey being by way of New York and San Francisco. As a matter of fact, the journey, which takes us across the great American continent in trains whose comfort can only be compared to hotels on wheels, is by no means the least enjoyable part of the trip. Or we have the alternative of going by the oversea route, *viâ* the Cape, which, of course, takes somewhat longer.

The climate is as near perfection as anyone could wish for, and from November to March, the New Zealand summer, if it is possible to make such a distinction in a country which is all summer, is an ideal time to take a tour through the colony.

On his arrival in Auckland, the tourist will experience little difficulty in finding his way about the islands, thanks to the energy and enterprise of the Government, which has established a special department—the Department of Tourist and Health Resorts—where the fullest information as to tours, mountaineering, health resorts, shooting, and in short the numerous other attractions of the country, is supplied gratuitously. The department, which was established some four years since with headquarters in Wellington, is in charge of the Hon. Sir J. G. Ward, K.C.M.G., who is ably assisted in his useful work by Mr. T. E. Donne. Branches of this organisation are to be found in all the principal cities of the colony, so that the tourist, wander where he may, will never be at a loss for help or information.

Apart from its vast wealth of scenic attractions, the North Island is also celebrated for its hot springs, ranging in temperature from 60-deg. to 212-deg.! These geysers are not simply beautiful as works of Nature; they are the basis of health resorts, which the Government takes the utmost care to preserve and improve for the benefit of ailing humanity. Near some of the most healthful of the springs sanatoriums have been established, which have proved of the utmost benefit to those suffering from certain afflictions. The sanatoriums afford the invalid the most up-to-date forms of treatment, and are under the direct supervision of qualified Government officials. Dr. Wohlmann, the Government Balneologist, was formerly attached to the Spa at Bath, and gives advice as to the forms of treatment. Thousands of persons suffering from different complaints annually visit the wonderful thermal district of New Zealand, and in many instances return completely cured.

Rotorua, the centre of the hot lake region, is only a few hours' train journey from Auckland. It is the one spot above all others that the tourist should make a point of visiting. One has also the choice of going by steamer to Tauranga, a distance of 130 miles, and the remaining 40 miles by coach; or he can go to Okoroire by train, and thence by rail or coach. Two or three days at least should be spent *en route* to Rotorua. Te Aroha and Okoroire are equally pleasant spots at which to break the journey; there are good hotels and excellent trout-fishing in the neighbourhood of the latter. Te Aroha boasts some celebrated hot springs, and the view from the summit of Mount Aroha is simply superb, even in a country where scenic effects are made so little of. The tourist, on his arrival at Rotorua, is met by porters from the Grand Hotel, the Whakarewarewa Hotel, and the Lake House Hotel, all of which are exceedingly comfortable. The



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THE GREAT WAIMANGU GEYSER IN ERUPTION.

Situated about 17 miles from Rotorua, the centre of the thermal district, this wonderful geyser is one of the most remarkable sights in New Zealand. An eruption takes place about once in every 30 hours or so, great clouds of mud, stones, and hot water being discharged, sometimes to a height of 1,500-ft.



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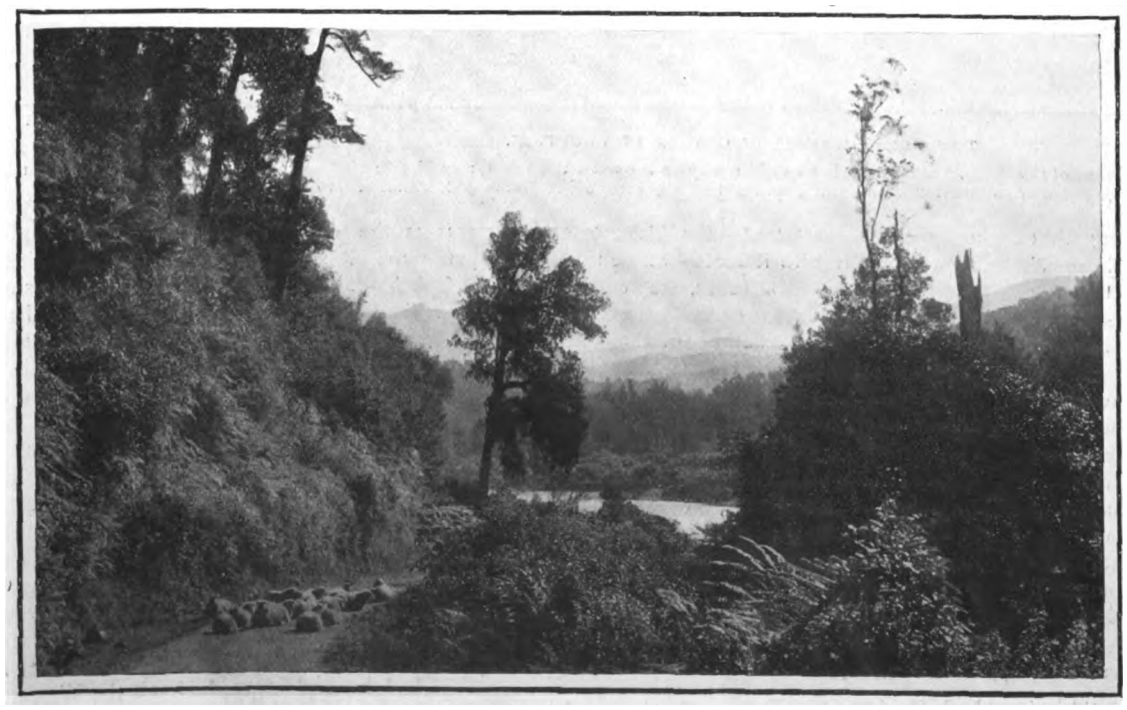
# A HOLIDAY IN

SOUTH FJORD: LAKE TE ANAU.
One of the largest cold lakes, being thirty-eight miles long.

A LOGGING SCENE IN NEW ZEALAND.
At the Wairoa Falls, North Auckland. The logs are about to crash over the fall into the river below.



ON THE WEST COAST ROAD, NEW ZEALAND.
One of the rich pieces of picturesque landscape characteristic of the country.

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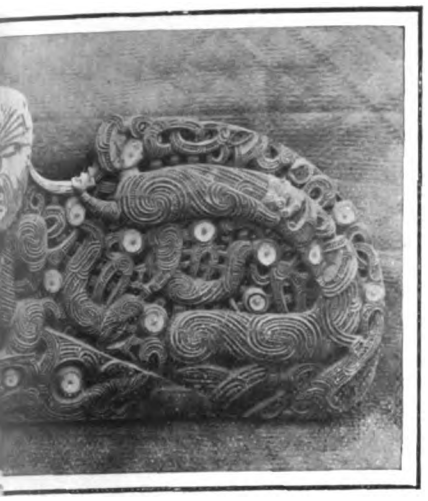
# NEW ZEALAND.

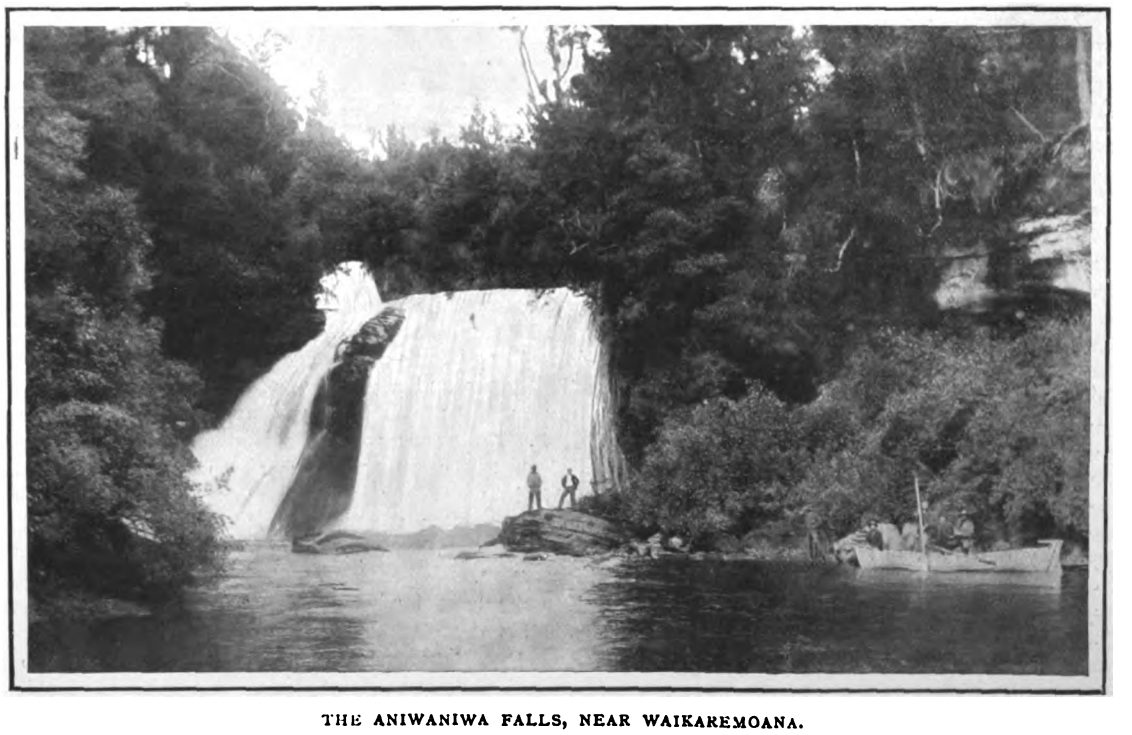


MAORI CARVING
te nature of the native art.

HIRUHARAMA (JERUSALEM), WHANGANUI RIVER.
A Maori settlement on the banks of this historic stream, called the Rhine of New Zealand.

HAULING LOGS IN THE KAURI FOREST, NORTH AUCKLAND.
The Colony exports large quantities of timber to the Mother Country, mainly for wood-paving.

Milford Sound.



THE ANIWANIWA FALLS, NEAR WAIKAREMOANA.
Recently opened up to the tourist, this lake offers delightful cruises and excellent trout-fishing.



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# A HOLIDAY IN NEW ZEALAND.

Grand, by the way, was the only hotel at which the Prince and Princess of Wales put up during their memorable visit to New Zealand. Luxuriously furnished and well managed, it is indeed hard to realise one is so far away from home. As in most other directions, the New Zealander is fully alive to the art of catering, and some of the dishes served at the Grand, once tasted, are never forgotten. The baths and beautiful sanatorium grounds almost adjoin the hotel. About a mile further on is the Whakarewarewa Hotel —by the way, a rather ill-chosen name to attempt to pronounce after having partaken of a big dinner. This hotel will be found equally convenient as headquarters for those who remain in Rotorua for any length of time. There is also the Lake House, standing on the edge of the lake, much frequented by sportsmen, who can enjoy trout-fishing almost from the door of the hotel. For the man of moderate means the Palace Hotel, situated in the centre of the town, is also well spoken of. In addition there are numerous boarding-houses to choose from; but, generally speaking, the English tourist prefers the freedom of hotel life.

Rotorua is picturesquely situated on the southern shores of Lake Rotorua, at an elevation of about 1,000-ft. above sea-level. The township, consisting of 600 acres, is prettily laid out, and so bountifully lit by electricity that on fine summer evenings the streets and public gardens are as full as they are in daylight. To the north lies the ancient Maori village of Ohinemutu, where native customs and manners still prevail. Boiling pools and hot streams abound here, some of the cooler ones being used by the natives for bathing in. A piece of silver flung into one of these pools affords intense amusement watching the little brown boys dive in and recover the coin.

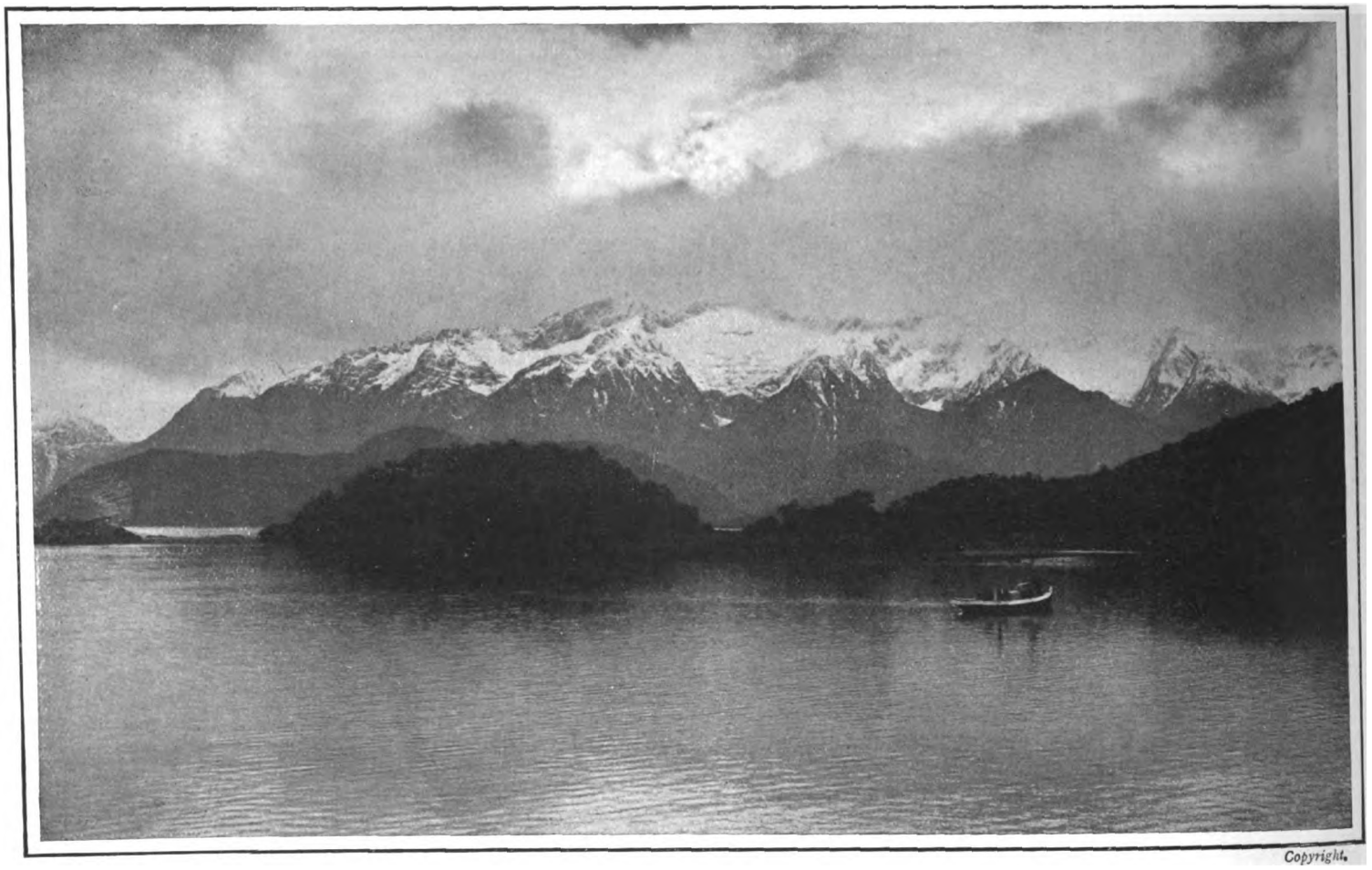
Less than a couple of miles from Rotorua lies Whakarewarewa, perhaps the most interesting spot in the whole thermal district. The ground seems simply alive with every kind of hot spring and hot mud pools of every size, shape, and colour. Waimangu lies about seventeen miles from Rotorua, and is reached by coach to Wairoa, thence by steam launch over Lakes Tarawera and Rotomahana. The excursion is one full of interest. Passing close to the south shore of Rotomahana, the site of the lost Pink and White Terraces destroyed in the eruption of 1886, passengers have the novel experience of sailing on boiling water, while the quiver of the boat creates a sensation difficult to describe. At any rate, it is the reverse of comfortable. To see Waimangu in eruption is a sight never to be forgotten. The great geyser plays once in every thirty hours or so; on no account should the visitor leave until he has seen a good "shot." Recently the Government Tourist Department has erected a handsome "accommodation house" —in reality a hotel—commanding a fine view of the geyser and a grand panorama of the Tarawera Mountains and the surrounding district. Notice of an upheaval is given by a series of sullen growls from the interior, at which stage the visitor must needs betake himself to the shelter houses, which have thoughtfully been erected by the Government.

Not the least interesting feature of New Zealand is the picturesque Maori life. They are a merry, courteous people, and ever ready to extend a hearty welcome to the traveller. The Arawas are said to be the best wood-carvers in the colony, while their grotesque dances, known as hakas and pois, the latter combining song and action, are quite unique in their way.

New Zealand has been called "the sportsman's paradise," which indeed it is in the truest sense of the word. The angler can cast his fly on almost every stream from the North Cape to the Bluff, with the certainty of a good basket of trout. Should you wish to try your hand with rod and line, you may pay your pound of English money, and fish undisturbed in hundreds of miles of beautiful water from October 1 till April 15; for an outlay of five shillings you are free to fish where you like for a whole month. The largest brown trout caught in New Zealand scaled 37lb.; others weighing 30lb. and 28lb. are frequently killed. In the neighbourhood of Rotorua are found the lovely rainbow trout, weighing 20lb. and more.

To the deer-stalker, New Zealand offers the grandest sport. Both red and fallow deer exist in large quantities in the Colony. The best red deer, however, are found in the Wairarapa district of the North Island, while fallow are so common as to be regarded in many parts as a nuisance, and no restrictions are placed on the shooting of them. The seasons are exactly opposite to those prevailing in this country. Apart from its immense preserves of deer, New Zealand offers to the lover of the gun a large choice of game, including pheasants, plovers, hares, and Californian quail. Native grey duck, teal, widgeon, pukaki, pigeon, black swan, and dotterel abound almost everywhere.

Those who may thus early be contemplating where to escape from England next winter could scarcely do better than adopt the advice given in this short, and necessarily incomplete, article, and give New Zealand a trial.



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IN THE WONDERLAND OF THE WORLD.

The Cathedral Peaks, Lake Manawapouri. This beautiful sheet of water is cut up into a multitude of deep winding inlets, studded with islands. At the head of the lake the views are most impressive, and distinctly Alpine in character. A steamer is provided by the Government Tourist Department to explore the wonderful beauties of this lake.



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# NEW ZEALAND

## THE BRIGHTER BRITAIN.

A NEW COUNTRY of marvellous beauty, with a fertile soil and a splendid climate. No extremes of heat or cold.

No droughts. An abundance of water, yet no rainy season.

An Evergreen Land rich in natural products.

A GREAT SHEEP, CATTLE AND DAIRYING COUNTRY.

Cheap farms with helpful assistance to farmers by the Government. Reduced steamer fares from the United Kingdom to New Zealand for persons with small capital.

No private monopoly of Public Utilities; the Government owns and operates Railways, Telegraphs, Telephones and Insurance.

No Lock-outs! No Strikes!! Employment disputes adjusted by Arbitration!!!

NEW ZEALAND IS THE WONDERLAND OF THE WORLD.

Its Thermal Sights are unique in their extent, beauty and weirdness.

The Mammoth Geyser "Waimangu" (Black Water) hurls an immense mass of boiling water, mud and stones over 1,000 feet high.

Hot Mineral Water and Mud Baths; The Curative Baths of Rotorua, Te Aroha and Hanmer are world famous. Government doctors in attendance.

Baths. Gardens. Games. Music.

and picturesque. Here are lakes of great size and depth—canyons that surpass the greatest of other lands—dense forests with a tropical profusion of ferns and flowers—innumerable waterfalls—monoliths of granite many thousands of feet in height—glaciers, snowfields, and the peerless Sounds, with their 400 miles of inside sailing distance.

TRANSIT is convenient throughout New Zealand. Government railways, Express trains, Pullman and Dining Cars. Excellent coastal steamers. Splendid coaching routes. Hotels, good; charges moderate. Government Hotels, Spas, and Accommodation Houses in many of the principal tourist resorts.

Large Mail Steamers with every modern comfort and convenience leave Great Britain for New Zealand fortnightly. Duration of direct journey, 40 days; via Suez and Australia, 44 days; via Canada, 32 days; via San Francisco, 28 days.

The best time to visit New Zealand is during the summer months, from November to April.

ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS, Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer

HYDRAULIC GOLD MINING AT ROSS.

GOLD DREDGE IN SKIPPERS GORGE, LAKE WAKATIPU.

A SMALL FARM IN NEW ZEALAND.

The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

The LAKES of New Zealand are most pleasing in their charm of colour, contour and environment. Rotorua, Rotoiti, Taupo, and Waikaremoana in the North Island; Manapouri, Wakatipu, Te Anau, Wanaka, Kanieri and Mahinapua in the South Island are the most notable. The Lakes of the South Island are surrounded by mountain scenery of singular beauty and magnificence. Steamers and Power Launches. Good Hotels.

The WEST COAST FIORDLAND is indescribably wild

Fares, Settlement, Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the Agent-General for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

## OKOROIRE.

HOT SPRINGS AND SANATORIUM HOTEL.

**One of the finest Health Resorts in the Thermal District.**

**The first place of interest en route to Rotorua, New Zealand.**

Delightful **NATURAL HOT MINERAL BATHS**, free to Guests. Sufferers from Gout, Rheumatism, Sciatica, Lumbago, Affection of the Eyes, Skin Diseases, etc., are often permanently cured by these waters.

**CLIMATE.**—Beautifully clear and bracing atmosphere, charming surroundings.

**SPORT.**—The Streams in the hotel grounds are exceedingly well-stocked with Trout. Plenty of Game, viz.: Pheasants, Virginian Quail, Wild Duck, Hares, and Deer. **Lawn Tennis, Golf, and Croquet.**

The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

**T. MARTIN,**
**Manager.**

## NEW ZEALAND.

## THE GRAND HOTEL, ROTORUA.

**Situated in the Centre of the Hot Lakes District.**

*Patronised by T.R.H. The Prince and Princess of Wales.*

**THE HOTEL** is in the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

W. J. LEES, Manager.

## THE GEYSER HOTEL,

**WHAKAREWAREWA, ROTORUA.**

**Situated** in close proximity to the **wonderful Geysers** and **Maori Settlement.**

**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged.

**CHAS. E. NELSON, Proprietor.**



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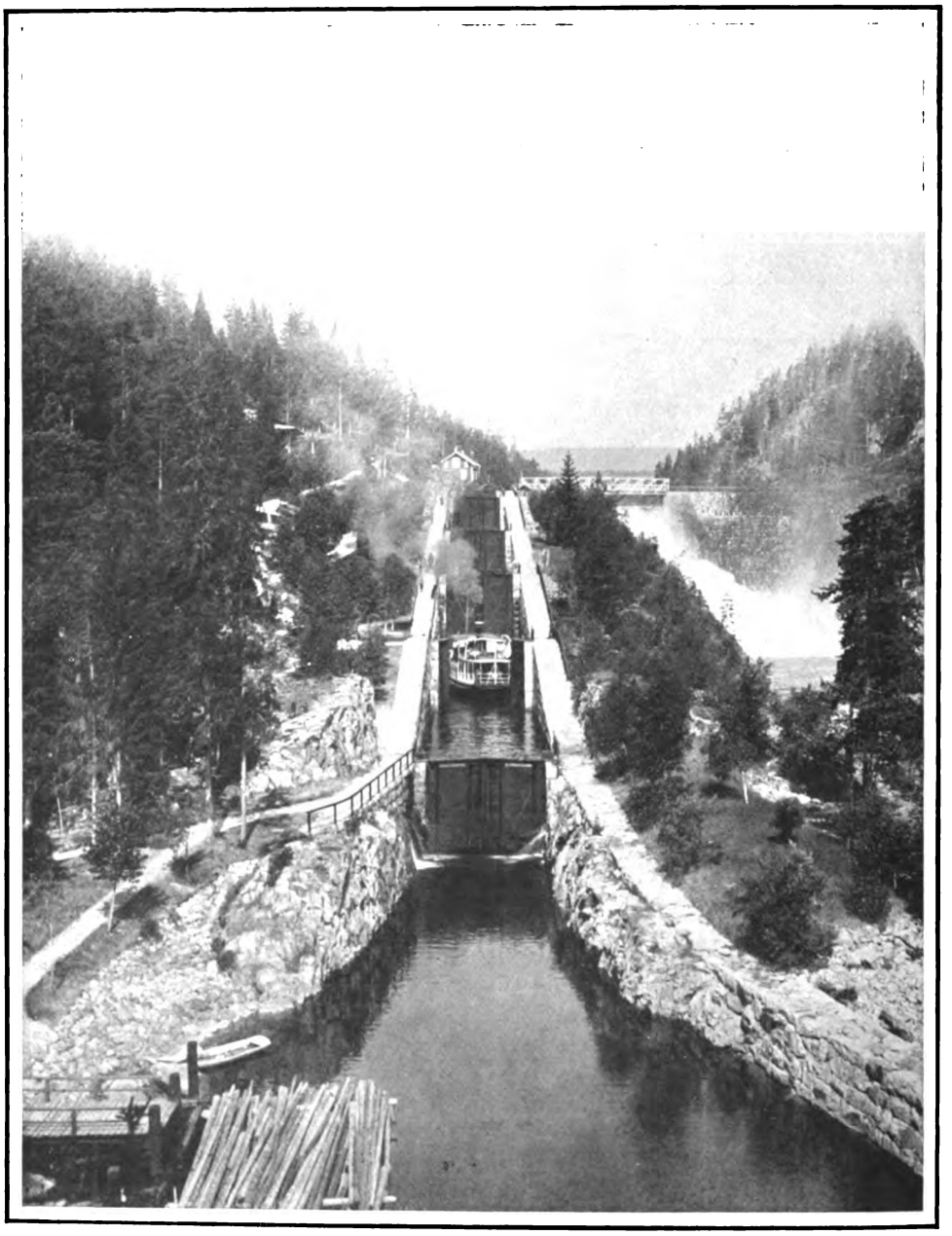
# Ocean Cruises.

## *TO THE NORWEGIAN FJORDS AND TO THE SOUTH.*

WHEN holiday-making becomes of the nature of a bore—as it not infrequently happens when, perchance, we have made an unfortunate selection—then all the good that might otherwise have been derived from the change is naturally considerably lessened. Quoting from the advice so often given by the family physician, the main essentials for an enjoyable and healthful holiday are freedom from worry combined with plenty of fresh air and frequent change of scene. Simple enough advice in its way, yet by no means the easiest to follow. You may argue that you get practically all these conditions by spending three weeks or a month at some quiet out-of-the-way place on the English coast, such as those enumerated elsewhere in our holiday supplement. Not so, however, if you would adhere as rigidly to the conditions laid down by your doctor as you would to those prescribed by him in liquid form, bearing the familiar instruction, "to be taken three times a day"; then nothing short of a cruise on the ocean will fulfil what is implied in those words of advice.

Ocean-cruising is a diversion which has become quite the vogue within the last few years, thanks to the enterprise of many well-known shipping companies. Hitherto, the delights of a yachting cruise to foreign waters were denied to all save those who could boast of their own yachts. But in travel, as in many other things, time has brought about vast changes, and we think probably less now of running across to Norway and Sweden, or of taking a cruise in the Mediterranean, than our grandfathers thought of travelling from London to the more distant parts of this country.



CLIMBING A WATERFALL.
A steamer passing the set of locks in the Nordsjo Canal, Norway.
(*From stereographs copyright Underwood and Underwood, London and New York.*)

As an example of what one can accomplish nowadays in the way of short cruises only, take the series of pleasure trips which the Orient Pacific Company have arranged this season to the Norwegian Fjords. The magnificent s.s. "Ophir"—the vessel which had the honour of conveying the Prince and Princess of Wales on their memorable trip to the Antipodes and Canada—will this season make five short cruises of thirteen days each to Norway, visiting the following interesting places: Bergen, Næs, Molde, Merok, Leon, Visnæs, Balholmen, Gudvangen, Odde, and Stavanger. The fares are so remarkably low, considering first-class passengers only are carried—from twelve guineas and upwards, according to position of cabin—as to be within the range of those of quite moderate means. The next sailing from Grimsby is on July 8, returning to the same port on the 21st of the month. The greater portion of this cruise being in comparatively smooth waters, no one need entertain fears of *mal-de-mer*. The crossing from Grimsby to Bergen occupies little over two days. Bergen, at which we remain twelve hours, is, perhaps, one of the most interesting of the Norwegian seaports. Founded in the year 1070, it was the first commercial town in the country. The time spent here is fully occupied with sight-seeing, and on no account should the *voyageur* miss the morning drive to the old Stavekirke, a wooden church, dating from the twelfth century. Did time permit one could devote an entire week to the old Hansa City.

Twelve hours' steam from Bergen through the beautiful land-locked waters of the Norwegian coast, interspersed by innumerable little islands, takes us to Gudvangen, the scenery of which is perfectly enchanting. Returning through the Næro Fjord, we next reach Balholmen, surrounded by towering mountains, of heights approaching nearly 5,000 ft. The little town, with its English church, is most picturesquely situated, and it is with feelings of regret that once more we are compelled to take our departure for other scenes. Visnæs is on Nord Fjord, but a short distance from the region familiarly known as the Midnight Sun. Leon is on the same fjord, and here carriages will be found in readiness to convey those desirous of visiting Vasenden and the wonderful Halseth glacier.

Continuing the journey north, we steam up Stor Fjord, one of the grandest fjords in Norway. At Hellesylt commences the Geiranger Fjord, and ends at Merok. Flanked by mountainous heights of from 5,000-ft. to 6,000-ft., the scenery here is singularly imposing. Waterfalls abound in the neighbourhood, one of the most remarkable of these being the Seven Sisters on the north bank, falling over an almost perpendicular bank. Our next port of call is Næs, on the Isfjord, in the vicinity of which is the lovely Romsdal, probably one of the best known of the grand Norwegian valleys; then we anchor at Molde, remaining there a few hours, preparatory to starting for Bergen, where another day is allowed for sight-seeing. Before we return to Grimsby we have an opportunity of visiting Odde, a quaint-looking village where numerous tourist steamers are generally to be seen landing or embarking their passengers. A pleasant drive takes us to the Lotefos, passing on the way Lake Sandven, in which the surrounding mountains are reflected like a mirror, and the Glacier of Buar, with the gleaming Folgefond above.

The concluding portion of this delightful cruise, no less interesting than the first, takes us by the Hardanger Fjord to Stavanger, the nearest Norwegian port to the north-eastern coast of Great Britain. In addition to the



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# For an Ideal Summer Holiday

SELECT THE

# NORTH OF IRELAND.

**BRACING CLIMATE.**—The coasts of Antrim, Derry, and Donegal front the Atlantic Ocean. The air is invigorating, and the temperature mild and equable.

**MAGNIFICENT SCENERY.**—Rivers and Glens, Mountains and Cliffs, Lough and Sea Coast.

**GOLF LINKS** at Portrush (Championship Course), Greenisland, Island Magee (Larne Harbour), Ballycastle, Portstewart, Castlerock, Magilligan Point, Buncrana, Portsalon, Rosapenna.

**TRAVEL IN COMFORT.**—By the new route, via Heysham, passengers have the advantage of the fastest and most up-to-date steamers. Dining Car Express Trains between principal towns and cities in England and Heysham Harbour. Trains run alongside the Steamers. Luggage transferred free of charge.

**DAILY SAILINGS.**

| | |
|---|---|
| HEYSHAM - - - - dep. 11.0 p.m. | BELFAST (Donegall Quay), dep. 9.0 p.m. |
| BELFAST (Donegall Quay), arr. 5.30 a.m. | HEYSHAM - - - - arr. 4.25 a.m. |

**CHEAP TICKETS.**—Holders of Midland Tourist Tickets can obtain at the Company's Belfast and other Offices Cheap Eight-Day Contract Tickets at nominal rates, entitling them to travel over 200 miles of the best Tourist Country in Ireland.

**HOTELS.**—The Company's Hotels at Belfast and Portrush are close to the railway station. Tariff moderate.

**INFORMATION** respecting Tickets, Reserved Compartments, Conveyance of Luggage in Advance, BERTHS on Steamers, etc., will be promptly given on application to any Midland Station Master or District Superintendent, or to M. J. ELLIOTT, Superintendent of the Line, Derby.

Derby.

JOHN MATHIESON, General Manager.

# TO THE SUNNY SOUTH

***by the BRIGHTON & SOUTH COAST RAILWAY.***

FREQUENT FAST TRAINS (1, 2, 3 Class), from Victoria, London Bridge, and Kensington (Addison Road),

| To | |
|---|---|
| BRIGHTON<br>HOVE<br>WORTHING | The Pullman Limited Train leaves Victoria 10.5 a.m. and 3.50 p.m. Week-days; 11.5 a.m. on Sundays. Drawing-Room Cars on 11.40 a.m., 1.50, 4.30 and 5.45 p.m. Week-days. |
| SEAFORD<br>EASTBOURNE<br>BEXHILL<br>ST. LEONARDS<br>HASTINGS | Best Trains leave Victoria at 9.45 a.m., 12.0 noon, 1.30 and 3.22 p.m., London Bridge 10.5 a.m., 12.5, 2.5 and 5.5 p.m. Week-days; Victoria 9.25 and 11.15 a.m. London Bridge 9.25 a.m. Sundays. Drawing-Room Cars on certain Trains. |
| LITTLEHAMPTON<br>BOGNOR<br>HAYLING ISLAND<br>PORTSMOUTH<br>SOUTHSEA<br>ISLE OF WIGHT | Best Trains, with Isle of Wight Connection, leave Victoria 10.30, 11.35 a.m., 1.42 and 3.55 p.m., London Bridge 10.25, 11.35 a.m., 1.50, 4.55 p.m. Week-days. |

WEEK-END CHEAP TICKETS, Cheap Day Return and 8 or 15 Day Tickets are issued to all the above-mentioned Seaside places.

Details of Superintendent of Line, L.B. & S.C.R., London Bridge.

# FOR HOLIDAY TRIPS

TRY

## SPAIN & PORTUGAL.

**WEEKLY SAILINGS**

From LONDON DOCK to LISBON, GIBRALTAR, MALAGA and CADIZ.

ROUND TRIP ABOUT 32 DAYS.

***Fare £15 15s.***

For particulars, apply to

JOHN HALL, JUNR., & CO.,

31 & 32, Crutched Friars, London, E.C.

## SUMMER TRAIN SERVICE.

Commencing July 1st, EXPRESS CORRIDOR, RESTAURANT, and DINING CAR TRAINS—

London and Sheffield in 2 hours 50 minutes,
WITHOUT A STOP,
leaving Marylebone at 3.25 and 6.20 p.m.
London and LEICESTER in 1 hour 44 minutes.
NOTTINGHAM in 2 hours 14 minutes.
MANCHESTER in 3 hours 50 minutes.
HARROGATE in 4 hours 35 minutes.

EXPRESS CORRIDOR, BREAKFAST, LUNCHEON and DINING CAR TRAINS are also run between MARYLEBONE and LEEDS, HUDDERSFIELD, HALIFAX, BRADFORD, and other Manufacturing Towns in the MIDLANDS and the North.

Commencing JULY 8th, THROUGH TOURIST EXPRESS TRAINS TO YORK, BRIDLINGTON, SCARBOROUGH and NORTH-EAST COAST, leaving Marylebone at 10.0 a.m. and 12.15 p.m.

CHEAP FAST EXCURSIONS EVERY SATURDAY to CLEETHORPES, YORK, SCARBOROUGH, and NORTH-EAST COAST, LIVERPOOL, SOUTHPORT, ISLE OF MAN, and NORTH-WEST COAST.

For further particulars of Train Service see Company's Time Tables and Bills.

SAM FAY, *General Manager.*



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# OCEAN CRUISES.

tour described, others are timed to leave Grimsby on July 22, August 5, and August 19. Having regard to the great demand for berths in these comfortable steamers, it is well to book some time in advance to avoid disappointment.

Among other luxurious pleasure cruises to which we would call the reader's attention are those of the Royal Mail Steam Packet Company from Southampton to Spain, Portugal, Madeira, or Teneriffe. The comfort of these magnificent vessels is already sufficiently well known, and does not call for further comment. About three weeks is required to complete the round trip, the first-class fares for which are £12 10s. to £14 10s. to Madeira and back, and £13 10s. to £15 10s. to Teneriffe and return. During the summer months tickets are issued to these places, including first-class hotel accommodation, for £21. The cruise is one of the most interesting offered to those in search of novelty. Plenty of time is allowed at the different ports for sight-seeing.

Vigo, the first place we call at on the outward voyage, stands on the shore of one of the finest bays in Spain. It is, of course, a favourite port with the Channel Fleet. The excursions are both numerous and interesting. A short train journey takes the *voyageur* to Santiago de Compostella, the ancient capital of Galicia, whence a diligence will convey him for half a peseta to the hotel. The cathedral, dating from the year 1078, was much visited in the Middle Ages by pilgrims to the Shrine of St. James, to whom it is dedicated. Moreover, Santiago is the University city of Northern Spain and the seat of the Archbishop. Villagarcia, in Arosa Bay, one of the finest natural harbours in Europe, and Pontevedra, an ancient city with very beautiful surroundings, are both within an easy train journey of Vigo. Or short drives can be taken to Bayona, one of the fashionable watering-places of Spain, situated on the south side of the entrance to Vigo Harbour. Oporto, Braga, and Busaco can each be visited from Vigo, though one would require to make a stay of several days to "do" all these places. From Vigo our floating hotel takes us to Lisbon, the Portuguese capital, which has lately entertained several members of the Royal family, including King Edward. Lisbon is a capital centre from whence to visit Cintra the summer residence of the King of Portugal and Belem with its famous monastery. From Lisbon one has the choice of visiting either Madeira or Teneriffe. Though the scenery of the former is considered more beautiful than that of the latter, nevertheless Teneriffe has, perhaps, a larger number of excursions.

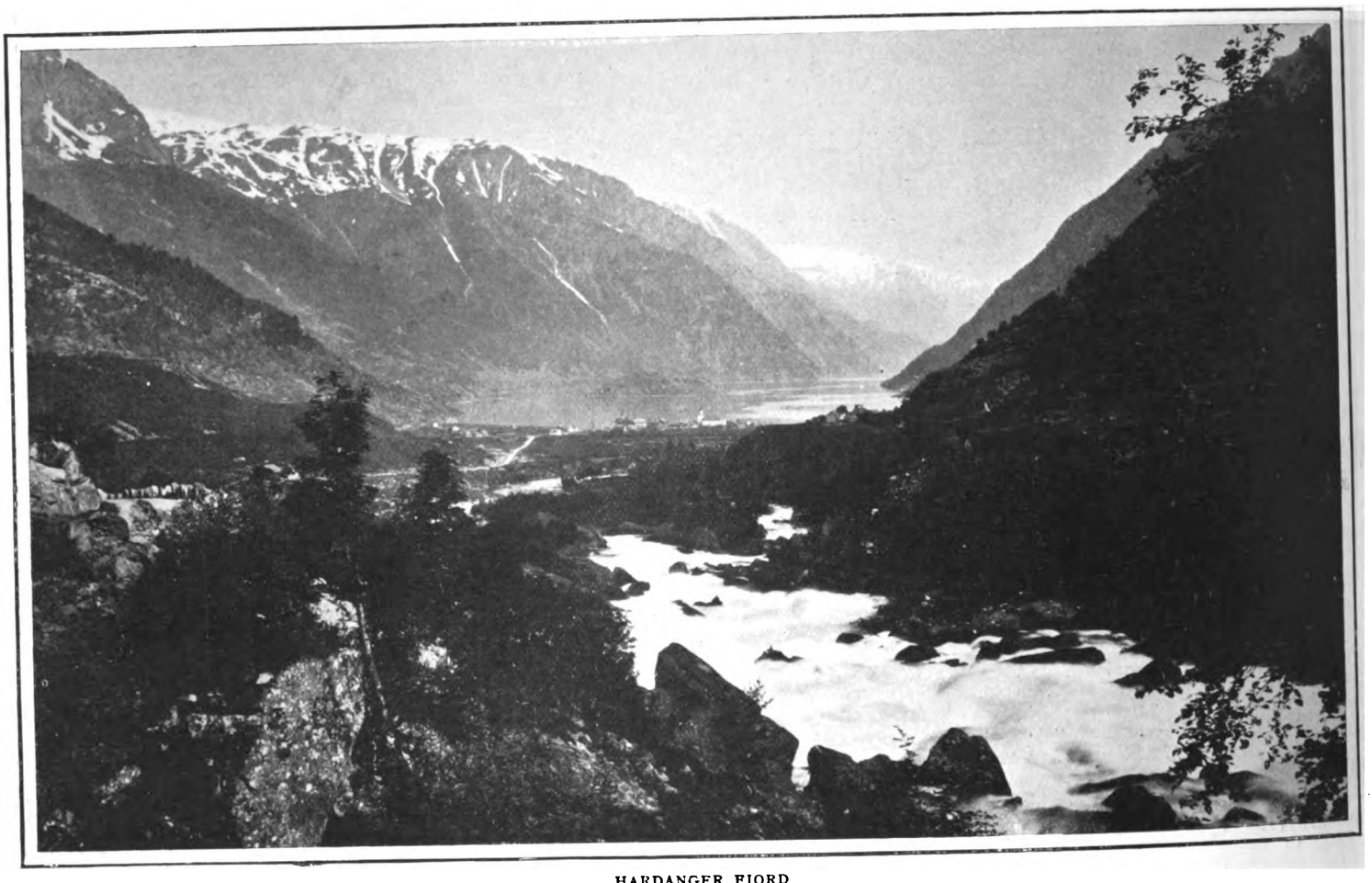
The hotels are excellent in both islands, and those who go to Madeira can choose between the Carmo, the Santa Clara, and the New, under the proprietorship of Messrs. Reid. In Teneriffe there are no fewer than eight hotels at which the company's coupons are available. Loguna, with its two comfortable hotels, the Agure and Continental, is 1,800-ft. above the sea-level, and is an ideal spot for a summer visit. Just now it is pretty full of Spanish society, which migrates there from Santa Cruz to avoid the heat. Tacoronte is also in the hills, and much cooler than those places nearer to the seashore.

Orotava is a convenient starting-place for climbing the Peak, which is 12,000-ft. high. The sights of Madeira are well worth seeing. A charming excursion, which can be made to last two days, is from Funchal to S. Vicente along the coast road. The return journey to Southampton is made in one of the Royal Mail Company's fine River Plate steamers, the route chosen being the same as the outward voyage, and a few hours' stay is made at Lisbon and Vigo.

The two cruises described above afford fair examples of what the holiday-maker can accomplish in from a fortnight to three weeks. Needless to say, there are numerous other companies which make a speciality of this kind of travel, including the Booth Line to the Spanish Coast, the Canaries, and Madeira, the Hamburg-American Line round the world, the Peninsular and Oriental Company's cruises to Norway, etc.

Two more delightful sea cruises to which we would call the reader's attention are those of the Forwood Line to Gibraltar, the coast of Morocco, and the Canary Islands, and the John Hall Line of steamers, which depart weekly from London, sailing down the coast of Spain and Portugal. In the case of the former, the health-seeker gets for his twenty guineas twenty-five days' holiday at sea, with the option of breaking the journey at any of the following interesting ports of call: Larache, Rabat, Tangier, Casa Blanca, Mazagan, Mogador, Las Palmas, Teneriffe, and Madeira.

The John Hall Line, which has recently added a fine new vessel to its fleet, takes the tourist for an eighteen or nineteen days' cruise down the Spanish and Portuguese coasts, calling at Lisbon, Gibraltar, Malaga, and Cadiz. The fares, which do not, of course, include the shore excursions to Belem, Cintra, etc., range from fifteen guineas for the round trip.



HARDANGER FJORD

One of the most magnificent and popular of the many inlets on the Norwegian Coast, where so many tourists spend their summer holidays.



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Telegrams: "REGENT, LEAMINGTON." Tel. No. 0659.

# ORIENT-PACIFIC LINE.

Delightful PLEASURE CRUISES to

# NORWAY

by the twin-screw s.s. OPHIR, 6,814 tons, 10,000 h.p.

## SAILINGS, July 8, 22, August 5, 19.

## 13 DAYS FOR £12 12 0

**AND UPWARDS.**

Managers, F. GREEN & Co., and ANDERSON, ANDERSON & Co., Fenchurch Avenue. For passage apply to the latter firm at 5, Fenchurch Avenue, E.C.; or to the West End Branch Office, 28, Cockspur Street, S.W.

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**THE BRITISH RIVIERA.**

Magnificent Sea and Mountain Scenery, combined with bracing Climate. The Temperature in Winter and Spring is higher than that of most Watering Places in the South and West of England. Excellent Golf Links adjacent to the Railway.

**Bathing, Coaching, Boating, Fishing (Sea, River, Lake), Golfing, Mountaineering.**

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**Delightful Spring, Summer and Winter Resorts.**

- Aberystwyth.
- Barmouth.
- Aberdovey.
- Dolgelley.
- Borth. Towyn.
- Fairbourne.
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- Pwllheli.

**DAILY EXPRESS TRAIN SERVICE, LONDON, BIRMINGHAM, MANCHESTER, LIVERPOOL, LEEDS, SHEFFIELD, etc., to the CAMBRIAN COAST.**

Guides, Time Books, and all information at the London Offices of the L. & N.W. and G.W. Cos., and at the undermentioned District Offices of the Company, or from Mr. W. H. GOUGH, Traffic Superintendent, Oswestry.

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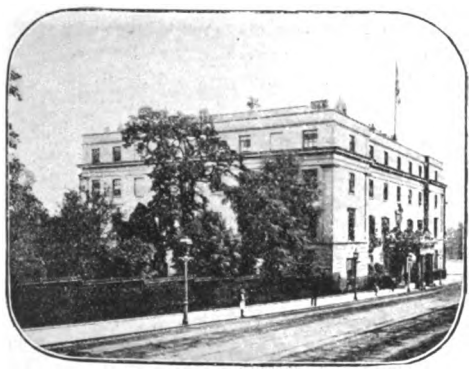
BRADFORD—Dean & Dawson, 83, Market St.
OLDHAM—Mr. L. R. Stanton, 112, Union Street.
MANCHESTER—45, Piccadilly.
LIVERPOOL & DISTRICT—108, Victoria Rd., New Brighton, Birkenhead.
CARDIFF—The Exchange.
BIRMINGHAM—137, Corporation St.

C. S. DENNISS, Secretary and General Manager.

## LEAMINGTON SPA.

# REGENT HOTEL.



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DECORATIONS BY MAPLE.

Electric Light, Telephones in Every Room. Lift.

Garage and Resident Engineer. Stabling for 90 Horses.

*APPLY FOR TARIFF.*

# Llangammarch Wells,

**CENTRAL WALES.**

***(The British Nauheim.)***

**An Ideal Spa for the Treatment of Heart Disease, Gout, and Rheumatism.**

# THE LAKE HOTEL

**A first-class Hotel situated in extensive Private Grounds and lighted throughout with Electricity.**

Telegraphic Address: "BARIUM," LLANGAMMARCH WELLS. Apply MANAGEMENT.

**GOLF CLUB WITHIN FIVE MINUTES' WALK.**

# LONDON & SOUTH WESTERN RAILWAY.

SHORTEST, QUICKEST ROUTE FOR

## ENGLAND'S BEST SEASIDE AND INLAND RESORTS.

CORRIDOR TRAINS.

Breakfast, Luncheon, and Dining Cars,
1st, 2nd and 3rd Class, in principal services.

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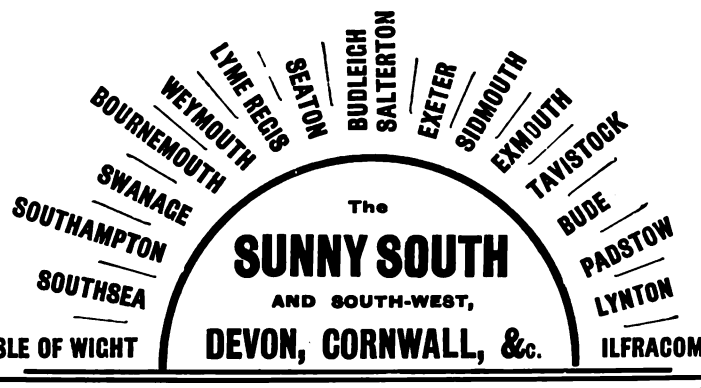


**TOURIST, EXCURSION, WEEK-END, AND CIRCULAR TOUR TICKETS** issued from Waterloo Station. For particulars, see Programmes, &c.

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## HEALTH AND PLEASURE.

Splendid Golf Links.

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Lavatory Compartments.
Invalid, Saloon, and Family Carriages provided.

**CHAS. J. OWENS, General Manager.**



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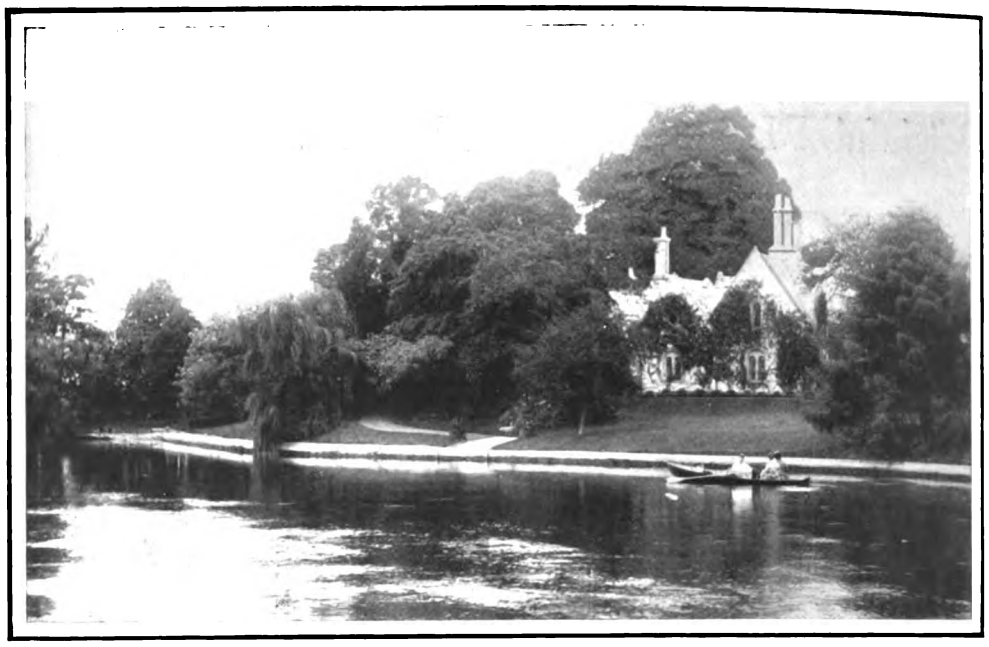
# *Up the Thames.*

IT is difficult to say anything new about the Thames. In verse and prose the praises of this river, "most loved of all the Ocean's sons," have been sung for centuries, and will be sung so long as men have love of Nature and beauty in their composition. What can compare with the capriciousness of the Thames? Though it wind and curve, widen and straiten, and glide at its own sweet will, nothing but the beautiful, nothing but the picturesquely effective, is tolerated. Even the locks and weirs, artificial contrivances though they be, are in tone subdued to the harmonious whole, and become invested with something of the glamour, something of the picturesqueness, of the old stream; and, following the law of natural affinities, the fair river attracts the fair sex. There are few places in which women look more fascinating or more lovely than on the river, and few sports lend to men the grace of form and lissomness of movement that sculling gives.

As a holiday resort the Thames has been underrated, and fearful tales of the cost of living and the number of "extras" on hotel bills have frightened the timid and those of small means; but these are exaggerations. A week upon the river can be spent as inexpensively as at any seaside place, and in addition there is a restful calm about the river which is not to be found at many fashionable holiday resorts. We have in previous years described various ways in which the Thames may be enjoyed. This year we propose to open up what we think will be new ground for some readers, and describe a launch trip which may be taken from Kingston to Oxford and back, a trip which only requires six days' absence from the office, and may be made inexpensively. There are public launches running in which the fares are very reasonable, or a party of six or seven making the trip at the same time and sharing the expenses can hire a small launch and be independent of time-tables and fixed stopping-places.

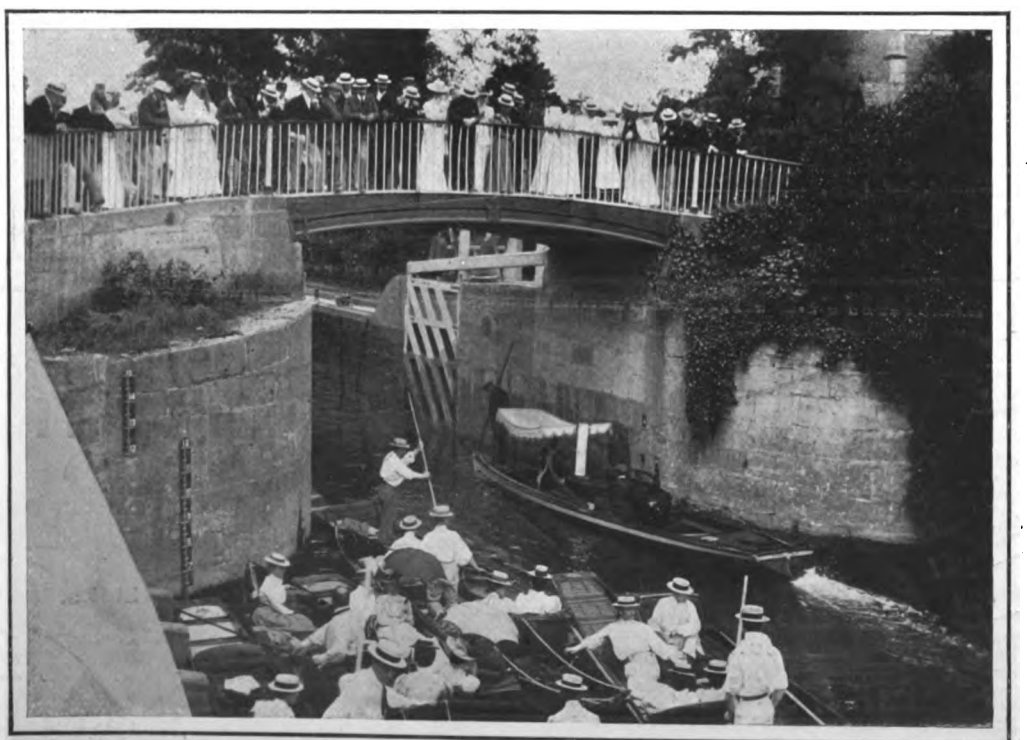
The first few miles of the river up from Kingston do not offer anything special in the way of scenery or sites of historical interest, and it is not until we get into the reach below Hampton Court that we begin to feel at home, though the sight of the Swan at Thames Ditton may call up memories of Theodore Hook and the stanzas he composed in its honour while lying in a punt one day. Past the grand pile of Hampton Court and the well-known Garrick Villa, through Sunbury, Walton-on-Thames, and Shepperton, we come to Weybridge, where many Royalties have sojourned, and where in the crypt of a small Roman Catholic cathedral the remains of Louis Philippe rested until they could be taken to France. The flat meadow-land around Chertsey does not bid us stay, and we pass Laleham and Penton Hook rapidly, for the luncheon hour is approaching, and we know of the Packhorse at Staines, where an excellent cold collation will be awaiting us.



MAGNA CHARTA ISLAND.

In a Gothic cottage here is to be seen a stone bearing an inscription setting forth that King John signed Magna Charta on that island.

Staines is a very favourite up-river resort, and there is excellent fishing to be obtained there, too. The theatrical profession has always been fond of Staines, and at one time John Emery, the famous "Farmer Ashfield," was landlord of an inn there. From here up to Windsor the scenery is perfect. Along by Runnymede, the historic scene of the signing of the Magna Charta, through Old Windsor Lock to Datchet Mead, the scene of Sir John Falstaff's involuntary bath, we are soon in the Royal borough. It cannot but be the wish of all to visit the Castle. Again afloat, we negotiate Boveney Lock, are past Surley, where once the Eton boys were wont to adjourn, and the ancient church of Bray slips by and we are in Maidenhead, the great centre for Sunday boating. A very little further on, at Cookham, we may end the first day's journey, and after seeing our launch safely bestowed betake ourselves to the Crown Hotel, where good fare and a good bed are ours to command.



BOULTER'S ON ASCOT SUNDAY.

The scene at Boulter's Lock on any fine Sunday afternoon is animated, but on Ascot Sunday the crush is abnormal, and the scene one of the gayest that can be imagined.

The early stages of the second day's trip take us past Marlow and Bisham, famous for its old Priory, Hurley, and Medmenham, an old-world place that seems even in these days as if it recked not of telegraphs, telephones, electric trams, and motor-cars. But we will not land, lest we be disappointed. Our goal is Henley, the only Henley, Henley of the regatta, where we will take an early luncheon —not that the time for it has come, but rather because we want an excuse to stop for a while to see the town, the oldest, we are told, in Oxfordshire.

From Henley up to Streatley is a stage that must be made slowly, for few parts of the river equal, and none surpasses, it in beauty. To name but a few of the places in this stretch of water is to call up visions of scenery and loveliness, and it is only to be regretted that useful town though it be, Reading should be perched in the middle to interrupt the perfectness of this part of the river. Shiplake and Sonning below the biscuit town, and Maple-durham, Pangbourne, Basildon, and Goring above, are all radiant in summer sunshine, and no one who sees them can wonder at the attraction they have always had for artists.



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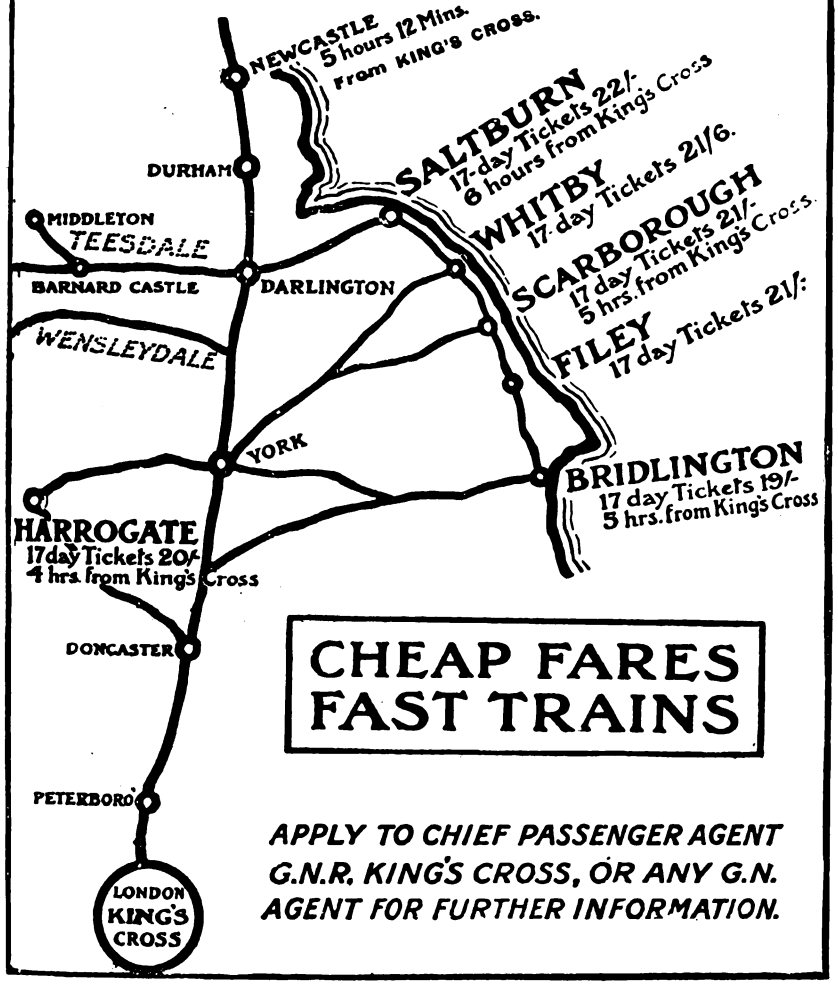


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# UP THE THAMES.

PENTON HOOK, ABOVE THE LOCK.

On the Surrey shore there is a large camping ground which is well patronised during the summer months, and the long horseshoe bend of the river above the lock is one of the favourite fishing grounds on the Thames.

One remembers Mr. Leslie's quaint plaint about the appearance of Streatley, "the village swarms with geniuses and their æsthetically-dressed wives."

Our second day's journey is drawing to a close, and Wallingford, our halting-place, lies just beyond the lock. And in the twilight we creep silently past the thick overhanging trees and undergrowth, so that we may not disturb the dream of bliss in the boats moored in their shelter. Nature knows well the kind of leafy arbours young lovers most delight in.

Space is short, and the last stage of our 91-mile journey must be briefly described. But in performance, let it not be hastily passed over, for from Wallingford up to Oxford the river assumes a character it has not in the lower reaches. There is an air of repose, of "settled quiet content," which makes this part of the river most acceptable to those in search of rest. Without starting too early it is possible to be in Oxford by midday, and we may spend twenty-four hours before beginning the return journey down stream.

SONNING LOCK FROM BELOW.

Sonning, whether it was or was not the seat of a bishopric in the olden days, is now one of the most beautiful villages on the banks of the Thames, and the visitor who would do justice to its beauty must leave the water and wander among the streets and byeways in the neighbourhood.



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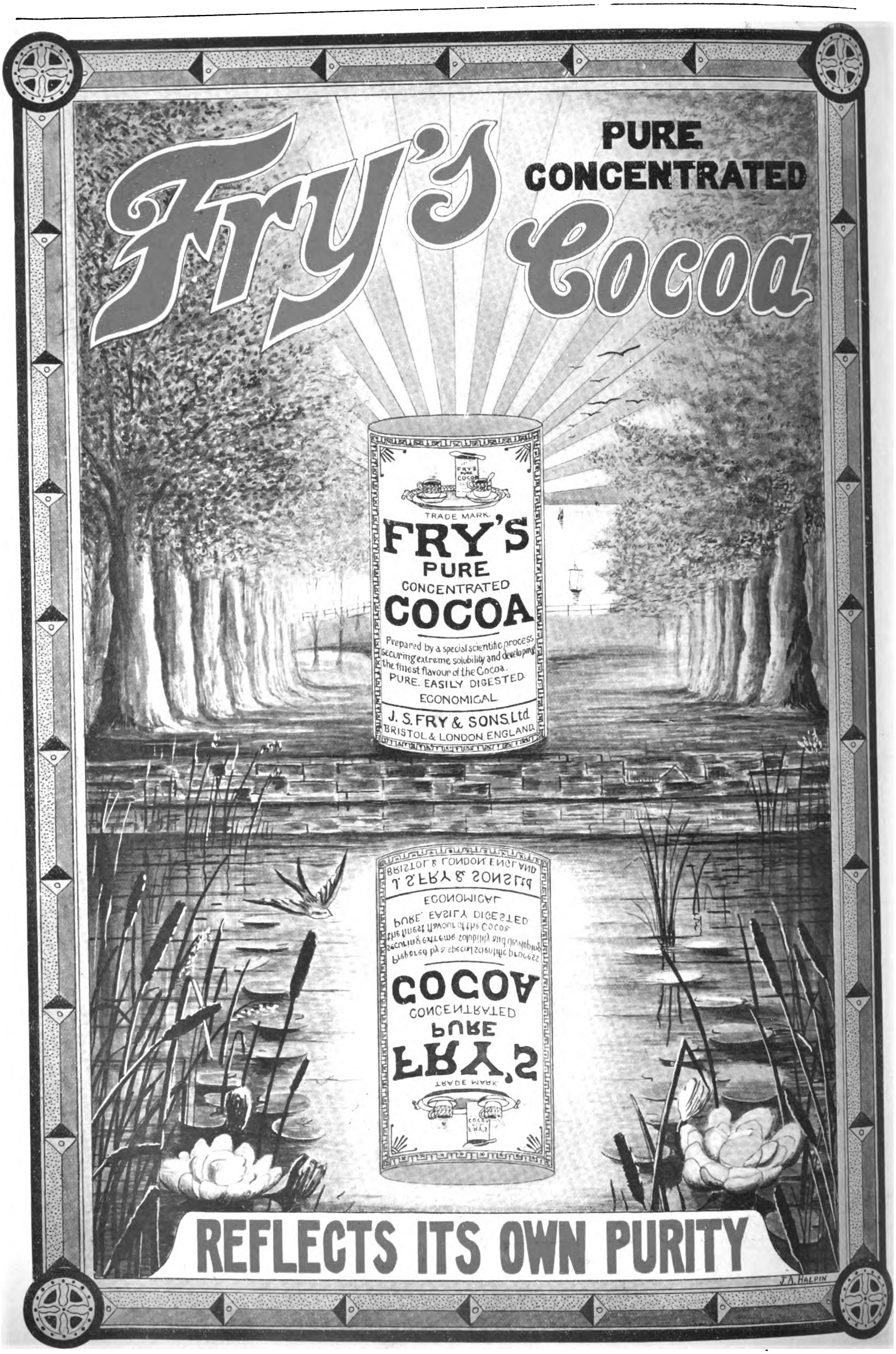




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# *Plays and Players.*

*Bassano.*

MISS MABEL LOVE.

The programme at the Coliseum will be considerably strengthened shortly, when Miss Love joins the company, appearing in one of the now universally popular song-scenas which have proved so strong an attraction at the new variety theatre.



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# *More Green-room Gossips.*

## XXVI.—WITH Mr. HUBERT CARTER.

### "Of Memory."

A TALL man of commanding presence and the frame of an athlete, with a clear-cut face and a voice full of musical cadences, a man, in fine, at whom one instinctively looks twice, such is Mr. Hubert Carter. When added to this natural groundwork we have the full war paint of Othello, or the wondrous beard and garb of Silvio de Feltre in "Renaissance," he becomes, off the stage, a figure to well-nigh overawe the mere humdrum personage who has the privilege of being admitted to his presence. And yet he is the most modest of men. For fifteen years he has lived in the comparative obscurity of provincial companies, playing any and every part to acquire experience and working hard at his profession, not as a dilettante or a mere amateur, but as a serious-minded actor, bent upon learning all that shall equip him for the better exposition of those characters which fall to his lot.

Among a pile of old playbills through which I was looking the other day, I came across one for the Colosseum, Dudley, for the week beginning January 29, 1894. At first glance it appeared to have but little of interest in it. The repertoire was mainly Shakespearian, the company was Mr. Edmund Tearle's, and I had almost passed it over, when the name "Hubert Carter" caught my eye. First as King Claudius in "Hamlet," next as Appius Claudius in "Virginius," next as Iago in "Othello," next as Marc Anthony in "Julius Cæsar," next as Timarch in "Ingomar," and finally as Henry of Buckingham in "Richard III." This set me thinking. Mr. Carter is not such a newcomer as most of the London critics have imagined, if eleven years ago he was playing such parts as these. As I found when I came to talk to him, it was in 1890 that his name first shone in a playbill in Howard and Wyndham's company, then playing "The Lady of the Lake," and even before that he had been in training, by memorising anything and everything from Scott to Mrs. Hemans.

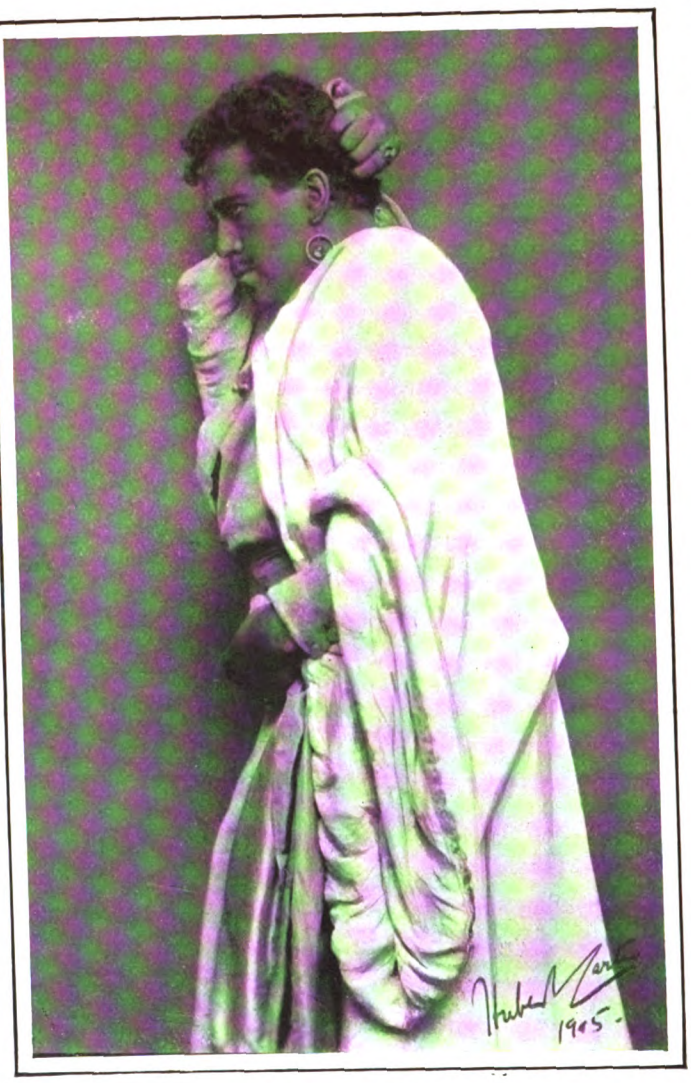
"I find learning a part very easy," he said in reply to my question; "I read it through a few times, and it just comes to me. It has always been the same. When I was twelve I learned one thousand lines of Scott off by heart, by way of amusement and without any very great effort."

"Do you find verse or blank verse or prose easiest to learn?"

"It all depends on the quality. Shakespearian blank verse is wonderfully easy to memorise. There is a rhythm and a swing to it which seems to fix it without any effort in the mind, whereas the simplest prose of some writers is almost impossible to carry in the memory, simply because it has little or no sequence, no under-current as it were, to carry the thought forward to the second phrase while the tongue is uttering the first."

"But playing so many parts as you do, have you never found your memory playing you tricks?"

"No, I think not. On one or two occasions it has stood me in very good stead. For instance, there is a little play of mine called 'Punchinello,' which has already been played in the suburbs and in the provinces, and which I hope to get produced in London. I was crossing to Jersey once in the 'Ibex,' the vessel which, as you may remember, went down, and with her went all my luggage, including the trunk in which was the precious manuscript of my play. By alternately bribing and threatening one of the divers at work on the wreck, I got my box up at last, but the manuscript, although intact, was very faded. Miss Ellen Terry had given me an appointment to read the play to her, and there was no time to get it copied out. So I took the long-buried papers with me, and principally by remembering the play read it to her, and so satisfied her with its possibilities that she accepted it."



MR. HUBERT CARTER
As Othello in the recent revival of the famous Shakespearian tragedy.
*(From a photograph by Lizzie Caswall-Smith.)*

Mr. Carter must be almost the only one of the younger generation of prominent actors who owes nothing to Mr. F. R. Benson. He has played in many stock companies, and under many managements, but never in the famous organisation which a perfervid admirer of Mr. Benson's has described as "the cradle of the modern theatre." For some years Mr. Carter was leading man in Miss Ellen Terry's company, and with Mr. Poel of the Elizabethan Stage Society he scored his first real success in London in the part of Dr. Faustus in Marlowe's peculiar play of that name. He has played in almost every sphere of dramatic art, from Shakespeare to pantomime, but musical comedy so far has not come his way.

"Not but that I wouldn't play in musical comedy if I got the chance," he told me. "Othello, of course, is a splendid part, but it is not the sort of part you want to go through more than twice a day. It takes it out of you tremendously. I remember coming off one night in a terrible perspiration and meeting Mr. J. H. Barnes. 'You remind me,' he said, 'of Irving's criticism of Mansfield as Richard III. One night Mansfield was playing the part in London, and he asked Irving to go and see him and tell him afterwards what he thought of the performance. And all Irving would say to him was, "You do sweat."' But I expect you have heard the story before."

I pressed Mr. Carter for more reminiscences, and he gave me one which, as he laughingly said, showed that on one occasion at least he had suffered from absence of mind, if not of memory.

It was when he was touring in the United States, and in travelling from one town to another he comfortably ensconced himself in one train, the wrong one, while his luggage and the rest of the company went on in another, the right one. Thinking that his companions would be late for the train, he asked a porter when they were expected, and received the startling reply that they had already gone. He immediately went to the station-master and explained things, saying that he must reach —— that night.

"You can't," was the reply. "There's no train, except a goods, which will pass here in a quarter of an hour. If you like to board that you can." And when the goods train passed through Mr. Carter swung himself on to the last waggon, and found himself staring down the barrel of a revolver. And even when he had explained that he was only a play actor and not a daring train robber, the conductor continued to regard him with suspicion until he disembarked at the required station, just in time to get to the theatre for the performance.

"But that is almost the only time I can remember," he said, in conclusion. "Touring in the provinces, one gets so accustomed to travelling that mistakes are rare, even with the most absent-minded beggars. And the thought of that revolver will make me think twice about boarding another goods train, especially in the United States."

F. E. R.



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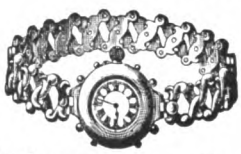

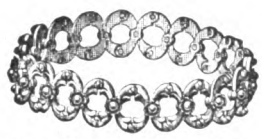

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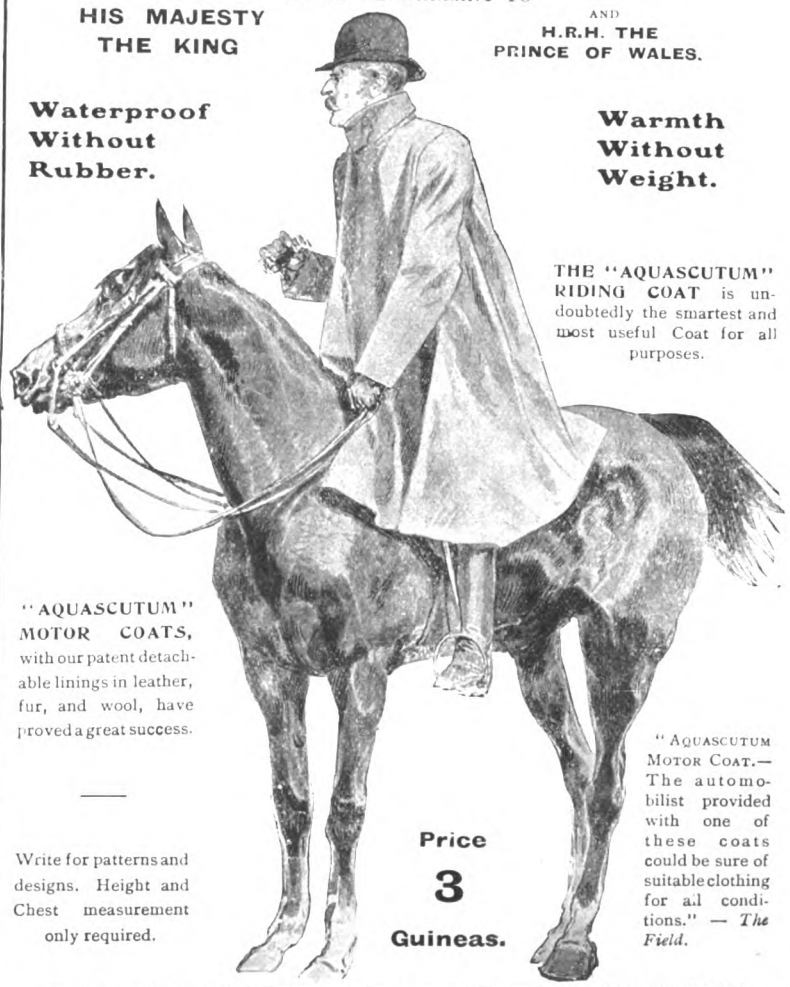

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# LITERARY NOTES.

SIR CHARLES LAWSON, who has just published with Messrs. Swan Sonnenschein a book of "Memories of Madras," is known in England by his "Private Life of Warren Hastings" and other books, and better known (as is the way with the men who do our work abroad) in India, where he has been secretary to the Madras Chamber of Commerce, and editor in succession of the *Madras Daily News*, the *Madras Times*, and the *Madras Mail*. It will be remembered that it was he who was chosen to present the Madras Jubilee Address to Queen Victoria at the Jubilee of 1887.

**Memories of Madras.**

We would willingly devote more space than we have at command to Sir Charles Lawson's extremely interesting work. Beginning with the founders of Fort St. George, early in the seventeenth century, he touches on successive points of the history of Madras, Thomas Pitt, the purchaser of the famous "Pitt" diamond (of which illustrations are given), Lord Macartney and Coote, Wellesley and Wellington, and so forth; and everything is alive with human interest, which should make it acceptable even to the too many who care nothing for some of the most fascinating stories in English history. Sir Charles Lawson's book is lavishly illustrated with portraits, reproductions of old prints, and is full of interesting matter not easily met with elsewhere.

* * *

MR. ALEXANDER ULAR, the author of "Russia from Within" (Heinemann), has penned a very temperate but very damning indictment against the autocracy, which is even now, perhaps, trembling to a fall. His pages, he thinks, will come as a shock to some very special friends of Russia. Hardly, perhaps, in this country, where we have no reason for taking anything but an unprejudiced view of the state of affairs in that great and heroic but unhappy country. Mr. Ular's book is one to be recommended to all who want, so to speak, to begin at the beginning; to learn, first of all, the facts—historical, political, social, and economic—governing the present movement towards freedom. For all the solidity of its material, the book makes excellent reading. After a preface devoted to the assassination of M. Plehve and the antecedents of the revolution, Mr. Ular divides his work into four chapters—the Dynasty and the Court, in which he traces the story of the present (purely German) dynasty, from Peter III. and Paul I. to the present Emperor and Grand Dukes; the advent of the Bureaucracy, owing to the decline of the Old Nobility, which made such a hash of many things, the Crimean War, for example; the *régime* of Witte, with its economic upheaval, decay of industry, and increase of distress; and, finally, the national awakening. The book is plain-spoken, but without being merely scandalous.

**Russia from Within.**

* * *

THE name of Captain Horace Hayes needs no recommendation, and when Mrs. Hayes writes of her late husband, "I feel that all horse-loving sojourners in the East will share my sorrow that such a valuable life has ended," she puts the truth but mildly. "Training and Horse Management in India" was the first book Captain Hayes ever wrote. Thirty years later he was correcting the proofs of the sixth edition when his end came. Of the book itself little need be said now. It has, ever since its appearance, been the indispensable *vade mecum* of all horse-owners in India—and that means the whole of the white population. Mr. Harry Abbott writes that he can safely say that he owes his many successes on the Indian Turf to carefully following its sound precepts; and scores of others could say the same. The present edition omits the table of weights for age and class, etc.; but the omission is to be repaired in the future editions, which will certainly be called for.

**Horses in India.**

* * *

THE readable and interesting "History of the Royal Academy," lately published by Mr. John Murray, is no mere book of reference, but will doubtless find a place in the library of every true lover of Art on both sides of the Atlantic. It also forms a very appropriate memorial of that delightful painter, the late J. E. Hodgson, R.A., who, with Mr. F. A. Eaton, the energetic and popular secretary of the Royal Academy, is responsible for its compilation. The portraits and illustrations, as might be expected, are excellent. To the extra-illustrator such a book as this will, indeed, be a veritable boon, and one can only regret that the authors of the work stop short on the threshold of the Victorian era. Its continuation down to the present day will assuredly be eagerly looked for.

**The Royal Academy.**

MR. THOMAS PITT

Governor of Fort St. George, 1698-1709, the purchaser of the famous "Pitt" diamond. From Sir Charles Lawson's entertaining "Memories of Madras." (Swan Sonnenschein.)

* * *

CANON SHEEHAN'S novels are growing in popularity and importance, and "Glenanaar; a Story of Irish Life," recently published by Messrs. Longmans, will certainly increase his reputation. The prologue, so to speak, of the story, which occurs in Chapter II., takes us back to the famous Doneraile Conspiracy Case of 1829, for the hero of the novel, an Irish-American, is the son of the daughter of one of the "approvers," who were swearing away the lives of the accused, twenty-one of whom were saved by the eloquence of Daniel O'Connell himself. To be the grandson of such a man was to bear an hereditary taint in the views of the Irish, and Terence Casey, when he learns his parentage, abandons his mother and his betrothed, and flies to America. The story opens with his return to Ireland, to seek his people again. He finds his betrothed, not the girl he had dreamed of for twenty-five years in America, the girl he had parted from under the hawthorn tree, but an aged and worn woman, wearied with toil and the mother of grown girls. Still, he finds a bride—whom, let the reader learn. The book is as Irish as Irish can be, well written, and full of interest.

**Glenanaar.**

* * *

AMONG other good novels we have received are "Lagden's Luck," by Mr. Tom Gallon (Arrowsmith), an excellently-planned and capitally-written story of a valuable jewel and a villain who is not all villainy; "The Temptation of Philip Carr," by May Wynne (Swan Sonnenschein), which tells of the difference between the grim East End and the gay West, and contains a good portrait of a missioner among the poor; Mr. Fred Whishaw's "A Grand Duke of Russia" (White), another of his exciting and seasonable Russian tales of intrigue—wonderfully up to date; and the new posthumous novel by George Gissing, "Will Warburton" (Constable), which we hope to refer to later. We have also received "Stories and Essays," by Kate Scanlen (Drane), a harmless little work of rather feeble stories, and "Essays" on doctors and colds; and "Dorothy's Holiday," by E. A. Smith (Drane), a book of little stories, ending with what the writer calls a short series of essays on the "Courtship of Miles Standish," but what is really a transcription of Longfellow's story into prose.

**Novels.**

* * *

SO great has been the success of the Cameo Classics—the recently-introduced sixpenny library of the World's Best Books bound in cloth—that the publishers, the Library Press of 9, Duke Street, Charing Cross, are about to make a still more daring move by issuing the same series in paper covers at the phenomenally small price of threepence a volume. As the Cameo Classics include such bulky books as "A Tale of Two Cities" and "The Last Days of Pompeii," some idea can be gained of the value thus offered to the fortunate reading public of to-day.

**The Classics for Threepence.**

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*BOOKS TO READ.*

Edward FitzGerald, by A. C. Benson. (Macmillan.)

The West Indies, painted by A. S. Forrest, described by John Henderson. (Black.)

The Science of War, by the late Colonel G. F. R. Henderson, C.B. (Longmans.)

Memoirs of a Royal Chaplain, 1729-1763. (Lane.)

The Life of St. Patrick and his Place in History, by J. B. Bury. (Macmillan.)

Memories of Madras, by Sir Charles Lawson. (Swan Sonnenschein.)

Will Warburton, by George Gissing. (Constable.)

Miss Bellard's Inspiration, by W. D. Howells. (Harpers.)

Glenanaar, by Canon P. A. Sheehan, D.D. (Longmans.)

Rose of Lone Farm, by Eleanor G. Hayden. (Smith, Elder.)

Two Moods of a Man, by Horace G. Hutchinson. (Smith, Elder.)

The Passenger from Calais, by Major Arthur Griffiths. (Nash.)

Idle Ideas in 1905, by Jerome K. Jerome. (Hurst and Blackett.)

Bird Life Glimpses, by Edmund Selous. (Allen.)

The Diary of a Girl in France in 1821, by Mary Browne. Edited by Commander the Hon. H. N. Shore, R.N. (Murray.)



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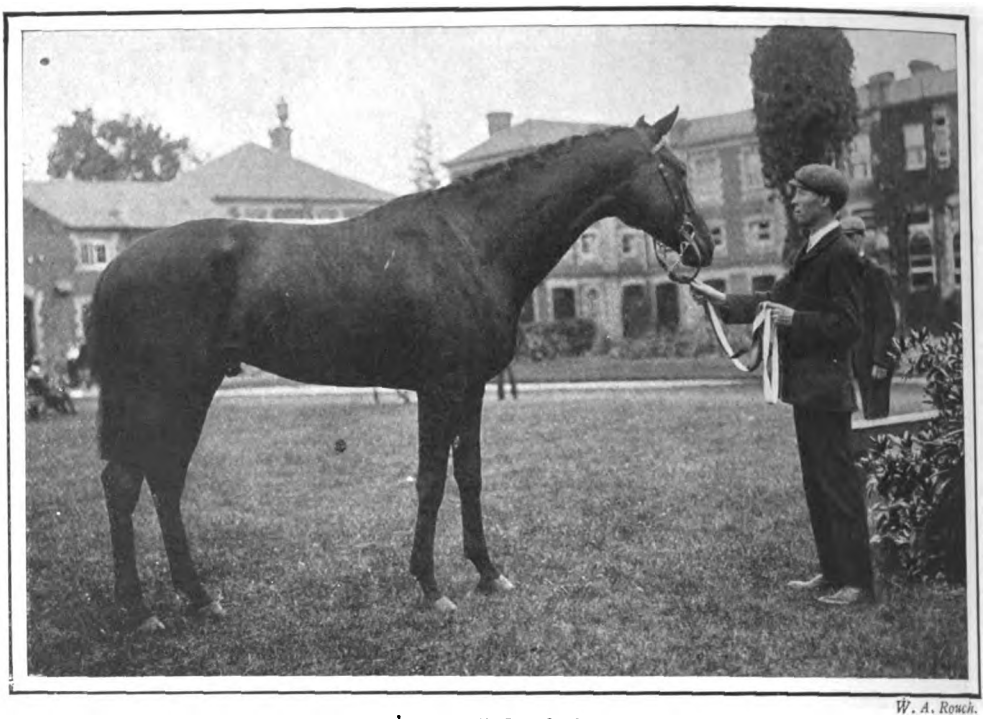
# THE RACING SEASON.

HONOURED by the presence of England's King and Queen, and favoured by the most brilliant weather, the Royal Ascot Meeting of 1905 will go down in Turf history as having been one of the most brilliant on record. The weather on the opening day was somewhat dull and threatening; but on the following day the sun shone out gaily as the State procession swept up the green track of the race-course and swung through the great iron gates leading to the Royal box. Major Clement is much to be congratulated on the many improvements which have been made, and must have been well pleased indeed that his continuous labours have at last borne fruit, and that it can no longer be said that the race-course at Ascot is unfit for horses to gallop upon.

As far as racing goes, the principal feature of the meeting has been the wonderful success of horses owned by Mr. W. Hall-Walker and trained by W. Robinson, the Foxhill trainer. Other noteworthy events have been the performances of Zinfandel and Bachelor's Button, the former of whom won the Gold Cup, carrying 9-st. 4-lb., and the latter the Gold Vase with 9-st. 13-lb., and the Hardwicke Stakes with 9-st. 12-lb. Sir E. Cassel led off by winning the Trial Plate with his French-bred Nabot. Ten horses came out for the Gold Vase, which followed, and in a grand finish Bachelor's Button, splendidly ridden by Maher, just beat Mark Time, to whom he was conceding 5-lb., by a short head on the post, with Hammerkop third, a bare half length behind the second. Mark Time was unluckily beaten, but I do not think that the riding of George McCall is deserving of the many unkind remarks which were made. Mark Time is a generous horse, and does his best invariably; but when he has done that he can do no more, and does not respond to the demand for further exertions. McCall knows the horse, and rode him as he likes to be ridden. Then came the Coventry Stakes, of which the last three winners have been Rock Sand, St. Amant, and Cicero; and it is more than likely that this year's winner, Black Arrow, will follow in their footsteps, for the style in which Mr. W. Hall-Walker's son of Count Schomberg and Black Cherry smashed up his field was unmistakable. Mr. Hall-Walker's pretty



W. A. Rouch.

MR. F. ALEXANDER'S ANDOVER, RIGHTAWAY—SISTER LUMLEY.
Winner of the Royal Hunt Cup.

colours, blue and white check, cerise cap, were once more to the fore in the Ascot Stakes, in which Sandboy beat Karakoul, Pradella, and sixteen others; Mr. Purefoy's Lally won the Forty-eighth Ascot Biennial Stakes in a canter; Sir F. Johnstone's Plum Centre, ridden by Morny Cannon and trained by John Porter, quite like old times at Ascot, won the Prince of Wales's Stakes from Stadtholder and Ritchie; Mr. Musker's Henry the First, brought the day to a close by winning the Fifty-first Triennial.

Wednesday is always somewhat of an "off" day at Ascot. Maher gave a pretty exhibition of race riding in the Visitors' Handicap, which he won on Thunderbolt. In the Royal Hunt Cup, Mr. L. G. Craven's Sir Daniel was a very hot favourite, but made a sorry exhibition of himself in the race, which was won by Mr. F. Alexander's Andover, with Pharisee and Dean Swift second and third. It will be remembered that Andover was placed fourth in the Derby last year, and many of those who had noticed his forward running in the Kempton Park Jubilee this year profited not a little by his victory on Thursday. Rouge Croix showed speed in the Ascot Derby, but apparently his heart is in the wrong place, and he gave way when challenged by Pure Crystal, who won rather cleverly by three parts of a length. Everyone was pleased to see the popular colours of the Duke of Devonshire carried to the fore by Commune in the rich Coronation Stakes, and a rare set-to between Thrush and Sweet Mary for the Fern Hill Stakes resulted in the victory of the former by a neck. The presence of the two French horses, Maximum II. and Marsan, lent an international character to the race for the Gold Cup on Thursday. The absence of Pretty Polly deprived the race of much interest, but it was worth going any distance to see the style in which Zinfandel, in the fastest run race on record, set weight and pace at defiance, and strode past the winning-post amidst a storm of cheering, having covered the two miles and a-half in 4-min. 23 3-4-sec. Delaunay frightened away opposition for the All-Aged Stakes, which he won in a canter; and the same may be said of the Rous Memorial Stakes, for which Hackler's Pride cantered home in front of Chaucer, her solitary opponent. Mr. Hall-Walker brought out yet another winning two year old in the shape of Colonia, by Persimmon out of Sand Blast, who won the New Stakes rather easily at the finish, beating the Ankles colt and Larino; and to the same owner fell the St. James's Palace Stakes by the aid of Cherry Lass.

W. A. Rouch.

LORD HOWARD DE WALDEN'S ZINFANDEL, PERSIMMON—MEDORA.
Winner of the Gold Cup.

On the last day of the meeting Hammerkop carried off the Alexandra Plate for Major Eustace Loder, beating Palmy Days, who was by no means at her best, and Maximum II., who was none the better for his exertions in the race for the Cup on the previous day. The usual gamble took place for the Wokingham Stakes, which was eventually won by Queen's Holiday. Mr. W. Hall-Walker's cup of fortune was not yet full, and his filly Golden Table, who bears a striking resemblance to her sire, Count Schomberg, added to his tale of success by winning the Windsor Castle Stakes; and the Hardwicke Stakes, the last great race of the meeting, was won in gallant style by Bachelor's Button from Queen of the Earth and Flower Seller. CAURIRE.



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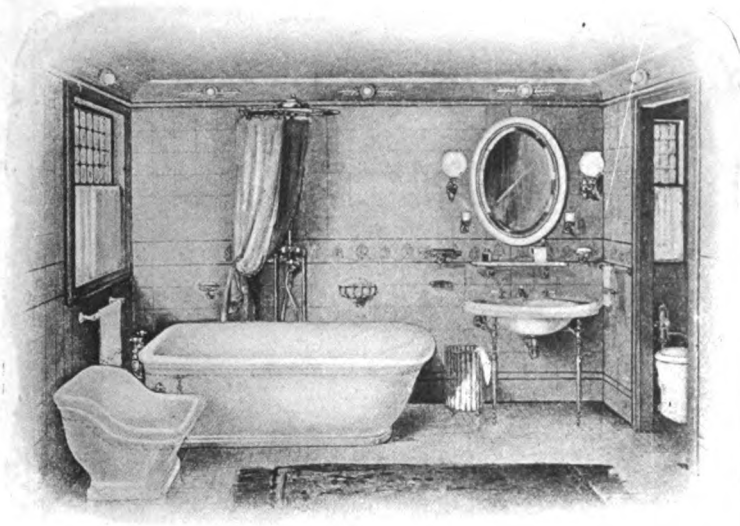

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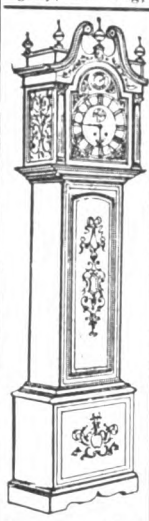

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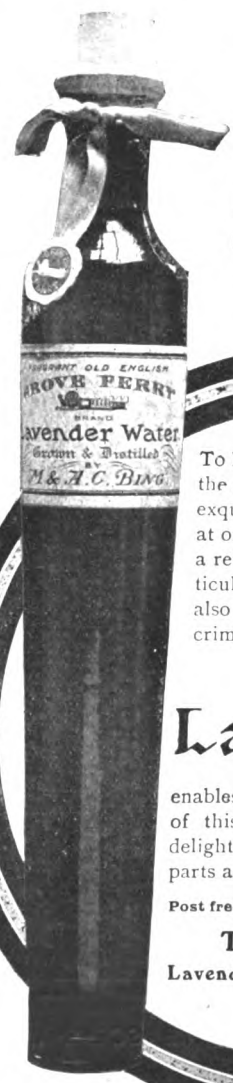


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# THE RACING SEASON: AT ROYAL ASCOT.

*W. A. Rouch.*

A VIEW DOWN THE COURSE.

The visit of Royalty and the brilliant weather drew a record gathering of fashionable people to this famous meeting.

*W. A. Rouch.*

THE SCENE IN THE ROYAL ENCLOSURE.

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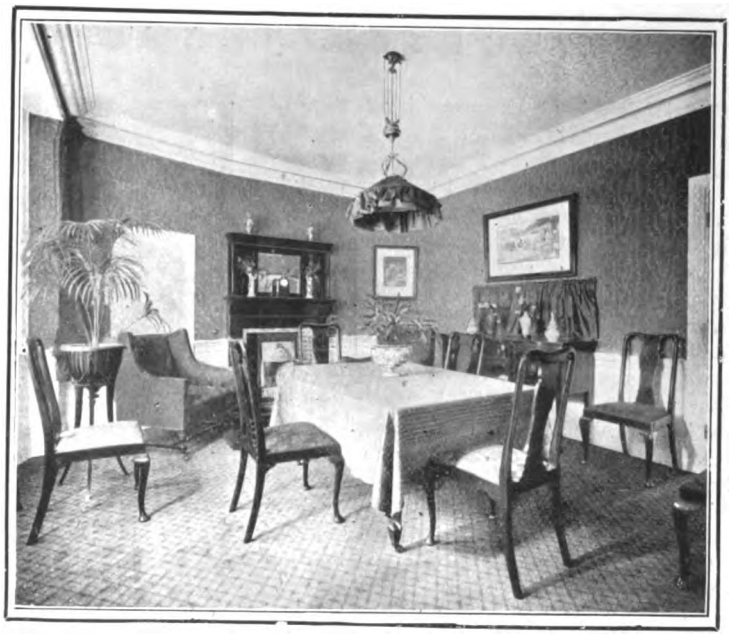

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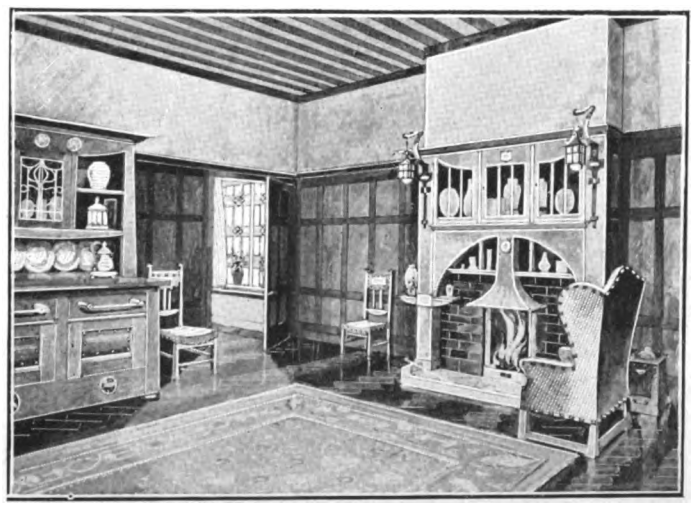

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# Leaves from a Collector's Note-book.

## AMERICAN RARIORA. THE RELICS AND ICONOGRAPHY OF INDEPENDENCE DAY.

THERE is no more striking feature in the great Godefroy Mayer Collection of Americana than its singular wealth of items connected with, or relating to, the most momentous event in the annals of the Revolution—the Declaration of Independence on July 4, 1776. To this particular department of the treasures to be seen at 41, Rue Blanche belong the bronze busts of Washington and Franklin now reproduced, as well as the beautiful Washington clock, the little volume entitled "L'Almanach des Insurgés," and the group of Washington and General Winfield Scott. Equally curious is the series of Independence pocket-handkerchiefs, the largest of which is covered with a well-executed picture of the scene, together with the portraits and autographs of all present. Another bears four different portraits of Lafayette, while the centre of the third is occupied by the figure of Washington on horseback, surrounded by the heads of Franklin, Adams, Lawrens, Jay, Dickenson, Greene, Morris, Miffin, Steuben, and Drayton.

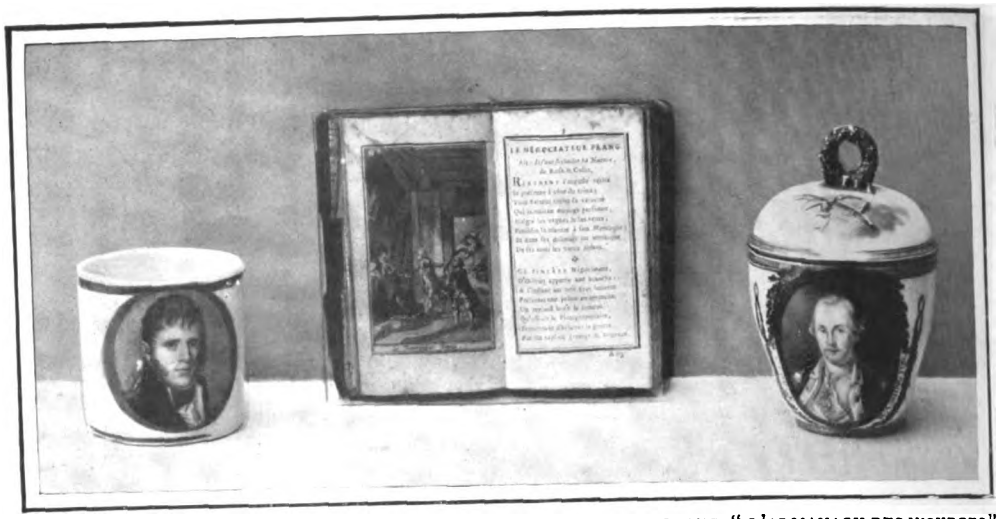
In the first of these quaint mementoes of 1776 the portrait of Jefferson, the actual author of the immortal "Declaration," is most lifelike. M. Mayer also possesses all the known "Declaration" medals, as well as the original drawing of the great drama of Declaration House by Armand Dumaresq. The Grolier Club of New York published last year a charming book by Charles Henry Hart, entitled "Catalogue of the Engraved Portraits of Washington." Those known to the author reach the astounding total of 880, as against 3,300 "heads" of Napoleon I. M. Godefroy Mayer has contrived to find at least six Washington portraits, apparently beyond the ken of this most industrious compiler. Jefferson and Adams are almost equally well represented in the Mayer Collection. Next to Franklin and Washington, their careers are probably more intimately connected with the Declaration of Independence than those of any of their fellow-workers.

The Americans of 1776 do not appear to have been contented with such commemorative objects as those now briefly referred to and illustrated. "Independence Fans" became the rage, and were manufactured in large quantities at Paris for export to the United States. They were often covered with more or less graphic views of the signing of the Declaration, with extracts from it or other patriotic inscriptions. Commemorative bonbonnières and snuff-boxes in gold, silver, enamel, porcelain, papier-maché, and Vernis Martin were produced in endless varieties, and retained their popularity for quite a quarter of a century. "Independence" watch-dials and watch-papers came into general use at the same time, and still often come into the hands of American collectors. "Independence" broadsides, chap-books, and caricatures exist in sufficient abundance to necessitate a catalogue almost as long as Mr. C. H. Hart's list of Washington portraits. Specimens of these are given in another article dealing with the subject historically rather than from the collector's point of view.

In a catalogue just issued by Messrs. Rimell of Shaftesbury Avenue will be found a most interesting relic of the stirring events of 1776. It consists of a tiny 18mo. volume, entitled "Calender oder Yahrbuch für 1784," by G. M. Sprengel, and apparently published in Berlin. In it will be found no less than fifteen exquisite engravings, including four colour plates of American Military and Naval costumes, a group of five portraits, with Paul Jones in the centre, and a unique print of the first form of the American flag, when its colours were red, white, and blue.

For nearly twenty years M. Godefroy Mayer has worked diligently at the formation of his splendid gallery of American *rariora*. Since 1887 he has spared neither time nor money in making it as complete as possible, both as regards the rarity of the specimens it contains and the general comprehensiveness of its character. Mementoes of Independence Day certainly appear to have attracted his special attention. He secured some of the most remarkable of his "finds" at the dispersal of the American collections formed in the earlier part of the nineteenth century by MM. Morel de Vindé and Rolt, as well as at the famous Talleyrand sale, when the priceless contents of the Château de Valençay were brought to the hammer. One of the most notable features of Mr. Mayer's collection is his series of unique prints relating to the career of Admiral Paul Jones, the exhumation of whose remains in Paris has just been accomplished, with a view to their being conveyed to America for reinterment in the magnificent mausoleum now in course of construction.

B.



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Relics of 1776 in the Mayer Collection.

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# THE SERVICES.

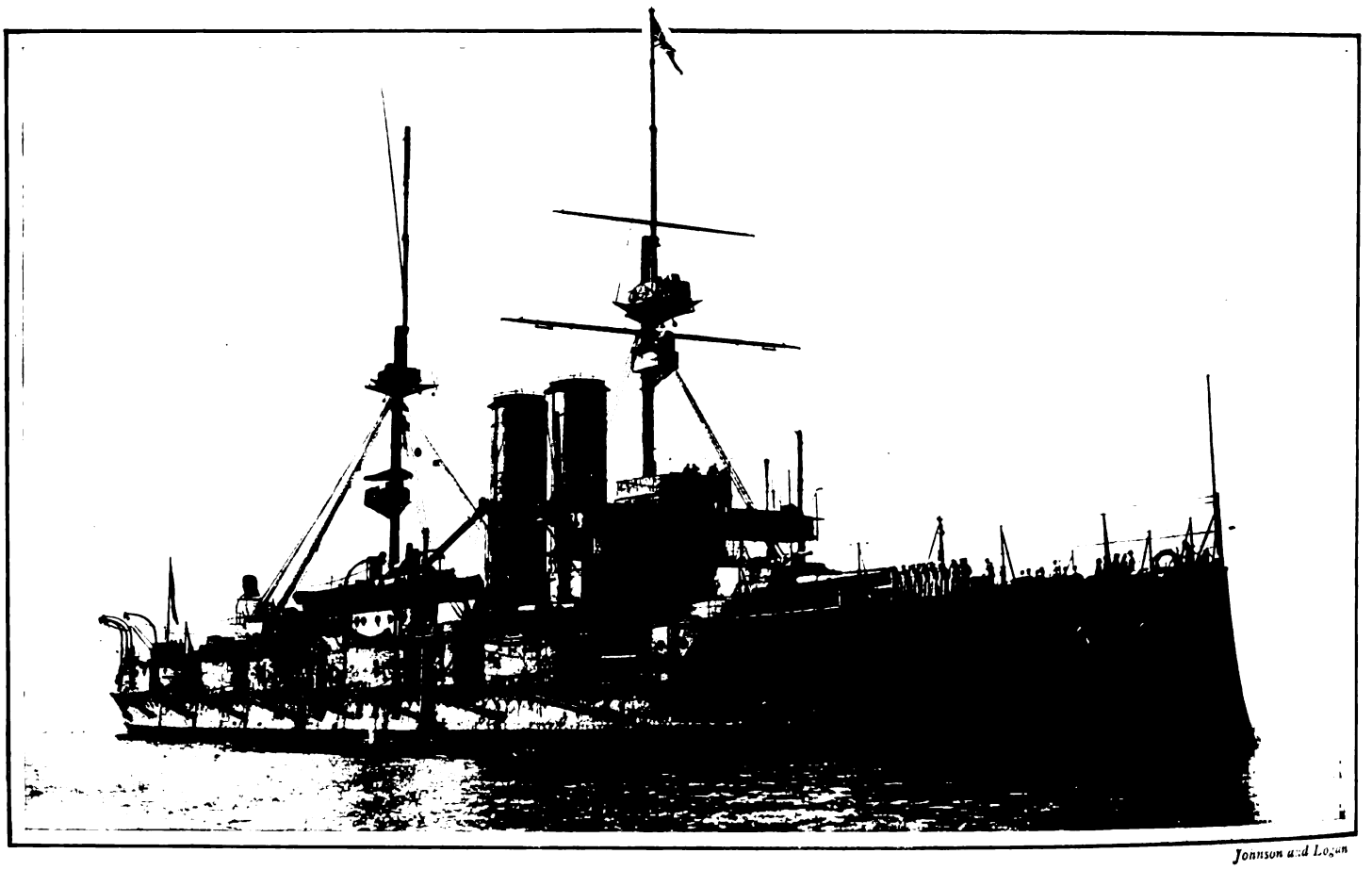
A VERY interesting career has been that of the captain of the recently-recommissioned "Blake." Captain Spencer Victor Yorke de Horsey not only bears a name of high distinction in the Navy, but in something under thirty years has seen a quite remarkable amount of varied service. Entering the Navy in 1876, at the age of thirteen, he had an unpleasant experience eleven years later in Argostoli Bay when in command of a torpedo-boat, which was run down during night manœuvres and sunk by a first-class boat of the opposing force, two men being drowned. During the trouble in Korea in 1894 he landed from the "Archer," in command of a party for the protection of the British Legation at Seoul, and witnessed the capture of the Palace by the Japanese. Subsequently, with the "Archer's" boats, he searched for and rescued the captain and part of the crew of a Chinese cruiser which had been destroyed to avoid capture, a service for which he received the thanks of the Chinese Government. As Lieutenant-Commander of the "Plover" he served in two expeditions against a proscribed rebel in North Borneo. In 1898 he bore a prominent part in taking over the newly-acquired territory near Hong-Kong. Finally, he served with much distinction during the war in South Africa, landing after Graspan from the "Monarch," of which he was Commander, to join the Naval Brigade, and being present at Magersfontein and in the subsequent operations under Lord Roberts. He was severely wounded at the taking of Pretoria, and, having been twice mentioned in despatches, it was only natural that he should receive special promotion to Captain.

THE name de Horsey recalls in another connection the action off Ylo on May 29, 1877, when Admiral Sir Algernon de Horsey, who was then Commander-in-Chief in the Pacific, flying his flag in the "Shah," engaged the Peruvian rebel iron-clad "Huascar," forcing her to surrender to the Peruvian authorities. The proceeding was questioned in Parliament, but the British Admiral was held to be justified. This engagement is brought to memory in another way by Captain G. E. Patey's appointment to the "Implacable." Captain Patey was Midshipman and Sub-Lieutenant of the "Shah" at the time of her fight with the "Huascar." He also wears the medal for the Zulu War of 1879. Captain Patey has been largely employed in Intelligence duties, and in 1903-4 was Captain of the battle-ship "Venerable," on the Mediterranean Station.

THERE is a point connected with the new system of meeting the shortage of officers in the Guards which appears to have escaped notice. The Guards are, of course, a special organisation, and, if the authorities consider that they can be satisfactorily officered by men who have not taken the same trouble to qualify educationally for a commission as is ordinarily taken by Line candidates, there is not a great deal to be said. The Guards may be said to possess educational facilities of their own which are not always present, at any rate, in weak home battalions, and it is incontrovertible that whenever a Guards' battalion goes on service pretty well every member of it both knows and does his work admirably. But it should be taken into consideration that Guards' officers can exchange into the Line, and that there does not seem to be anything to prevent a man of good family with a fair amount of money, who does not care to try for a Line commission in the ordinary way, and yet does not wish to remain a Guardsman all his life, from obtaining a nomination for a Guards' commission and subsequently exchanging into a Line battalion. This ought, in justice to ordinary Line candidates, to be made impossible.

CAPTAIN SIR GEORGE WARRENDER, BART., C.B., M.V.O., who is to have command of that splendid new County cruiser the "Carnarvon," is in his thirty-third year of Naval service, and saw a good deal of solid fighting in the Zulu War of 1889, when he landed with the Naval Brigade, subsequently taking part in the battle of Ginginhlovo. The Warrenders are of Lochend, East Lothian, and are of French extraction, the family, formerly De Warende, having settled in Scotland in the time of James V. The present baronet's father was formerly in the Coldstreamers, and his younger brother was also at one time a Guardsman, having served as a subaltern in the Grenadiers.

ALTHOUGH Lieutenant-General Sir William Nicholson would have made an almost ideal Military Governor of Gibraltar, it is widely regarded as extremely satisfactory that he should be available for more active duties, in which his wide experience and great strength of character will stand a better chance of being used to good purpose. What we are most urgently in need of in the high places of the Army are men who have not only done well and have valuable stores of military knowledge—there are hundreds of officers who answer that description—but men of great *savoir faire* with the added quality of resistance, men who would shine in any capacity in which big interests have to be handled, always skilfully, and sometimes with masterful originality. Sir William Nicholson is of that stock, and no more foolish error was committed as the result of the Report of the Esher Committee than the attempt to shelve one of the very best officers in our or any Army. It will not be surprising if a year or two hence the military destinies of the British Empire are controlled chiefly by a Sapper triumvirate, consisting of Lord Kitchener, Sir William Nicholson, and Sir George Sydenham Clarke.



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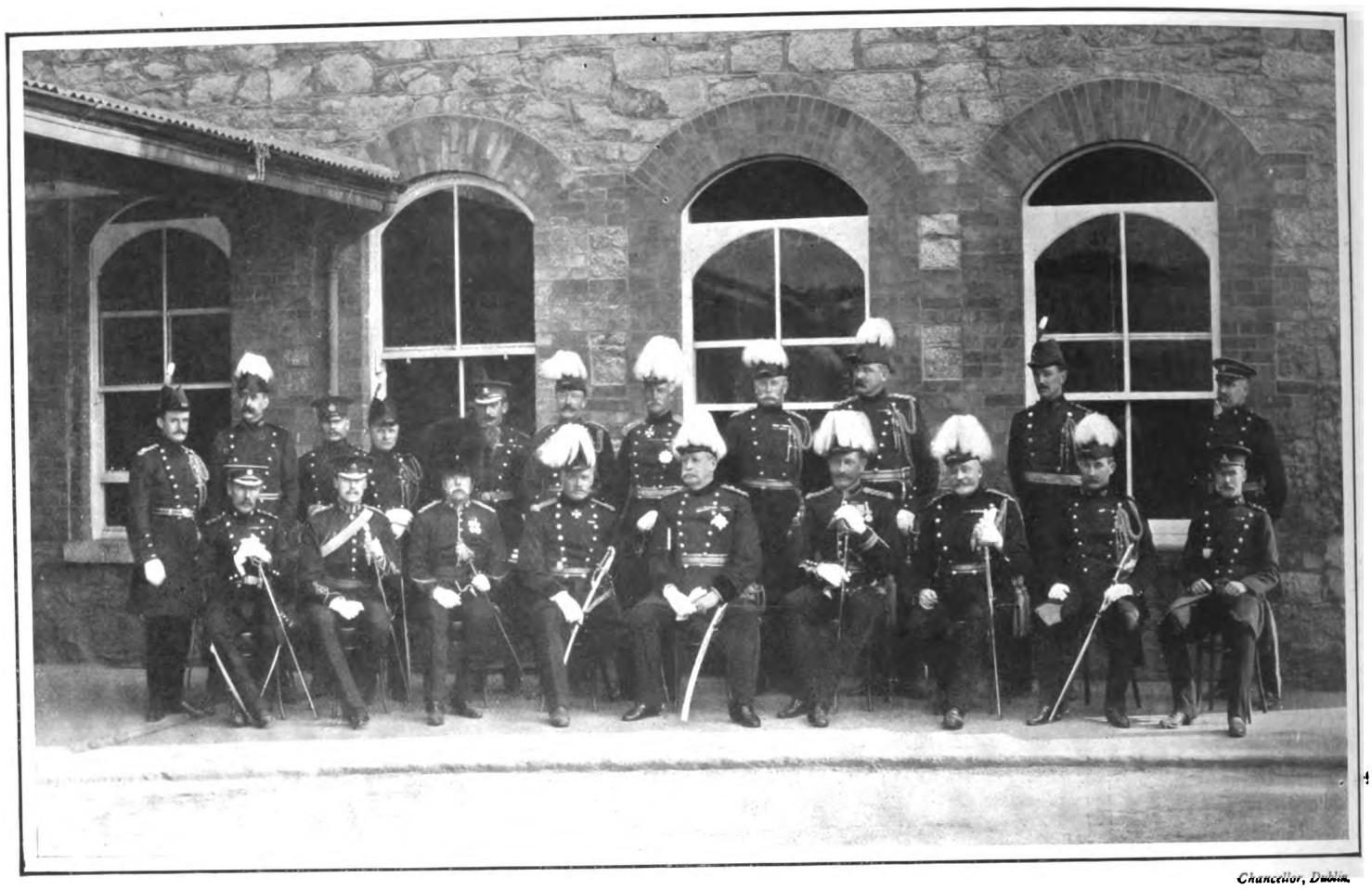

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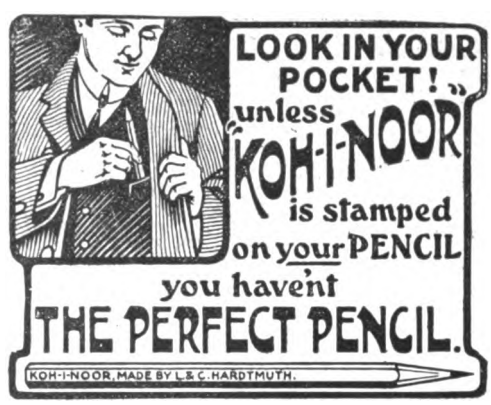


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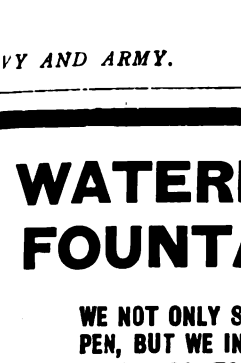

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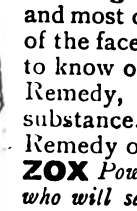

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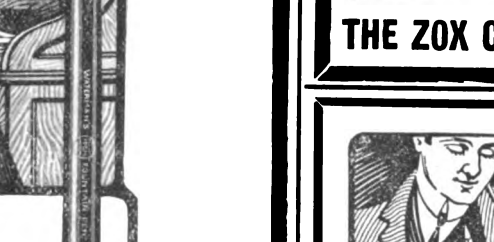

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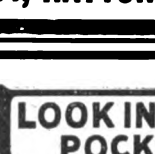

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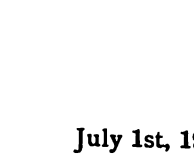

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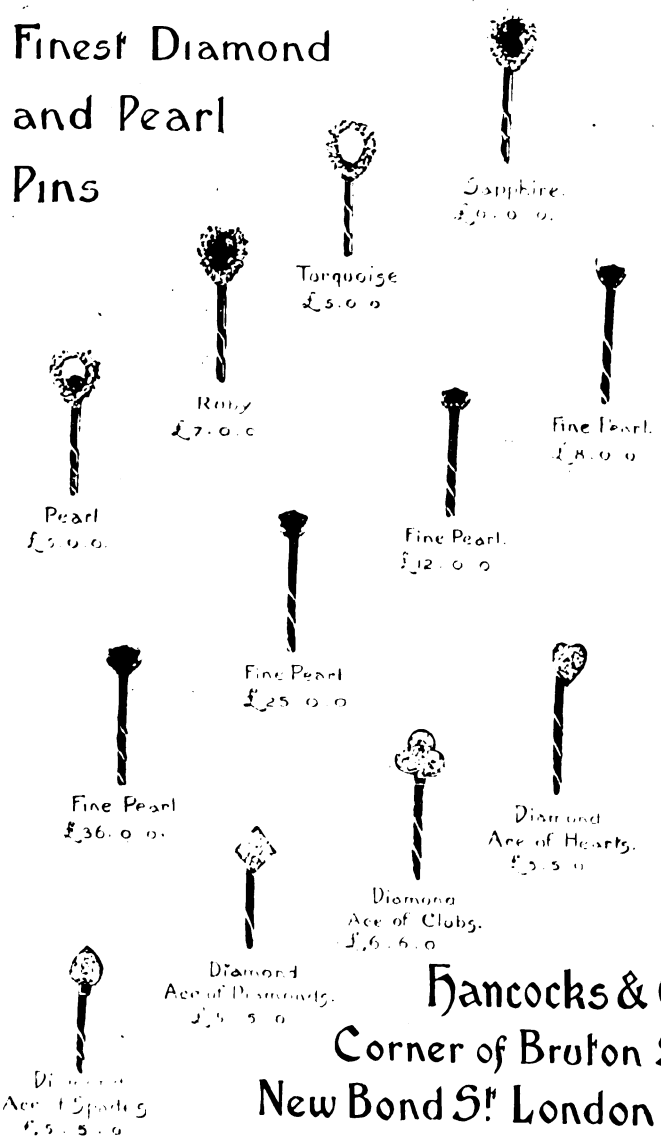


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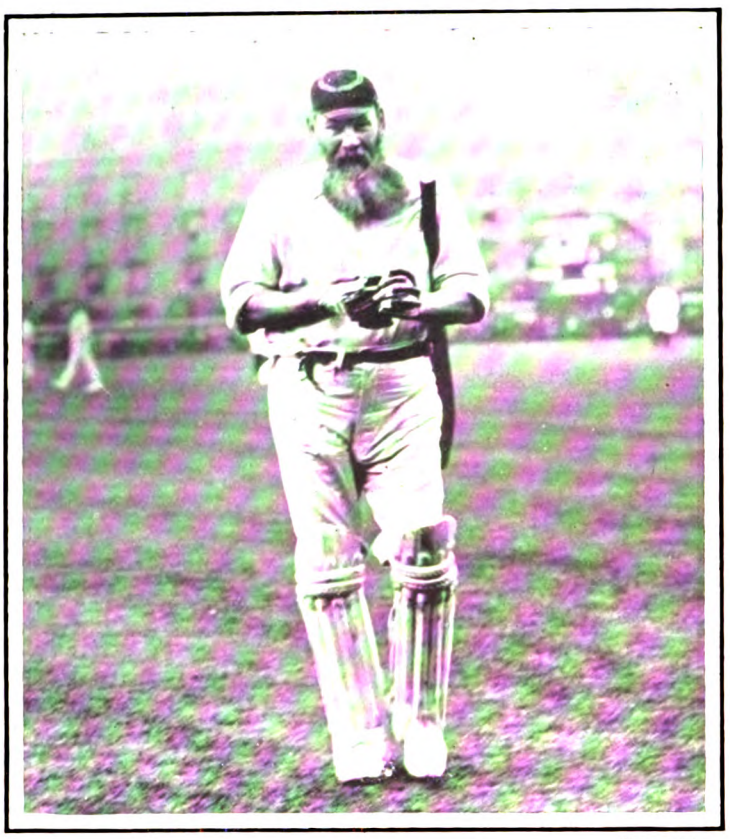

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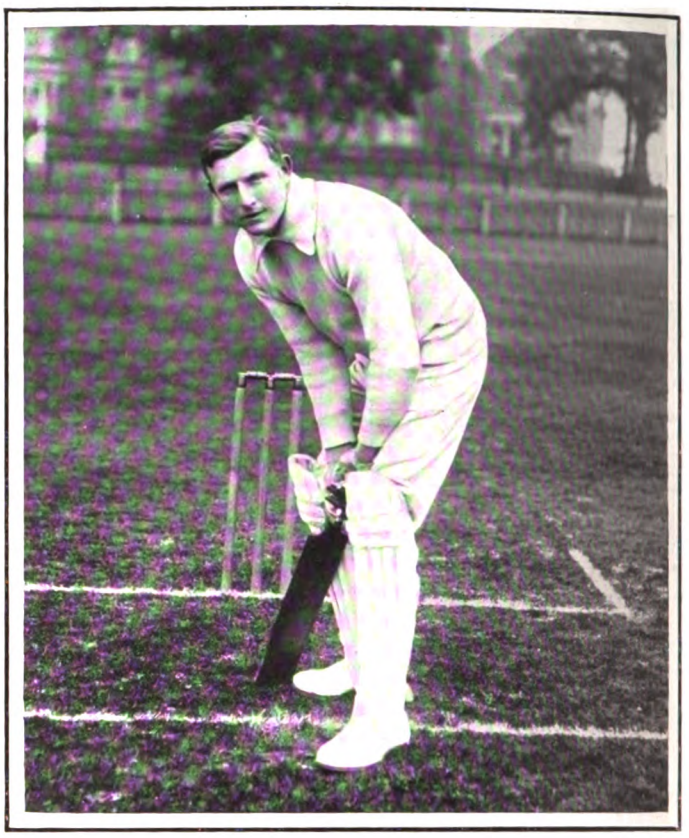

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| 80in. long | ... **35/6** |
| 80in. long | ... **42/-** |
| 80in. long | ... **63/-** |

Richer qualities **84/-** to **20** gns.

## OSTRICH STOLES

Curled, in all colours, **29/6, 49/6,** to **12** gns.

## COQUE FEATHER BOAS

Very effective, made from the finest quality feather.

In White or Grey, **10/6**

In Chinchilla or Brown, **15/6** and **17/6**

*Sent on Approval.*

**Illustrated Catalogue post free.**

# DEBENHAM AND FREEBODY,

**WIGMORE STREET, LONDON, W.**




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# *Fashions of To-day & To-morrow.*

ASCOT WEEK, with all its attendant splendour and gaiety, is at an end. There were some unusually lovely gowns to be seen there this year; the present fashion has never lent itself so kindly to the picturesque. The hats were a feature in themselves, and some of the very latest models were much admired. Paquin, as usual, was well represented. The large mushroom shapes, elaborately trimmed with feathers and the long drooping ospreys (that rather remind you of the plumes of the Life Guards), are nevertheless very *chic*, and quite the *dernier cri* in Paris. Flowers are more profusely used than ever. I hear that for Henley Regatta Paquin is particularly busy, and has some charming creations in the daintiest of muslins, embroidered lawns and linens, and elegantly cut river gowns.

I saw some lovely dresses that are being made for coming bridals at Messrs. Charles Lee and Son's of Wigmore Street, and I hope to give you illustrations of some of these very shortly. At the fast-approaching sales I hear of some marvellous bargains to be obtained at this favourite establishment, and my advice to those who love this season of sales is to go early, and follow the example of the "early bird."

Another favourite haunt of mine is Messrs. Robinson and Cleaver's of Regent Street, whose summer sale starts on July 3. Here are great reductions in all departments. Men are also well catered for, and the beautiful spun silk pyjamas usually sold at 21s. are to be had for 13s. 6d. Shirts, both white and coloured, are much reduced, likewise all underwear and hosiery. To men about to marry, this is an excellent opportunity to replenish your stock and complete your trousseaux. Handkerchiefs, both for men and women, are really almost given away, when you see what value you obtain at such a low price. Special bargains in the costume department, and washing dresses in linens, muslins, and all the newest materials, are to be obtained. Laces and Irish embroidered linens are always snatched up at once by the wise, so this year, more than ever, be in time. By the by, for all those who appreciate the deservedly well-known firm of Roger and Gallet's products, do not neglect to lay in your favourite perfumes, soaps and toilet preparations, which are displayed to such advantage in the spacious premises of Messrs. Robinson and Cleaver.

Some new gloves took my fancy at Messrs. Debenham and Freebody's the other day, which are made expressly for this firm. They are an extra long Biarritz glove, with elastic at the wrist, and are sold at 2s. 11d. Also the new chamois leather gauntlet glove, double-stitched and washable, at 3s. 11d.

They have also a splendid assortment of lisle thread gloves for this tropical weather; their Grenoble suède mousquetaires are as reliable as ever. Alpaca is certainly the most practical wear just now, and always looks cool; some daintily-made coats and skirts in pearl grey are most reasonable in price, and for town are invaluable, for this material does not show the dust; it shakes off the surface, and the alpaca always keeps its bright appearance. Of course white linen and muslin dresses are always charming to see, but are decidedly preferable for country wear. Railway travelling is so very detrimental to light gowns, and those living in the suburbs, who come up to London for a day's shopping or amusement, would do well to patronise dust cloaks for use in our dirty railway compartments. I noticed a young girl a day or two ago beautifully attired in the prettiest of white embroideries, and she looked so charming when she entered the train that she attracted universal attention. Alas! when she alighted at the other end, the back view was so disastrous that I felt forced to draw her attention to the calamity, and she had to invest in a three-quarter coat before she could continue on her expedition. The seats of our railway carriages leave much to be desired in the shape of cleanliness, to say nothing of microbes, both preserved and *au naturel*.

This next week starts the sales in almost all directions. Westbourne Grove will be thronged, to judge by the bargains offered by some of the shops. Whiteley naturally attracts a multitude, and I only hope the air may be a little cooler during the busy week, for the sake of the shop assistants, who must feel the heat terribly during these crowded periods.

At Wallace-Taylor's I spent an interesting half-hour looking at their charming French models, and truly, as Mr. Wallace-Taylor so graphically said, "You can tell a Paquin, Doucet, Leroy, or any of the known French modistes, the moment you see them, by the hang of the gown." They each and all have a distinctive style not to be mistaken. Irrespective of the enormous selection of these model gowns, you can find at this establishment anything you require, in all grades of price, too, and one and all well cut and finished. If I want a gown for any special occasion, at a minute's notice, I always know where I shall find just what I want. Evidently I am not alone in this idea, for whilst I was there two ladies came in, hurriedly selected and donned two delightful gowns, and started straight from the door in their motor for Ascot.

There is, luckily, no dearth of resorts for luncheons and teas in this district, and they are really a boon during sale times. Whiteley has an excellent restaurant, well ventilated, and all his provisions are

Bassano.

*A MORNING GOWN IN PALE PINK TUSSORE.*
(Mancus, New Bond Street.)



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When the whole of the PARIS and LONDON Models, Millinery, Lingerie and Blouses will be disposed of.

A unique opportunity to obtain a . . REDFERN GOWN (suitable for the immediate season) at a nominal price, and Remnants of their noted Cloths and Silks at half cost.

Entrance for Sale: 26, CONDUIT STREET.

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Largest Selection in London.

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*The Royal Specialists for Ladies' Wear, . .*
98 & 100, Wigmore St., LONDON, W.,
famous for
The Royal Crescent Veil,
a shaped Patent adjustable Veil, at prices and quality showing a great saving over veiling purchased by the yard.
9d., 1/-, 1/3, 1/6, 1/9, 2/-, 2/3, 2/6, etc.

MOTOR VEILS.
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The latest and largest selection in London.

Messrs. LEE & SON continue to send a box containing a good assortment by post; boxes ready for return no trouble after selecting.

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REGENT ST. & CHEAPSIDE, LONDON; and LIVERPOOL.
*Manufacturers to His Majesty the King and H.R.H. the Princess of Wales.*
Carriage paid on orders of 20s. upwards in United Kingdom.

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"Cheapest Handkerchiefs I have ever seen."—*Sylvia's Journal.*

Children's ... 1/3 per doz.
Ladies' ... ... 2/3 „
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SAMPLES AND ILLUSTRATED PRICE LISTS POST FREE.

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Damask Table and House Linens, Shirts, Cuffs, Collars, and Ladies' Underclothing at Makers' Prices.
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Table & Bed Linen, Handkf's, etc.
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LADIES' LINGERIE

LOUVET Frères, *Proprietors.* O. BOYER, *Director, formerly of New York.*




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## *Fashions of To-day & To-morrow.*

really A1. For afternoon tea or coffee you cannot beat Lloyd's Oriental Cafés. Their fame is really deserved. For those who are not already aware of the fact, there is one of these in Westbourne Grove, of which fact I was ignorant until lately.

A charming tea-gown by Messrs. Woolland of Knightsbridge is here shown in palest lemon taffetas, with full lace front and delightfully-graceful flowing sleeves. Tea-gowns are one of this well-known firm's specialities, in which few can touch them. Another most exquisite gown is the blush pink Tussore tailor-made, which emanates from the master hand of Mancus of 9, New Bond Street. It has the double skirt so much in favour, quite simply made, but how perfectly it hangs! The coat bodice is a gem of tailoring; observe the wonderful line and the curve of the waist. This firm is one of the most expensive houses in London, but when once Mancus gowns you, you do not fancy yourself in any other cut garment. He makes a special study of line, and has brought this study well-nigh to perfection. It is for this his prices are so high, but the certain proof of the excellence of his work is the enormous increase of his business. The fancy buttons and the touches of black are charming.

Some of the shops are still struggling to introduce the crinoline, but I am afraid they will never really be general. Of course, here and there you may see them, as there are always plenty of people who must follow the very latest fad of fashion, but they will not be general. The "incroyable" has made its way, and has been much worn in linens and other light-weight materials, and I hear from reliable sources that this mode will be carried out in serges and fine cloths for the autumn. The long basqued coat forming the double skirt effect is also looming plainly in the distance for autumn wear.

At Messrs. Marshall and Snelgrove's there are some lovely double-shaded ribbons in soft silk and very wide widths, which are used to make up the pelerine capes in most effective styles; the combinations of colour are perfect. Some beautiful chenie ribbons with raised gold embroidered flowers and also painted floral designs are works of art, and fully sustain this firm's renown in this special line. They also excel in their selection of embroidered lawns and trimmings to match the all-over designs which are so much worn this season. Chenie silks are very much in demand, also the new double-width radium silks, in charming patterns, are to be had there also. R. D.

*A CHARMING TEA-GOWN IN PALE PRIMROSE TAFFETAS.*
(Messrs. Woolland, Knightsbridge.)


**Power's Whiskey.**

See that the Trade Mark (a red P in a Diamond) is printed on every label.

ESTABLISHED 1791.

A famous old Dublin Pot Still Whiskey renowned all over the world for its age, purity and flavour.

WHISKEY DISTILLERS TO H.M. THE KING IN IRELAND.

**GLOBE**

Raimes & Co., Ltd.,
Tredegar Works, London, E.,
and Stockton-on-Tees.

Globe Polish is now supplied to the Public in the form of either a **paste** or **liquid.** It is universally acknowledged to be **the best Polish on the market,** and, indeed, commands **a Sale far exceeding all rivals.** It is unaffected by climatic changes, and is consequently **invaluable to motorists.** Unlike certain liquid and other polishes containing Naphtha, it is in either form guaranteed to be **non-inflammable.** It will not scratch the softest metal-work. It is absolutely non-injurious to the skin of the user.




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# WHIPPED CREAM

**PLASMON** makes the most delicious Whipped Cream for Tea, Coffee, Strawberries, Stewed Fruits.

**A packet of PLASMON** sufficient to make 2 quarts of thick Whipped Cream, and an improved Wheel Whisk, **1/3 post free.**

*PLASMON, Farringdon Street, London.*

**"CRAVEN"**—acknowledged throughout the World the Mixture of Merit and Purity. The Favourite Tobacco since its invention in 1857.

Do not fail to give a trial to the **"CRAVEN"** Cigarette — "The Cigarette of Distinction."

DELICIOUS **COFFEE**

# RED WHITE & BLUE

**For Breakfast & after Dinner.**

ECONOMY — HEALTH — PURITY — NO BEETROOT USED.

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# CANE SUGAR AND CANE GOLDEN SYRUP

GLEBE SUGAR REFINING CO., Greenock, Glasgow, and St. George's House, Eastcheap, London.

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NIGHT LIGHTS.

# TOILET SOAPS.

LIGHT. LIGHTFUL. DELIGHTFUL.

***Grand Prize, St. Louis, 1904.***

**J. C. & J. FIELD, Ltd., LAMBETH, S.E.** Established 1642.




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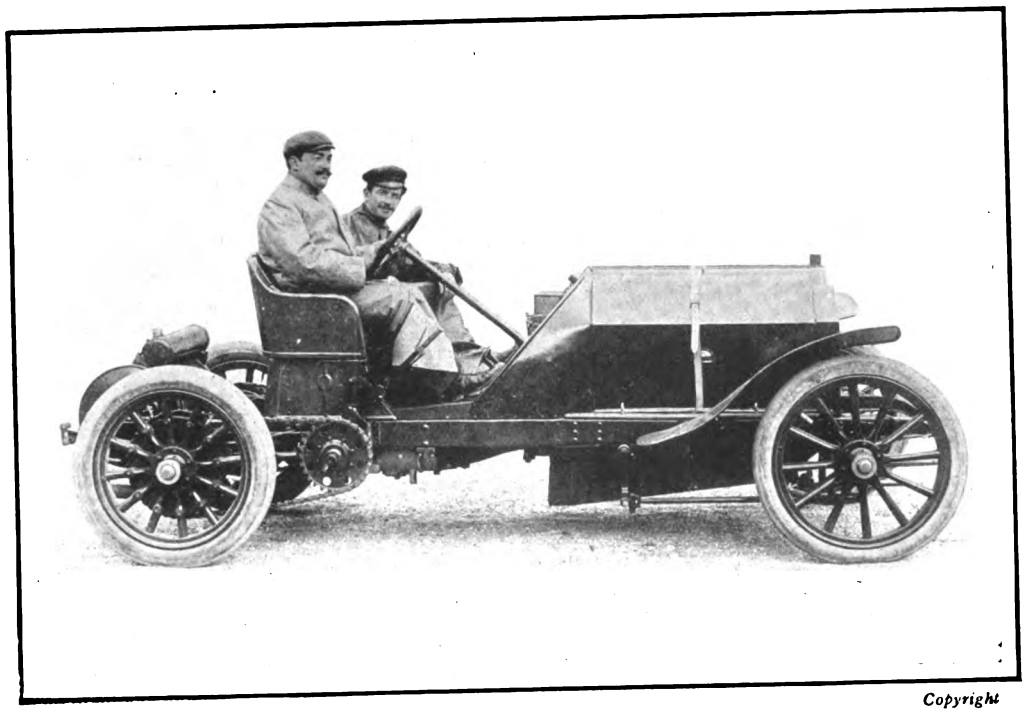
# Motoring Notes.

THERY, the winner of the French Eliminating Trials, had an enthusiastic reception when he arrived in Paris on his Richard-Brasier. Caillois, who was placed second, and M. Brasier, the designer of the cars, drove with the winner through the streets on the famous Number 1, to an accompaniment of cheers and waving of hats. Humour was added to the situation by a policeman who, at a point where the crowd was thickest and the car had been brought to a standstill, stepped forward and served Théry with a summons for permitting the emission of smoke from his machine. The over-zealous constable is, apparently, to be found in other countries besides our own.



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THE GORDON BENNETT CUP.
Lancia, the well-known Italian driver, on a Fiat racer.

A curious difficulty has arisen in connection with the Gordon Bennett race, which will be run next Wednesday. In the recent trials the twenty-four competitors were started at intervals of four minutes, and there is no doubt that this arrangement, together with the "spacing" controls, conduced very largely to the almost entire immunity from serious accident which characterised the race. Inasmuch as there will be only eighteen starters in the Cup contest, it is obvious that the intervals between the cars might well be still further increased to five minutes, so as to reduce, as far as possible, the amount of overtaking on the narrow portions of the route. The Cup rules, however, direct that the cars shall be started at intervals of two minutes, and no alteration can be made except by the consent of a majority of the international representatives at a meeting which must be summoned at least one month before the race. This, unfortunately, was not done; but no doubt the difficulty will be overcome by the foreign clubs unanimously consenting to an arrangement which is for the benefit of all the competitors. In the French trials there was a considerable amount of overtaking at high speeds, in spite of the intervals maintained between the cars at the start and in the controls. Caillois, who finished second, has stated that he passed a number of competitors, and although way was always made for him as soon as the other driver was aware of his presence, yet it invariably happened that for 8 or 10 kilomètres he had to follow in the wake of the leading car, shouting and blowing his horn, smothered in dust, and peppered with the stones thrown up from the road, before he was heard and allowed to pass. Even seconds are valuable in a keenly-contested race, and a few such checks might easily rob a driver of his chances of victory.


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FREE TRIALS. PARTICULARS ON REQUEST.

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## Ariel Motor Co., Ltd.,

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## Scottish Reliability Trials.

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WHICH WON THE

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FOUR-SEATED,

## £375

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FREE TRIALS ARRANGED.




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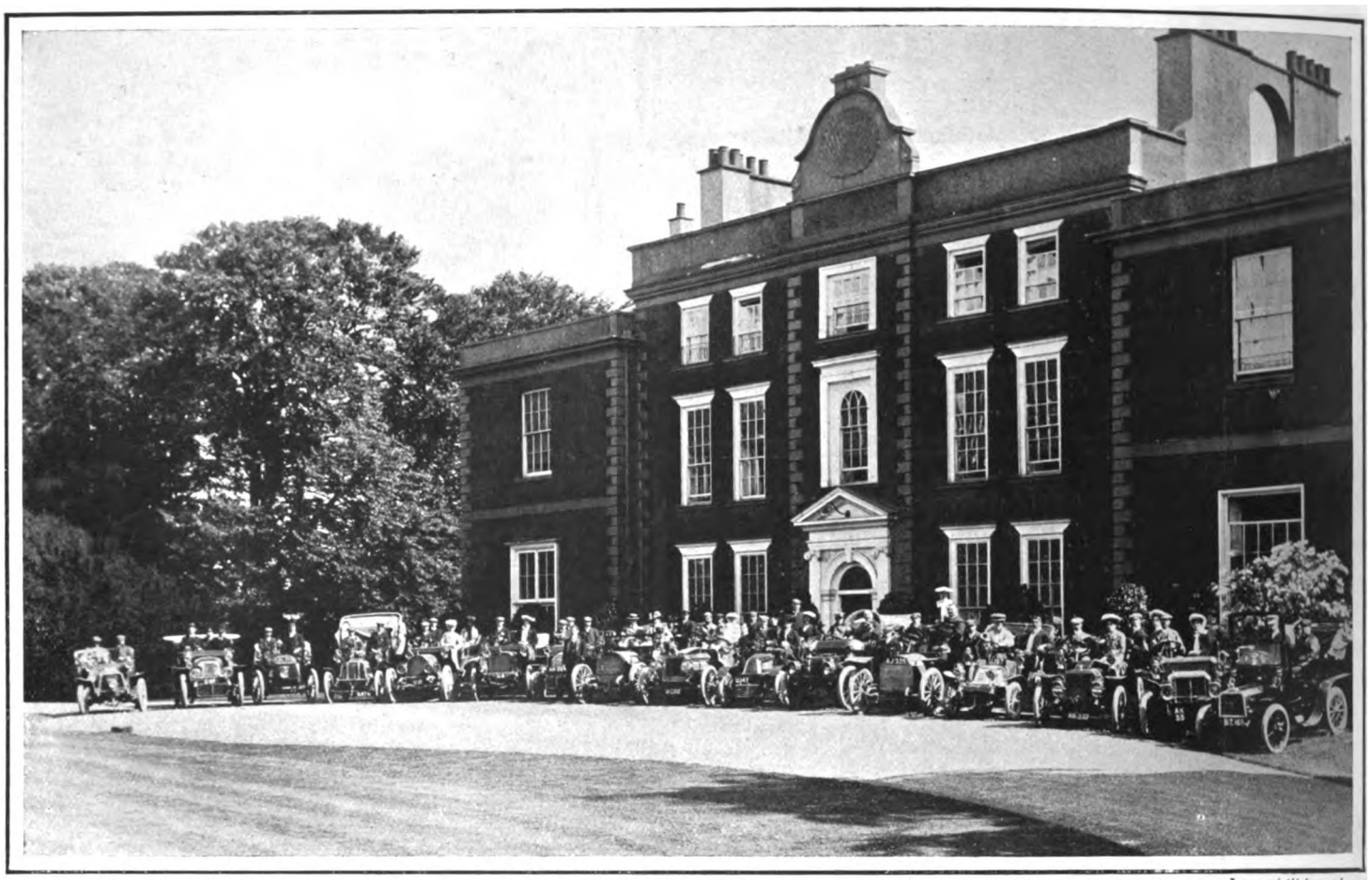
# Motoring Notes.



Leonard Wallougnby.

THE MEET OF THE YORKSHIRE AUTOMOBILE CLUB.

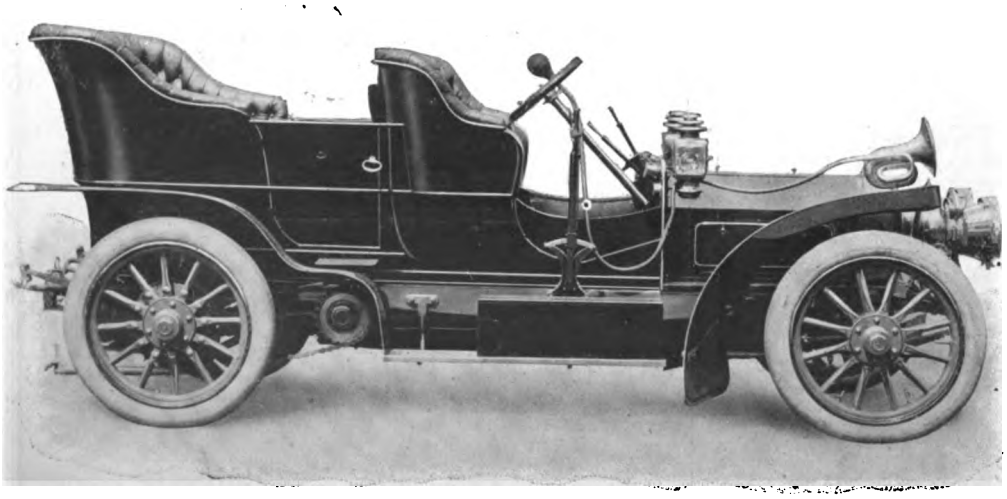
This interesting gathering was held last week at Thorpe Hall, the residence of Mr. A. W. Macdonald Bosville.


# Rochet-Schneider

"THE WORLD'S FINEST TOURING CAR."

**Conforming with the ideals of the practical motorist, and affording, without fail, the utmost satisfaction to the pleasure-seeker, the Rochet-Schneider is a car that appeals strongly to every intending purchaser.**

**Simple to control—smooth-running—noiseless—climbs hills with remarkable agility, and—is reliable to a degree. Truly, a car de luxe.**



24-30 H.P. Rochet-Schneider. (Also in 35-40 H.P.)

**Awarded Gold Medal, Reliability Trials, 1904.**

**Immediate Deliveries.**

Trial runs by appointment.

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# THE ELECTROMOBILE COMPANY, LIMITED,

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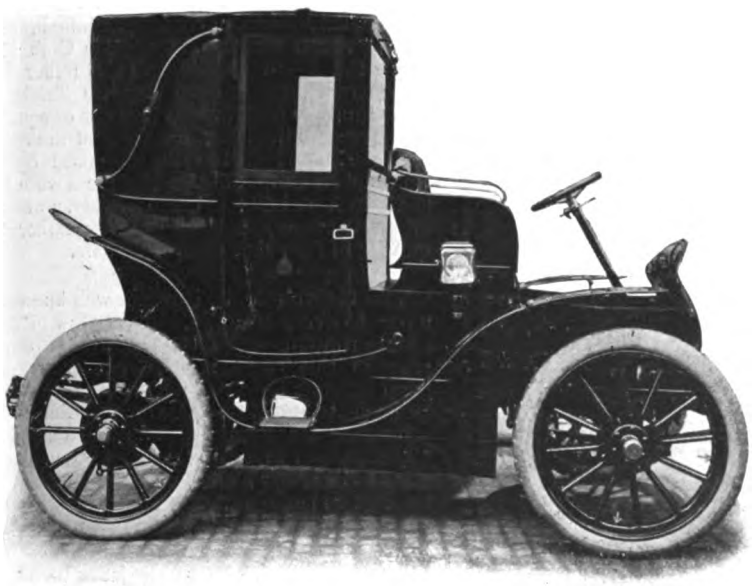

have completed arrangements with the principal Electric Supply Companies in London, whereby

**ELECTROMOBILES MAY NOW BE CHARGED IN THE OWNERS' STABLES.**

By this means a

## GREAT REDUCTION IN THE COST OF UPKEEP

will be effected owing to the

**Saving of the mileage incidental to running daily to and from the Garage.**

The Company is prepared to continue the system by which

## THE CARRIAGE IS MAINTAINED IN EFFICIENT RUNNING CONDITION ON CONTRACT.

By Appointment to

H.M. The King.

By Appointment to

H.I.R.H. The Prince of Wales.

## TOURIST NOT RACING CARS.

Money spent on racing cars necessarily goes into the cost of touring cars sold to the public. The Daimler Company does not make racing cars nor spend thousands of pounds upon racing. The money thus saved goes into the efficiency of the Daimler Car. This explains its extraordinary success.

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**Famous Since 1876.**

An unrivalled reputation of 30 years for the qualities you want, viz.,

**GREAT STRENGTH**
COMBINED WITH
**Lightness,**
**Easy Running** AND **Reliability.**

**PRICES TO SUIT ALL PURSES,**
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The "Standard." The "Featherweight."
**£8 : 8 : 0 to £15 : 15 : 0**

We offer you nothing at a lower price than **£8 8s.,** because we are too jealous of our hard-earned reputation to offer the public anything we cannot feel proud of. You can buy bicycles for less money, but do not be misled into thinking that you get more than you pay for. And remember that your life depends on the quality of your bicycle.

**ALL CENTAURS are offered on EASY MONTHLY PAYMENTS.**

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**London: 21, Holborn Viaduct, E.C.**

The Centaur Company only give their guarantee with machines bought direct or from the firm's duly accredited agents. They warn the public against sensational advertisements offering alleged Centaur machines at low prices.



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# Motoring Notes.

France, Great Britain, Germany, Italy, Austria, and the United States are the countries represented in next Wednesday's race. Switzerland was among the challengers, but owing to a dispute between the makers of the Dufaux cars and the national Automobile Club as to who should pay the share of the expenses of the race which every competing country will have to contribute, the Swiss cars have been withdrawn. The French cars are two Richard-Brasiers and a De Diétrich, driven by Théry, Caillois, and Duray respectively. Germany will send three Mercédès, and Jenatzy, De Caters, and Werner as drivers. The British team consists of a Napier (Earp) and two Wolseleys (Rolls and Bianchi). Italy will be represented by three Fiats, driven by Lancia, Cagno, and Mazzari, and Austria by three Austrian-built Mercédès, which will be in charge of Braun, Hyeronimus, and Burton. The American team consists of two Pope Toledos and a Locomobile, which will be piloted by Lyttle, Dingley, and Tracy. The national colours for the race are: France, blue; England, green; Germany, white; Italy, black; Austria, black and yellow; and America, red.

* * *

In their respective classes the 8—10-h.p. and the 16—20-h.p. Humbers have already established an excellent record for hill-climbing. In the South Shields Automobile Club Hill-climb the 8—10-h.p. Coventry Humber beat all competitors. In the Scottish Trials the two Humbers beat every other car of equal or less power in the hill-climbs, and at the recent South Harting Hill-climb, organised by the Automobile Club, the two Humbers were first in Class A and Class B respectively, a wonderful performance in view of the number and quality of the other competing cars.

* * *

The Gobron-Brillié cars are well known by name to every motorist, but very few of these silent-running vehicles have hitherto been seen in this country. A company has now been formed, however, under the title of the Gobron-Brillié Motor Company, Limited, to represent the French firm on this side of the Channel, and intending purchasers of a high-class touring car of undoubted reputation will be able to make a personal investigation into the merits of a make which has gained innumerable successes on the Continent.

* * *

In connection with the Henley Regatta arrangements have been made by the Automobile Club by which its members and their friends will have a portion of Phyllis Court especially reserved for ranking their cars and viewing the races. Admission will be 12s. 6d. per day, or 25s. for the three days, if purchased before July 1. No charge is made for storage of car. Luncheon and tea will be obtainable on the Lawn, or if required the House Department will be pleased to supply luncheon-baskets direct from the club and deliver them on the cars on the course.

*Topical.*

THE MOTOR UNION MEET AT HARROGATE.
The famous "Stray," where the cars assembled.

"FIAT" MOTORS, Ltd.

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Telephone Nos.: 3171 and 1849 GERRARD.
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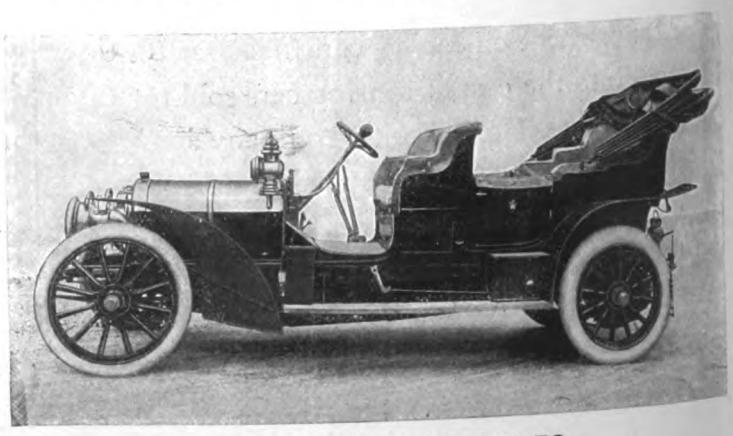

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H.I.M. The EMPEROR OF GERMANY.

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Thousands of delighted travellers acknowledge it to be the ideal home

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Why incur the trouble and expense of a long Foreign Journey when the

## GREAT WESTERN RAILWAY

can take you in a few hours to the DELIGHTFUL

**PADDINGTON to**
**Falmouth** in 7 Hrs. 10 Min.
**St. Ives** „ 8 „ — „
**Penzance** „ 7 „ 40 „

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**Fast and Luxurious Trains.** **Cheap Fares.**

**G.W.R. Co.'s Tregenna Castle Hotel at St. Ives.**

Write to SUPERINTENDENT OF THE LINE, PADDINGTON STATION, W., for **Illustrated Booklet Free.** JAMES C. INGLIS, General Manager.

# ST. JACOBS OIL

**CURES**

## LUMBAGO, SCIATICA,

**RHEUMATISM,**

**Neuralgia** | **Soreness**
**Bruises** | **Stiffness**

And Bodily Aches and Pains.

**In 1/1½ and 2/6 sizes.**
**Of all Chemists.**

CONQUERS PAIN!

# SKIN LIFE

Cook's THRONE SOAP adds life to the skin!
Why?
Because it is thoroughly prepared from skin-nourishing constituents by scientific methods (under scientific control).

**Six dainty samples sent post free for six penny stamps.**

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**57, LEADENHALL ST., LONDON, E.C.**

## THE ONLY HAND FIRE EXTINGUISHER

**Specially designed for**

## MOTOR CARS.

# CYCLES & MOTORS BOUGHT FOR CASH

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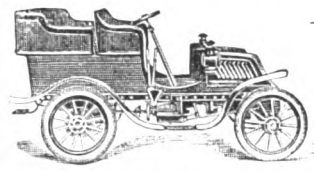

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**ELEPHANT & CASTLE STATION,**

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BANKERS: LONDON & WESTMINSTER. TELEPHONE: 8382 CENTRAL.

**Extract from the "Court Journal," May 20th, 1905—**

"Prince Eitel Fritz, second son of the German Emperor, before his departure from England on Saturday evening, paid a visit to Carey's Motor Repository, Elephant and Castle Station. He was accompanied by Captain Littow-Vorbeck."

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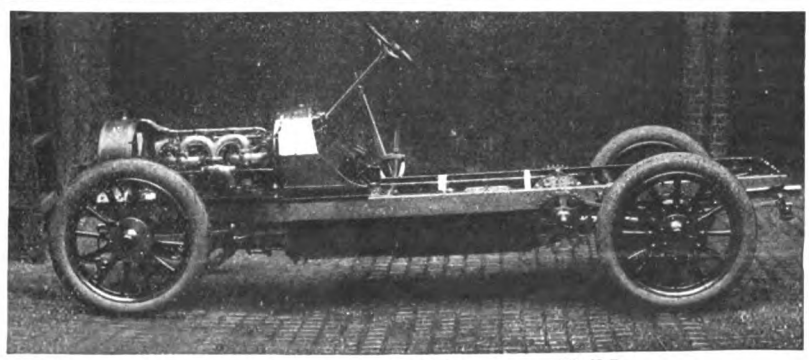

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Macaroni Fourre a la Milanaise.

Corbeilles de Cerises.

Creme a la Daren.

### ŒUFS A LA BENEDICTINE.

Boil hard six eggs, shell them, and cut in half lengthwise, slicing a tiny bit off each side to make them stand like small canoes. Now remove the yolks and pound these in a mortar with salt, coralline pepper, a spoonful of the following mixture—finely-minced chives or shallots, mushrooms, and parsley fried together in butter, then drained and measured before being added to the eggs—a spoonful or two of rich creamy white sauce and some bread-crumbs, or an oyster, shrimp, or lobster sauce, or a brown mushroom one, can be used. When smoothly pounded, fill the eggs with this mixture, rounding them neatly, put them in the oven in a buttered au gratin dish or legumière, then pour round them any nice sauce which goes well with the one pounded up with them, and serve at once very hot and garnished with fried croûtons.

### MOUSSELINES DE SAUMON.

Pound till smooth ten ounces of cold cooked salmon (or any nice fish or mixture can be used like this) with three ounces of fresh butter and a seasoning to taste of anchovy essence, salt, coralline and white pepper, lemon juice, and, when it is not disliked, a grate of mace. Now dissolve half an ounce of best leaf gelatine in three gills of good clear fish stock, and mix this smoothly and thoroughly with the fish purée, which is all the better, by the way, if rubbed through a fine wire sieve after pounding. When the mixture is nearly cold mix in a gill of cream, whipped till quite stiff. Fill a plain Charlotte mould with the mixture, and put it on ice or in the ice cave till quite firm and wanted to serve. It is then unmoulded carefully, and masked with any good chaudfroid sauce to taste, a cucumber one going particularly well with salmon and the rest of to-day's menu. When putting the mixture into the mould some shrimps, or halved prawns, or tiny fillets of lobster mixed in are a great addition.

### CORBEILLES DE CERISES.

For these begin by making a genoise paste, for which there are several recipes, and with it partly fill some small dariole moulds which have been brushed over inside with freshly-oiled butter, then dusted with a little flour and castor sugar mixed together in equal quantities. Bake at once in a fair oven, then turn out carefully on to a pastry rack till quite cold and set. The centre of the cakes is then removed, thus making them into little baskets minus the handles, which are added after icing the cakes. For this an icing or a glace can be used, as, for instance, the following: Put into a pan half a pound of pure cane icing sugar, mix it with two tablespoonfuls of maraschino or noyeau syrup (a shilling a good-sized bottle at any good grocer's or stores) and a drop or two of yellow colouring to make the glace a pretty cream colour; stir these together on the stove till just warm, then use. For the nut icing begin by making some Royal icing, by mixing the juice of half a lemon with a teaspoonful or so of cold water, mixing this with the unwhipped white of an egg, and then stirring into them sufficient finest cane icing sugar to form a smooth glossy thick mixture just liquid enough to spread easily. It will take rather more than four ounces of sugar, probably, to the one white of egg. Now stir into this Royal icing some desiccated or freshly-grated cocoa-nut, minced almonds, walnuts, or other nuts to taste, and after spreading over the outsides of the cakes sprinkle them well with the same nuts (ground, desiccated, or minced) as have been mixed with the icing. Fasten with a little white of egg an angelica handle over each little basket, and pipe round the edges as in the illustration, with either whipped and sweetened cream or white Viennese icing. Just before the baskets are to be served, put a spoonful of whipped cream into the bottom of each, and fill them with cherries which have been carefully cooked in a sugar and water syrup, flavoured with brandy or liqueur to taste. Though the little baskets illustrated were not so finished, a puff of whipped cream, sweetened and flavoured, of course, to taste, can be put on the top of the fruit just before serving, and at this time of year the cream is nicer if iced first. For the genoise paste the following is a particularly good recipe, though a simpler one will, of course, answer the purpose: Break five whole eggs into a delicately clean pan, and mix into them half a pound of cane castor sugar, then put the pan into one three parts full of boiling water (or the bain-marie when this is available) placed on the stove. Whisk the egg and sugar mixture steadily till it is lukewarm, then lift the pan off the stove and continue whisking the mixture till it is quite cold and light. Now mix into it four ounces of dried and sifted flour (or rice flour), four ounces of butter



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beaten to a cream (not melted or oiled, or the paste will be quite spoilt), and six ounces of freshly-ground almonds. Mix these all gently but thoroughly together, adding a little orange-flower water to flavour it.

### CREME A LA DAREN.

For this neither ice cave nor freezer is necessary, though it is, of course, an improvement to stand the mould on ice for an hour or so before turning the cream out and serving it. Dissolve half an ounce of finest leaf gelatine in a little warm cream, mix it with a pint of thick cream, sweetened and flavoured to taste, and whisk till very stiff, then mix two ounces of fine Daren bread-crumbs in, pour into a mould, and stand aside till set. Glacé cherries, ginger, or pine-apple cut up small, together with blanched and shredded almonds or pistachios, and stirred into the whipped cream with the bread-crumbs before it sets, make a much nicer sweet if to be served alone, though at this time of year the glacé fruit is generally omitted and a compote of fresh fruit served with the cream.

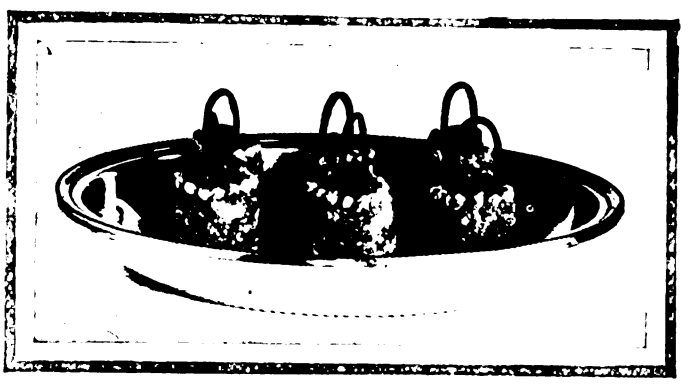
### DAREN BREAD.

Long as doctors and dentists have preached to us the injurious effects on our health and our teeth of bread made from white flour from which all the valuable phosphates, vegetable cellulose, and gently aperient oily principles contained in the husk of wheat have been removed, the wholemeal bread recommended as the true staff of life has made small headway, and in nine houses out of ten white bread is still preferred.

The chief reason, I think, is that the ordinary baker's brown bread is generally made of either white flour mixed with bran, or else of wholemeal too coarsely ground to produce a bread sufficiently light to be pleasant or easily digested.

At last, however, we are offered a bread which, while it contains the whole grain, with all the valuable constituents of the husk, is made of wholemeal so finely ground that the resulting bread is deliciously light and agreeable in flavour, with none of the gritty coarseness or clammy closeness of texture we are wont to associate with the ordinary brown bread of commerce, as we have hitherto known it.

This new bread is made from flour specially ground at the "Daren" Flour Mills, Dartford, Kent, and every loaf bears the name "Daren" in big relief on the side. It is now obtainable in most towns in the United Kingdom; but if any difficulty is experienced in obtaining it, a line to the Daren Flour Mills at the above address will bring the name of the nearest agent, and no doubt arrangements would also be made by the Daren Company for one's regular baker to supply it when wished. Thanks partly, no doubt, to the numerous medals and diplomas it has won, including the gold medal and first prize at the Bakers' Exhibition at the Royal Agricultural Hall when shown there in 1901, Daren bread is becoming so widely known and appreciated that practically all bakers doing a high-class trade make it now as a matter of course, except here and there in out-of-the-way places.



CORBEILLES DE CERISES.
*(Specially prepared and photographed for this paper.)*

It is most delicious for bread and butter and various savoury sandwiches, while best of all for brown bread cream, whether as a mould or an ice. Its value dietetically is vouched for by the fact that the Russian giant Machnow, whose wonderful feats of strength at the London Hippodrome have been astonishing the world, has it included in his daily dietary, and has been photographed with a Daren loaf on the table by him. The loaves are made in three sizes, at 1d., 2d., and 3d. each, and certainly every mother who desires her children to have beautiful teeth and good health should see that Daren bread is their "staff of life" for the first twenty years of life, while their constitutions are being made or marred.

---

### *ANSWERS TO CORRESPONDENTS.*

SALADE A L'INDIENNE (The First Rose).—Shred a crisp lettuce heart rather finely, mix it with young mustard and cress, season with a cold poivrade sauce, to which has been added a little finely-minced chutney, and garnish with cold curried prawns or shrimps and quartered pheasant or plover eggs. Bantams' eggs will do instead of these. Hand brown bread and butter with this salad.

FLOSTER (Mapletree).—There are various versions of this, produced by varying the liqueur, mineral water, etc. Each of the following has met with approval. Put a tablespoonful each of kirsch, cherry-water ice and sherry at the bottom of a large tumbler, and fill up with well-iced seltzer water; put a tablespoonful each of noyeau and sherry in a glass, and fill up with a bottle of well-iced lemonade; put a tablespoonful of lemon-water ice and a liqueur-glassful of orange brandy in a large tumbler, and fill up with well-iced seltzer or soda water.

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**Corn Flour.**



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# Here, There, and Everywhere.

THE summer is now with us. There are piles of summer numbers in dainty covers loading the bookstalls at the railway stations, and crowds of people hastening to and fro, all bent on holiday-making; there are, or ought to be, warm sunshine and balmy airs, and a general and wholly natural desire on the part of everybody to keep comfortably cool, and comfortably free from thirst. But how difficult it is! How often we hear people exclaim in misery, "What can I drink?" These are the people who do not or will not know of cider as the best and most satisfying drink that man has invented for his own benefit. The White Wine of England, as it has most justly been called, a wine prepared in Herefordshire, by such a firm as Bulmer's (one speaks of them as one does of Whiteley's and Harrod's, for, like those firms, they are too well known to need fuller description), is the most wholesome, palatable, and satisfactory beverage for young and old. And for the hot weather, when one does not need a rich or very full-bodied wine, it is incomparably the best. To like cider one must have it good. Messrs. Bulmer's Cherry Norman, at 10s. a dozen, is very excellent, and Foxwhelp and Kingston Black at double that price is deservedly called the Imperial Tokay of Herefordshire.

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THE latest publications of the Health Resorts Development Association include works on such favourite resorts as Rhyl, Leamington, Bournemouth, and Southport, and copies of these books may be obtained gratis on application to the town clerks of the respective towns.

---

THE Bridge House Hotel at Staines has built up a large *clientèle* for itself, and supplied as it is with large lawns down to the water's edge, and with good accommodation not only for river men, but for motorists and cyclists as well, it is not to be wondered at that its patrons are numerous. Comfort and elegance are combined in its rooms, and the catering is of first-class description.

---

THERE is very evident nowadays a movement in favour of the reintroduction of old-fashioned scents, and there is none more popular to-day than lavender water. But like most other things, it is only really good lavender water that is worth patronising, such a lavender water as the Grove Ferry Brand, prepared by the Misses Bing at the Lavender Distillery, Grove Ferry, Kent. Sold in thin globe-shaped bottles of a delicate green, and tied and sealed in a distinctive manner which prevents imitation, the Grove Ferry Lavender Water possesses a delicious fragrance that is not to be found in other scents. It is the scent *par excellence* for those who can appreciate a delicate and soothing aroma.

---

AT the recent Horticultural Exhibition of the Royal Botanic Society, held at Regent's Park, London, the Agent-General for Western Australia, by invitation of the society, showed the samples of apples and cereals which recently formed the subject of an interesting Press display at the offices of the Western Australian Government, 15, Victoria Street, S.W. The judges appear to have been so impressed with the excellence of the exhibit, with the flavour as well as the appearance, of the Dunn's Seedling, Cleopatra, and Jonathan apples, and with the quality and variety of the cereals, that they awarded a silver medal to the Agent-General.

---

THE holiday-maker who looks to Wales for his summer visit will be well advised to consult the time-tables and programmes of the Cambrian Railways. Every Friday midnight during July, August, and September, special cheap excursions run from London in connection with the London and North Western and Great Western Railways, and tourist tickets at reduced fares are issued to Cambrian seaside and inland resorts. Wales is a lovely country for a holiday, and in spring, summer, or winter affords suitable resorts, and while the winter temperature is higher than that of most watering-places on the South and West Coasts of England, in summer it is lower, and remains therefore very equable. Copies of the Cambrian Railways' publications can be obtained from Mr. W. H. Gough, Traffic Superintendent, Oswestry, or at Euston and Paddington.

---

PETROLEUM incandescent lighting has been brought into great prominence of late through the developments of the Kitson lamp, which has been extensively adopted for the lighting of large spaces, such as streets, public squares, parks, etc. The Empire lamp is the latest development of this form of lighting, and is exhibited at 100, St. Martin's Lane, Charing Cross. Attention has been called to this light particularly for the lighting of private parks and grounds. An advantage claimed besides its exceptionally low cost is the fact that, unlike electricity and gas lighting, it does not require the tearing up of roadways and lawns for the laying of mains. Each lamp is self-contained, and comprises a whole lighting outfit. All one has to do is to dig a hole and put the lamp-post in, and the lamp does the rest. This system of lighting has made great headway, especially in oil-burning countries, such as India, South Africa, Russia, and the Balkan States. The grounds of Peterhof, the palace of the Czar, as well as those of the residence of the King of Siam, are both lighted by this system.

---

THE time-table issued by the Great Central Railway Company for July, August, and September demonstrates that this enterprising company is pursuing its progressive policy. Many important accelerations have been made in the train service affecting all parts of the country. All express trains are vestibuled, and have a buffet car attached available for first and third class passengers. The through service between Newcastle, York, Bradford, Huddersfield, Sheffield and Southampton, Bournemouth, etc., has been considerably improved, and commencing July 10 through express trains will be run between Southampton and Scarborough by the direct route, *viâ* Banbury and Oxford.

---

THE GREAT NORTHERN RAILWAY announce that they have arranged with the London and South Western Company for a new through service with the South Coast. A new train is to leave King's Cross in connection with the train from the North, and passengers arriving in London by the Great Northern main line trains will therefore be able to join this new train without change of platform, thus avoiding the trouble and expense of crossing London.

---

IN a year when two-speed gears have become the recognised fitment to a high-grade bicycle, the Centaur two-speed gear is generally admitted to be as nearly perfect as mechanical ingenuity can attain. It is constructed on the sun-and-planet principle, and the gear being contained in the bicycle bracket allows of the use of larger and stronger pinions and the most perfect running. Centaur bicycles have always held the highest reputation, having been the pioneers of light weight, and this latest improvement adds but one more laurel to their wreath of glory.

---

To meet pressing demands of post-card collectors the Midland Railway Company have now reprinted for sale to the public the series of pictorial post-cards which they formerly used for official correspondence only. The cards are beautifully printed in colours from photograph-engraved blocks, and will be sold at the nominal price of 2d. per set of six.

---

IN spite of the hot weather, which naturally tends to fill the outdoor places of amusement, the variety theatres of London continue to draw large audiences. At the Palace, Tortajada, the eight Palace girls, and that wonderful ventriloquist, Arthur Prince, are all well worth seeing. The Alhambra ballets, and Le Roy, Talma, and Bosco are as popular as ever, and the remarkable photographs of the siege and fall of Port Arthur are specially interesting just now, in view of the fact that the Japanese are probably engaged in a struggle of a similar nature at the present moment. The last seven performances are taking place at the Empire, which is to be closed this week for alterations.


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*** ERRATUM.—On the first page of our Supplement in last week's issue we reproduced the picture "Summer" which was exhibited at the Paris Salon. The copyright of this picture is vested in Messrs. Braun, Clement, and Co., of Dornach, Alsace, and this name should have appeared under the reproduction in place of that which we gave. We offer our apologies for the error.


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SUMMER HOLIDAYS.—Wanted, July 25th, small Furnished COTTAGE, or three bed and one sitting room in pleasant country house. Good fly-fishing or golf near. Moderate.—"M.," Hillside, Bexhill-on-Sea.

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TO BE SOLD by AUCTION, at the MART, E.C., on THURSDAY next, JULY 13th (unless previously disposed of privately).

61, KENSINGTON COURT, W.—Freehold corner MANSION, of very special and unique character, built in three storeys, with semi-basement. Low reserve. Exceptional opportunity. Owner taking up residence in the country.

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5, WEST HALKIN STREET, Belgrave Square, S.W.—Excellent medium-sized HOUSE, frontage about 32ft., suitable either as a private residence or for a professional man.

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MORTIMER HOUSE, Egerton Gardens, S.W.—Unique Detached MANSION, with large timbered garden. Reception rooms all on the ground floor. Detached stabling. Low reserve.

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48, GROSVENOR GARDENS, S.W.—Modernised HOUSE, facing gardens. Stabling at rear. Forming an excellent residence for a family of rank.

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CLOSE TO ALBERT GATE, HYDE PARK.

A Charming SMALL HOUSE, overlooking Lowndes Square, lately modernised and in excellent condition, with new drainage, etc., to be LET, at only £250 a year; small premium required; early possession.—Apply to the Agents, Messrs. TROLLOPE, West Halkin Street, Belgrave Square, and as above.

EATON SQUARE (just out of).—PRICE £4,000.

A Most Attractive SMALL RESIDENCE, with few but good bedrooms; the three large reception rooms, square hall, with wide corridor leading to winter garden, are all on the ground floor; nominal ground rent.—Agents, Messrs. TROLLOPE, West Halkin Street, S.W., and as above.

**N.B.—Messrs. Trollope's Auction Announcements appear regularly in the "Times" on Saturdays and the "Morning Post" on Mondays.**




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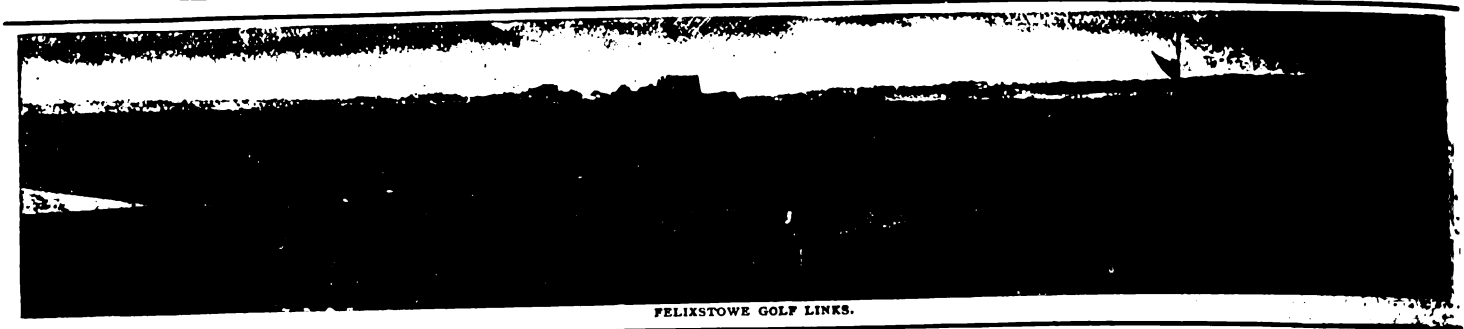
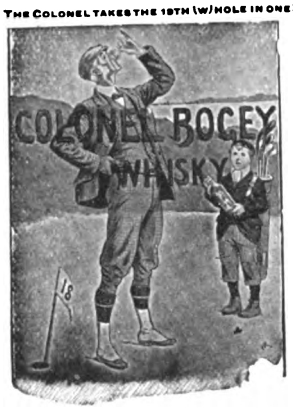
# THE GOLFERS' GUIDE.



FELIXSTOWE GOLF LINKS.

THE COLONEL TAKES THE 19TH (W/HOLE IN ONE!

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**PROPR.**

*LESSEE OF*
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**Special Quotations to Golf Clubs.**

## "COLONEL BOGEY" WHISKY.

**GUARANTEED 7 YEARS OLD.**

**42/- PER DOZEN. CARRIAGE PAID.**

THE LINKS, BOURNEMOUTH.

**BOURNEMOUTH.**

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WITHIN TWO MINUTES' WALK OF GOLF LINKS.

**TUNBRIDGE WELLS.**

## THE SPA HOTEL,

FOR COMFORT, CONVENIENCE, AND LUXURY.

Surrounded by its own Park of 65 acres and with splendid views over the Common. One hour from London.

**BATHS**
of every description, including
**TURKISH, SWIMMING, AND ELECTRIC LIGHT.**
*MASSEURS and MASSEUSE.*

1 minute's walk from **Golf Links.**
**Handsome Public Rooms,** including
**2 LOUNGES and BIJOU THEATRE.**

Garage. Lift. Tennis Courts, Croquet Lawns and Bowling Greens. Warmed to a temperature of 60° in Winter. Postal Telegraph Office in Hotel. Telephone 56.

Terms from MANAGER.

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(Near BLACKPOOL).

Contains
**FOUR GOLF LINKS (18 Holes each).**

Also facilities for
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Splendid Beach. Ideal Holiday Resort.
ILLUSTRATED GUIDE FREE
on application to
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**LELANT, ST. IVES BAY, CORNWALL** (close to golf links and station).—Furnished HOUSE, with plate and linen, to LET for Summer months; two large sitting rooms, six bedrooms, one dressing room, bathroom.—"T.B.H.," "Evelyns," Uxbridge.

**SOUTHWOLD** (best position on the Common; close to Golf Links).—To be LET, well Furnished, for June, July, and August, the pretty and artistic HOUSE known as "Link's Cottage," containing square hall, two sitting and large recreation rooms, servants' sitting room, seven bedrooms (fourteen beds), bathroom; electric light and telephone.—Apply to Mrs. ROBINSON, on Property.

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The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.

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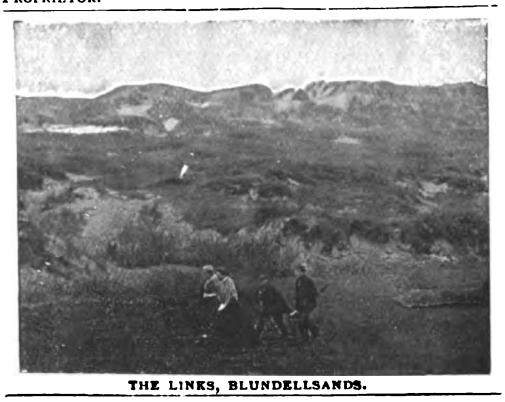
High-class Hotel for Families and Gentlemen. Due South, facing Sea. Most select and quiet part of Promenade. Comfortable Public Rooms, consisting of Coffee Room, Reading and Drawing Room, Smoking and Billiard Room. Perfect Sanitary arrangements. Hydraulic Passenger Lift. Electric Light throughout. Warmed in Winter. Table d'Hôte, Separate Tables, at 7. Nearest Hotel to New Golf Links. Motor Car Stabling. Petrol supplied.—Under the personal supervision of PROPRIETOR.



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Golf Links within easy distance. Fishing in the Broads.
Tariff extremely moderate.

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New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

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**BEXHILL.**

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WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

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THE GOLF LINKS, CHERTSEY.

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Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

**FARNHAM, SURREY,** Within easy access of London.

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Moderate Tariff. Special Week-End Terms for Golfers, inclusive of table d'hôte dinner. Saturday until Monday morning, £1 1s. The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable, being on sand.

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# THE GOLFERS' GUIDE.

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TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

**VULCAN WORKS, ST. THOMAS ST., S.E.**

SUNNINGDALE GOLF LINKS.

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*Among the Pines (Green and Warm in Winter and Cool in Summer)*

"Is it a Private House or an Hotel?" is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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Haskell and other Cored Balls re-covered equal to new, and guaranteed at

Returned in 7 days. **PER 8/- DOZ.** Post Free.

**RE-COVERED** HASKELLS, ARLINGTONS, or WIZARDS

Post Free. **PER 14/- DOZ.** Post Free.

We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

SPECIALLY PREPARED GUTTA for Re-covering Supplied. Terms: CASH WITH ORDER. SPECIAL TRADE TERMS ON APPLICATION.

**A. MACKINTOSH & CO.,**

Golf Ball Manufacturers,

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Club Houses can be efficiently and economically lighted by

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*Write* H. BAKER, 49, Victoria Street, S.W.

THE LINKS, WHITLEY COMMON.

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H. R. Cox, New Proprietor.

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MAGNIFICENT GOLF LINKS.

Most Moderate Tariff, specially revised, on application to Manager, or to the BURLINGTON and BUCKINGHAM PALACE HOTELS, LONDON.

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## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

| | First Class. |
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| Friday to Monday ... ... | £2 12 6 |
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| Saturday to Monday ... ... | £2 0 0 |

These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.

**CONWAY.**

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One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.
Tennis, Croquet, and Putting Lawns, Boating, Fishing.

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Telephone, 25. Telegrams: "Oakwood Conway."

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THE OLDEST FAMILY HOTEL.
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Two new wings added, furnished by MAPLE & Co.
Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.
MODERATE TARIFF.
*Special Terms for Golfers and Families during the Winter months.*
Perfect Sanitary arrangements.
Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

**CLACTON-ON-SEA.—"The Towers" Private Hotel.**—Accommodation for over 100 guests. Large lawns for tennis, bowls, and croquet. Close to golf links. "The Towers" occupies the best position on the cliffs, facing sea, due south. All public rooms and most bedrooms overlook the sea and the private lawns.—Under the direct supervision of the proprietors, EMMERSON & HARRIS.

THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**
Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit.

Apply MANAGER.

Telegraphic Address—"ATLANTIC, WESTON-SUPER-MARE."
National Telephone, No. 11.

**BARTON-ON-SEA, HANTS.**

## BARTON COURT HOTEL.

Nine-and-a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and inclusive Terms; also Friday to Monday Terms.*
Telegrams—"BARTON HOTEL, NEW MILTON."

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## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select, and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

MAGNIFICENT GOLF LINKS ADJOINING THE HOTEL.

Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

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**Pure Wool Knitted Golfers,**

in plain colours and with coloured collars and cuffs.

Price 10/6.

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BETWEEN . .
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***SPEED and COMFORT.***

Hundreds of Pleasure Tours Daily by Rail, Coach and Steamer, on London & North Western and Caledonian systems.

**FISHING, SHOOTING, GOLFING**
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THE ESTABLISHED CURE FOR

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### LUMBAGO, SPRAINS, SCIATICA.

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"(Signed) W. DEACON,
"Rose Cottage, Bradford Street, Eastbourne."

January 12th, 1905.

**Price 1/1½ and 2/6; of all Chemists.**

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**Largest Selection in London.**

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**98 & 100, Wigmore St., LONDON, W.,**

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a shaped Patent adjustable Veil, at prices and quality showing a great saving over veiling purchased by the yard.

**9d., 1/-, 1/3, 1/6, 1/9, 2/-, 2/3, 2/6,** etc.

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The latest and largest selection in London.

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GOLD MEDAL PALMITINE
FOR DINING & DRAWING ROOMS

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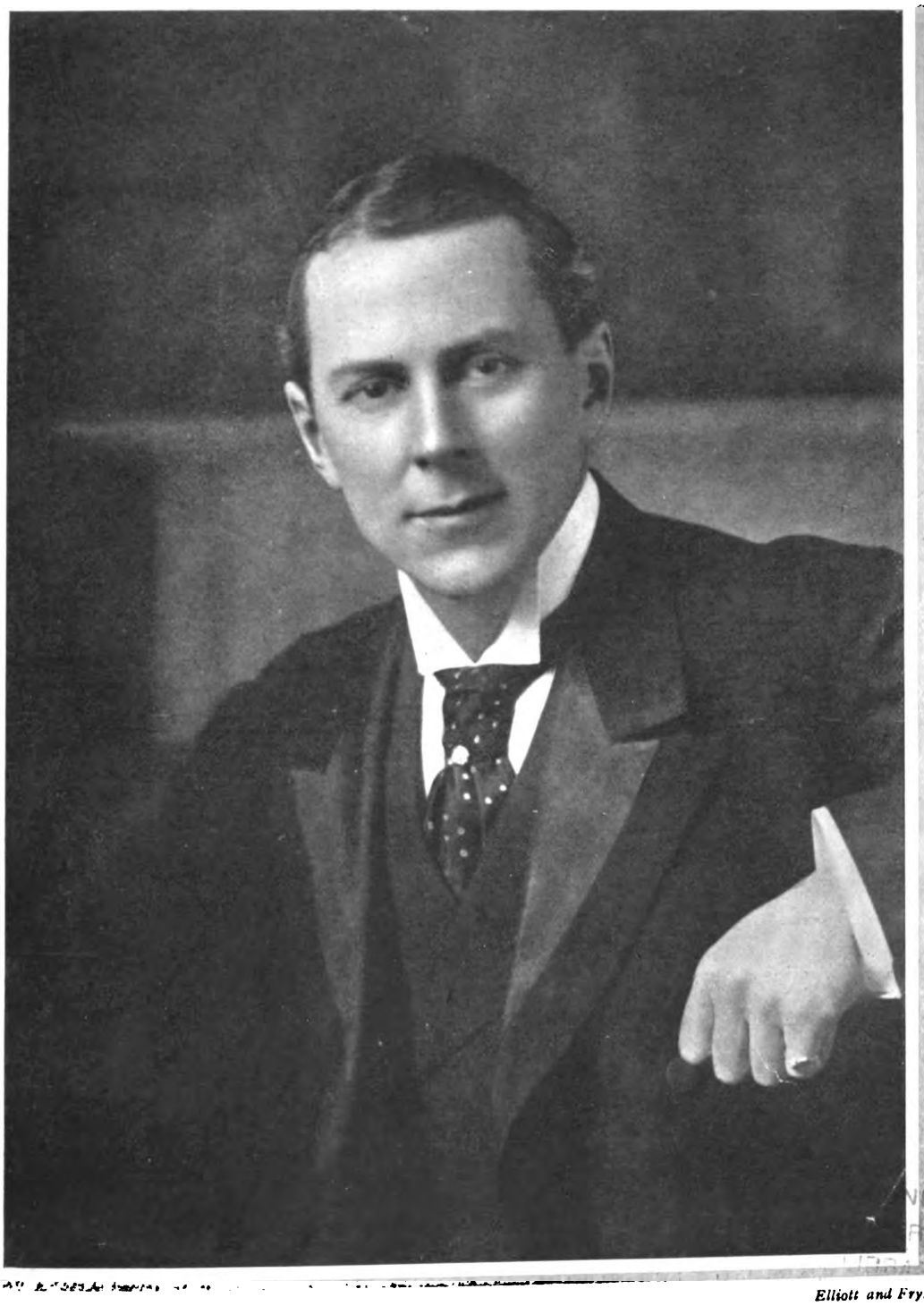
# THE ROYAL MASONIC FESTIVAL.


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

VOL. XX. No. 440. SATURDAY, JULY 8th, 1905. PRICE 6D.

*Elliott and Fry.*

MR. ION HAMILTON BENN

**Conservative Tariff Reform Candidate for Greenwich.**

*(See page 461).*

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 440. Saturday, July 8, 1905.**

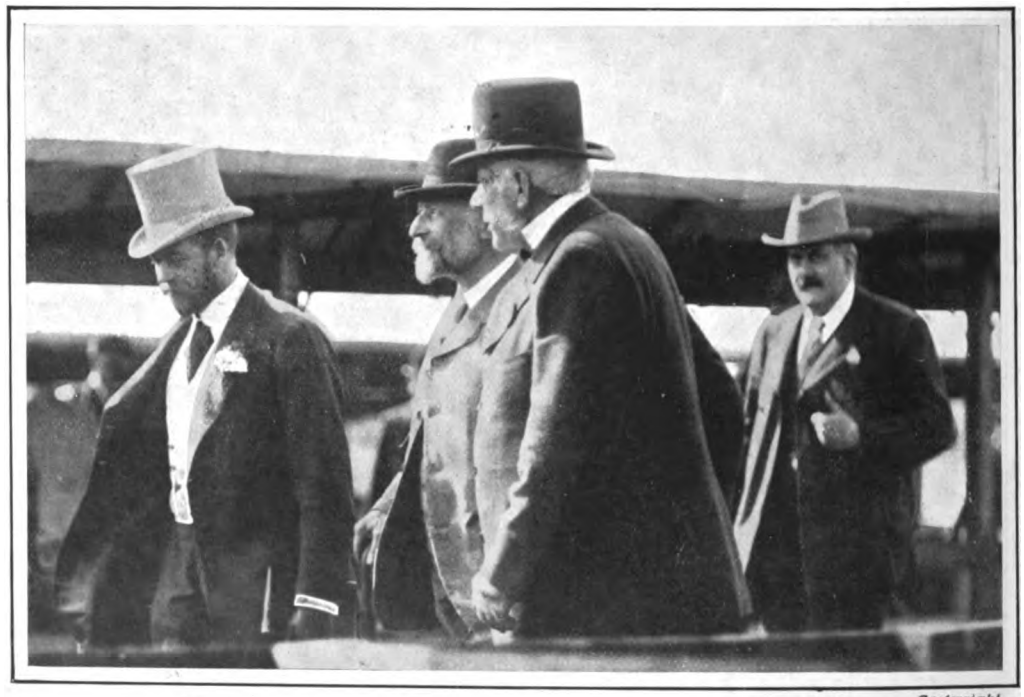
*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephones*—*No.* 2,748 GERRARD, AND 7961 CENTRAL.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AT NEWMARKET.—With the regularity which we have all learned to expect in the movements of our Royalty, the King has again gone to Newmarket for the first July Meeting, and is staying at the Jockey Club premises until Friday afternoon. At Taplow for the week-end, at Newmarket in the middle of the week, and down in Gloucestershire with Lord Redesdale for Saturday and Sunday again, is a record in travelling of which any man, much less hampered with cares and work than is King Edward, might be proud. And next week he has another big programme to get through.

THE KING AND SOUTHWARK.—Millbank and Southwark have been honoured on successive working days with visits from the King and Queen. But whereas the visit in connection with the inaugural service at St. Saviour's Cathedral was a long and eagerly-expected one, the general public had no idea on Saturday last that Royalty were expected at the new military hospital which has been erected at Millbank for the accommodation of invalids from the London garrison. No name has yet been given to the institution, but in view of last week's visit it may well be that "the Alexandra Royal Military Hospital" may be chosen. Southwark Cathedral has been written about and described very frequently of late, and the inauguration of the new diocese is an important event in the annals of South London. The metropolis on the Surrey side of the Thames has spread so rapidly and so far that it is only remarkable that the new bishopric has not been brought into being earlier.



Cartwright.

THE PRINCE OF WALES AT PARK ROYAL.

On the opening day of the Royal Agricultural Society's Show this year the Prince of Wales paid an informal visit and stayed for some time examining the exhibits. The King won a number of prizes.

THE KING IN THE NORTH COUNTRY.—Sheffield next week goes one better than Cardiff, and for the opening of the new University buildings is to be honoured with a State visit of some four hours' duration. The town of chopped irregular streets, as an impressionist once called Sheffield, is not famous for its buildings, for t is but a few years since it emerged from a conglomeration of narrow streets and factories into a city of some pretentions to importance. Ruskin selected Sheffield as the home for his famous museum of pictures and minerals which is now to be found in Meersbrook Park, Thomas Creswick, R.A., was a Sheffield man to the core, though he lived much of his life in London, and Sir Francis Chantry was born and lies buried in the neighbouring village of Norton. The greatness of Sheffield lies in the work done within her buildings and not in the architectural beauties of their exteriors.

THE KING AND LORD REDESDALE.—This week the King goes down into Gloucestershire for a few days on a private visit to an old and trusted friend, who, as the Hon. Bertram Freeman-Mitford, served his country well in the seventies of the last century in St. Petersburg, Pekin, and Tokio. Lord Redesdale has a beautiful seat in Batsford Park, where he has made many valuable specimens of Japanese plants and shrubs grow. His experience in landscape gardening has been of great service in the alterations and improvements which have recently been carried out at Windsor, and upon several disputed points he was called in, in the capacity of what one may call consulting gardener. This year Lord Redesdale's fourth son comes of age, and the occasion is the more noteworthy in that this is the first time the King has been able to visit Batsford Park since his accession.

MARTIAL MUSIC.—Last week an expectant world learned of the Kaiser's latest whim. This time he has made a reform in the Military bugling of his empire. To replace the blatant blare of brass trumpets he has introduced bugles of antelope horn, quite a yard long, and has set the Chasseur Battalion of the Imperial Guard at Potsdam to teach the rest of the Army how to use their new instruments. If the note emitted by these horns be anything like that given out by the huge things used by cowherds in the Alps, then it is doubtful if any auctioneer would now describe the barracks at Potsdam as "a highly desirable family residence." Heard from a distance and re-echoed among the hills, the note of the Swiss cowherd's horn has a certain plaintive beauty, but it is entirely a case of distance and enchantment, for a nearer acquaintance is a thing to be regretted for days.



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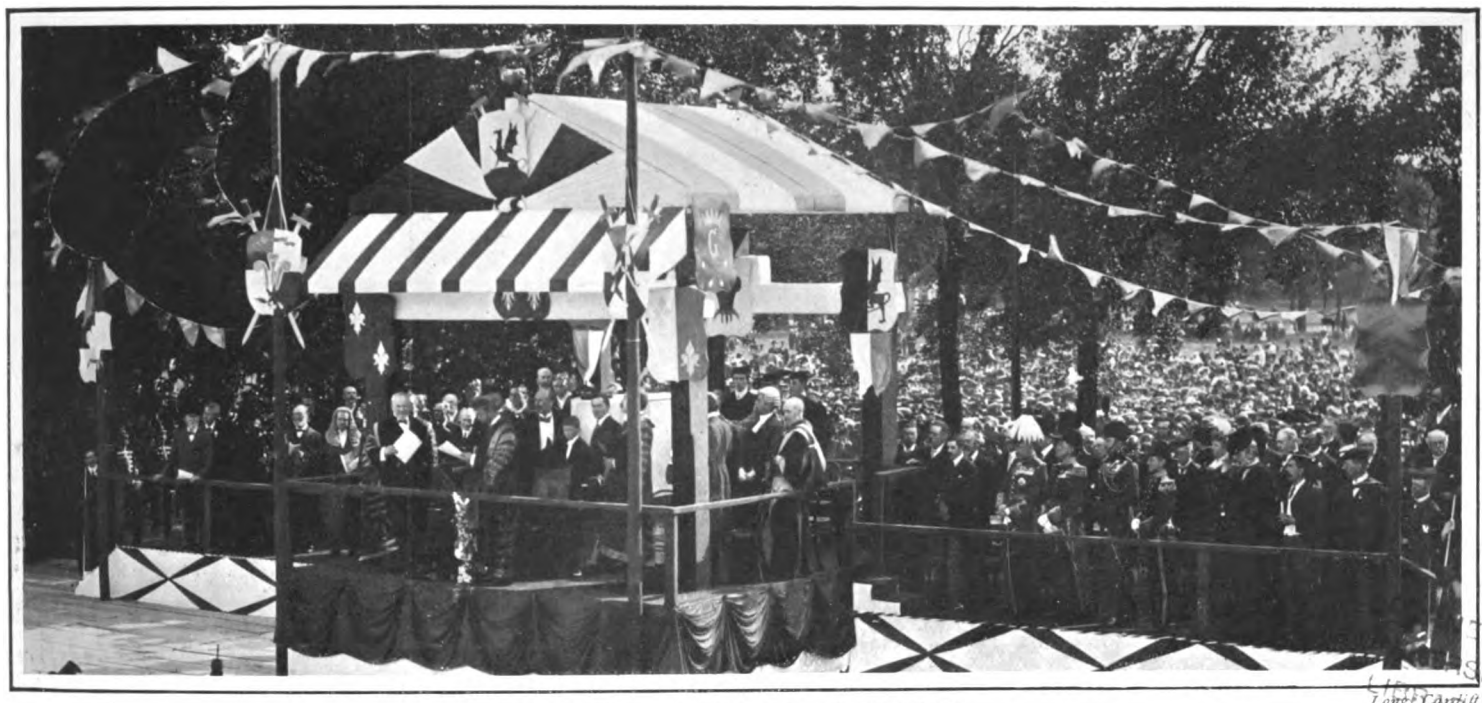
## THE REVIEW OF CADETS IN HYDE PARK.

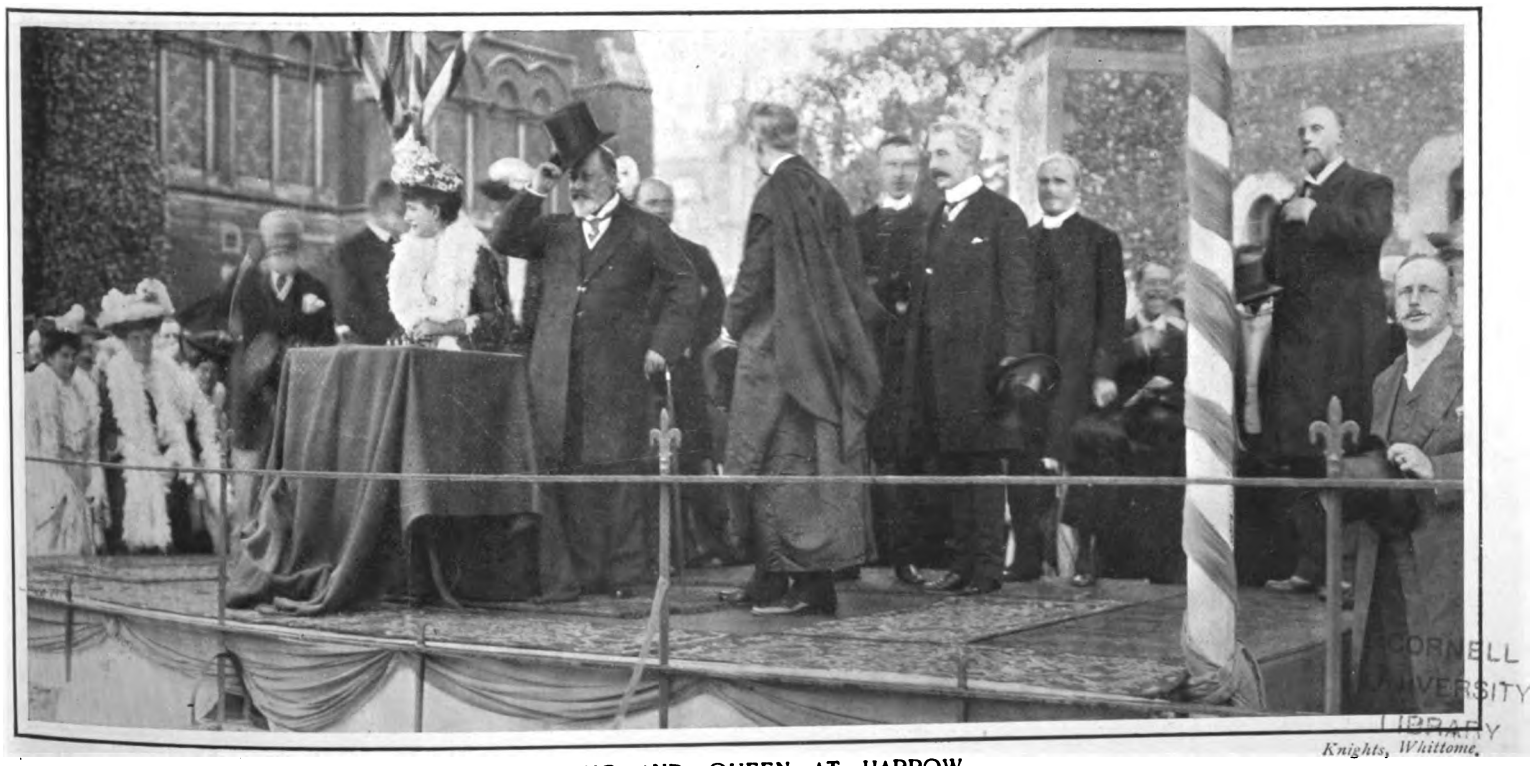
On Saturday afternoon the Duke of Connaught inspected about forty detachments of Volunteer Cadet Corps, totalling nearly 5,000 members. Our illustrations show the inspection of the Volunteer Medical Corps and the Duke and Duchess of Connaught at the saluting-point.



Long Cardiff

## THE PRINCE OF WALES AT CARDIFF.

The foundation-stone of the new University buildings at Cardiff was laid by the Prince of Wales as Chancellor of the University last week.



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*Knights, Whittome.*

## THE KING AND QUEEN AT HARROW.

On the day on which his birthday was officially celebrated the King, accompanied by Queen Alexandra, went down to Harrow to open the new playing fields there. From the Pavilion the Queen despatched a message by wireless telegraphy to the further end of the fields, where a flag was unfurled to mark the conclusion of the opening ceremony.



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*Ellis.*

COLONEL A. BAILLY BLANCHARD

Second Secretary of the U.S. Embassy in Paris, and prominently connected with the arrangements for the transference of Paul Jones's body.

*Gilbert.*

THE HON. R. McCORMICK

United States Ambassador to France, who has lent every assistance in his power to General Porter in the search for the body.

*Savony.*

GENERAL PORTER

To whose initiative and untiring labours the success of the undertaking for the removal of Paul Jones's remains from France to America is due.

*Cribb.*

*Cribb.*

SPORTS AT WHALE ISLAND.

A function which is always looked forward to with great interest in Portsmouth is the Whale Island Meeting, and this year a large gathering watched the proceedings under ideal climatic conditions. Our illustrations show a race with rifles and an officers' race.

*Fradelle and Young.*

A DINNER IN A GONDOLA.

The old courtyard of the Savoy Hotel was transformed, for one night only last week, into a Venetian lagoon, on the occasion of a dinner which Mr. G. A. Kessler gave to twenty-four friends. He told Mr. Pruger that he did not want an ordinary dinner, and to all appearances he got something that, for London, at any rate, is unique.



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GYMKHANA AT RANELAGH.

Lady Cecil Scott-Montagu presented the prizes won in the successful gymkhana organised by the Ladies' Automobile Club at Barn Elms on Saturday last. Two interesting events were the competitions for smartness and general appearance of cars prepared for touring and prepared for the Park. The prize in the first was won by Mrs. Ernest Amsden, and that in the second by Mrs. Claude Borrett.

THE KING AND QUEEN AT THE SOUTHWARK CATHEDRAL.

The inauguration ceremony at the new cathedral at Southwark took place on Monday last, when the King and Queen were present. The Lord Mayor and the Mayors of seven London boroughs took part in the ceremony, and the scene inside the building was a brilliant and memorable one. On the way to the cathedral a loyal address was presented to the Royal visitors by the Borough of Southwark.



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CANADA'S AMBITION.—The British, unlike the American, capitalist is as often a pioneer of Empire as the man in search of a fortune. Mr. Rhodes in South Africa, and Lords Strathcona and Mount-Stephen in Canada, each opened up a trade route across a continent, and linked up its strategical points with the iron road. To-day Sir William Van Horne and other rich men of the Dominion are extending Canadian influence in the Western Hemisphere. Already £20,000,000 of capital are invested in the West Indies, Mexico, and Honduras, much of it being in Cuban railways. The latest step is a contract with Elder, Dempster, and Co. to connect St. Lawrence ports with Central and South America. It should be remembered that the Dominion herself is half Latin, and, for this reason, she is popular where the United States is unpopular. Moreover, her people of either race seem to understand Spanish-Americans as the Yankee "hustler" never does. It will be no fault of theirs if their country fails to be to the twentieth century what the United States was to the nineteenth.

LADY DARNLEY'S EXHIBITION.—Lady Darnley's Arts and Crafts Exhibition at Cobham Hall held recently was a huge success. The first day there were 1,600 visitors, the second day 2,000. The idea is to encourage the growth of village industries, which, to judge by the wood-carving, basket-work, rustic chairs, and other exhibits, have a future before them. As for the water-colour sketches and photographs, they were of high artistic merit. So successful was the exhibition that it paid all expenses, with something over towards the development of technical education among the villagers. The life and soul of the movement are Lord and Lady Darnley, who belong to the good old school of the aristocracy, living among their tenants, with whose interests they completely identify themselves. This week they are in Ireland, where they opened a bazaar in aid of the church near Clifton Lodge. Here they are as much beloved as they are in Kent, but the Irish people are more demonstrative than the English. It is quite touching to see their devotion now that Lord and Lady Darnley are well known to them.

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MISS BETTINE CAVENDISH

Daughter of Major the Hon. William Cavendish, and niece of Katherine, Duchess of Westminster.

THE CANADIAN MAILS.—The new turbine steamer "Virginian" of the Allan Line has crossed the Atlantic in four and a-half days, a record trip. The fastest of the American "greyhounds" take a day longer. The Dominion is thus beginning to reap the fruit of her geographical advantage. For Nature makes her stretch out towards Europe on the one side, and towards Asia on the other. In this way both in the Pacific and Atlantic she is better situated for trade than the United States. Sir William Murdock says that in time she will distribute the mails of the entire North American Continent, which is a prophecy bound to come true. It is not generally known that the first steamer to cross the ocean was built in Canada, the first line of steam-ships was founded by a Nova Scotian, Samuel Cunard, and St. John, New Brunswick, was the first port of call until the substitution for it of New York. It is an odd turn in the wheel of fortune that gives back to Canadian ports their lost precedence.

CANADIANS AT COPPED HALL. — The Canadian manufacturers who are in England at the invitation of the London Chamber of Commerce, were lately the guests of Mr. S. B. Boulton, its chairman, at Copped Hall. It is an old house, one room of which is hung with rare Gobelins tapestry, and the nearest village, Totteridge, is typically English. As the day was fine, the Colonial visitors saw an old country scene at its very best. They saw also an ancient oak which rivals even New World trees in size. The Hall itself is interesting from another point of view, for here the Colonial, Cardinal Manning, was born. His father was a West Indian merchant, whose family settled in Jamaica in the reign of Charles II. He was at the time Governor of the Bank of England. On his mother's side Manning was supposed to be of Italian extraction.

A CANADIAN IN THE JAPANESE ARMY.—The Chief of Scouts in the Japanese Army now operating in Manchuria is a Colonial. It will be remembered that when war broke out hundreds of Canadians volunteered aid to the Mikado's Government. Evidently the help of at least one was accepted. He is Lieutenant T. C. Callaghan of Toronto. In the South African War he served with the Mounted Rifles, and afterwards with Howard's Scouts. On the death of this gallant American he organised a corps called Callaghan's Scouts, which did excellent work in the later stages of the campaign. He holds the Distinguished Service Medal for carrying to General Smith-Dorrien from General Hutton an important despatch. The distance he covered was 70 miles, in the course of which two horses died under him. At one time he was shot through the body, and at another given up for dead, laid out, and carried to a newly-dug grave. A comrade saved his life by reviving him with a cup of green tea. In the Intelligence Branch of the Japanese Army he rose until he is now Chief of Scouts with 200 men under him.

A NEW ENGAGEMENT.—Mr. C. J. Thornhill, son of Colonel C. Thornhill, R.A., is engaged to Miss McCulloch, an Australian. Her father, the Hon. W. McCulloch, is the well-known pastoralist and statesman. Born in Scotland, he went out to Victoria as a young man, and soon prospered. He has a freehold station in Victoria and another in New South Wales, besides several leased stations in Queensland, and is a most successful breeder of thorough-bred stock and horses. For the past twenty-five years Mr. McCulloch has been a member of the Legislative Council, and has several times held Cabinet rank. It is not long since he came home to reorganise the Agent-General's office of his Colony in London. He lives near Castle Bellingham, where the Marquess of Bute was so picturesquely married on July 6.



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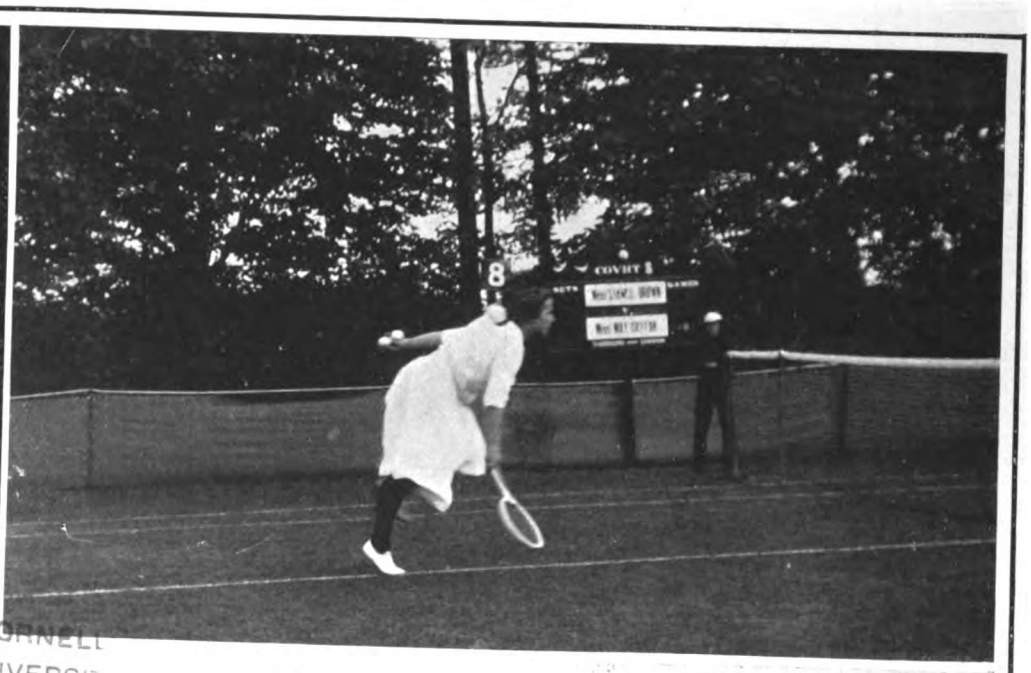
# SPORT AND PASTIME.



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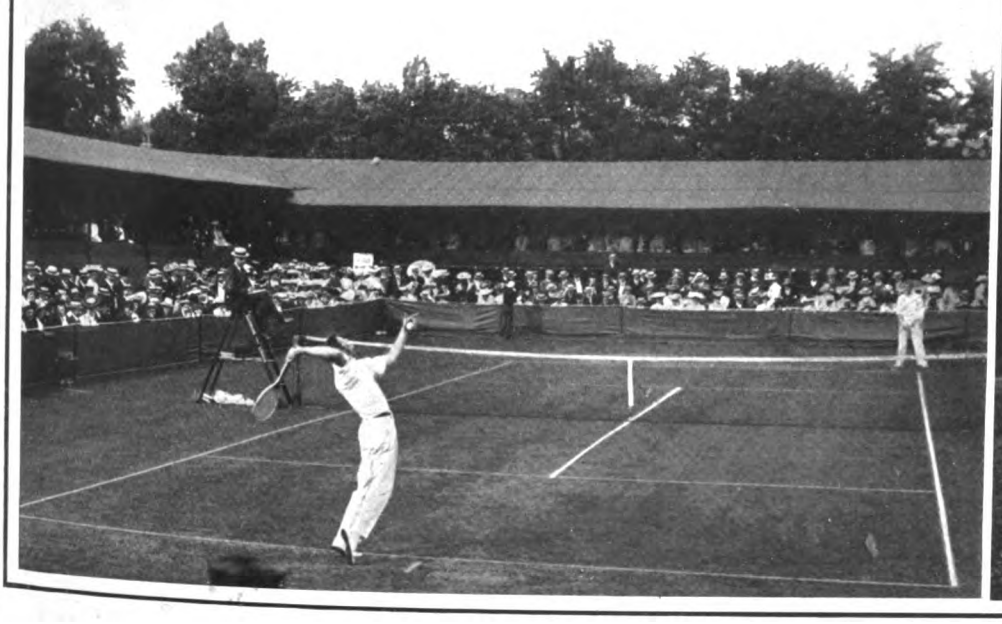

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## AT WIMBLEDON AND BEDDINGTON PARK.

(1) H. L. Doherty, holder of the Singles Championship, who is defending his title at Wimbledon this week. (2) Miss May Sutton, the famous American player, who has been attracting considerable attention at Wimbledon during this year's Championship games. (3) Archery at Beddingt . On the g ound during the Southern Counties' Meeting last week. (4) The Lawn Tennis Championships. The game between A. F. Wilding (New Zea and) and W. J. Clothier (America), which resulted in a victory for the New Zealander. Wildin; was subsequently beaten in the fifth round by A. W. Gore. (5) Miss D. K. Douglas, the Lady Champion, who is defending her title at Wimbledon this week.



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# *On the Links.*

## EDITED BY A. J. ROBERTSON.

THE judgment of Mr. Justice Buckley in the Chancery Division on the Haskell ball marks one of the great revolutions in the game. Every golfer should read the judge's decision *in extenso*, for it is a charming blend of humour as to the fascinations of golf as a game, as well as of judicial poise in estimating the value of evidence. Shortly stated, the Haskell ball no longer enjoys a monopoly in the assertion of its patent rights. In the event of the House of Lords agreeing with Mr. Justice Buckley anyone will be able to manufacture a rubber-core ball, and the result to golfers will be, through width of competition, a possible reduction in the price.

* * *

The manufacturers of the "Kite" ball disputed the validity of the Haskell patent, and this is what Mr. Justice Buckley says:

"If I am right in my view of the evidence, the thing for which the plaintiffs claim novelty was not new, for Captain Stewart had done it and published it before. It is immaterial that he did not continue to use it down to 1898. Fernie or Stewart, and not this patentee, was the first and true inventor. Let me repeat the factors or ingredients in which, in my judgment, the novelty is said to consist. A ball of wound rubber-thread was not new. A cover of gutta-percha was not new. The novelty is said to consist in a composite ball consisting of a latent resilient core of wound rubber-thread or other analogous material, muffled by a cover of relatively hard inelastic material. That construction was the construction adopted by Fernie and by Captain Stewart. The plaintiffs fail, I think, on the issue of novelty."

* * *

The competition for the Scottish Ladies' Championship was held at North Berwick, and resulted in a win for Miss Dorothy Campbell after a hard struggle. The matches were marred to some extent by broken weather. The ladies played over the full medal round of the long course, a concession which was made in response to their express desire.

THE SCOTTISH LADIES' CHAMPIONSHIP.

Miss Dorothy Campbell, the winner of the Scottish Ladies' Championship at North Berwick, and one of the semi-finalists in the Open Championship at Cromer.

The Golf Association, which has been formed by the Scottish ladies, is presided over by the Countess of Eglinton as president, Miss Agnes Grainger and Miss M. Graham as vice-presidents, and Miss M. V. Hamilton Campbell as hon. secretary and treasurer. Among the competitors were Miss M. Graham (the holder of the Championship), Miss Glover, Miss Grace Robertson of Troon, Miss Dorothy Campbell, Miss Maitland of Elie, Miss Titterton, and Miss Park of Musselburgh. In the preliminary scoring competition, Miss Glover, by brilliant all-round play, returned a score of 91, and won the first prize, Miss Titterton being second with 94.

* * *

In the first round of the Championship the most surprising results were the defeat of Miss Glover by Miss Grace Robertson by one hole, and of Miss M. Park by Miss W. Robertson by 5 and 4 to play. At the turn Miss Glover led by five holes, and at this point of the game a heavy storm of wind and rain swept over the links. The rain caused great difficulty to Miss Glover through making the grips of her clubs very slippery, but Miss Robertson, by plucky and steady play homewards, gradually reduced Miss Glover's lead. At "Perfection" Miss Glover was 2 up, but she lost the "Redan," and topping her drive at the next hole, this, too, was lost to her. Miss Glover topped into the bunker in the second shot for "Point Garry," and then landed on the beach, eventually giving up the hole. Miss Robertson, by holing a putt of 5-yds. at the last hole, won the match amid cheers by a hole. The final was played between Miss M. Graham (the holder) and Miss Campbell, and, after a ding-dong match, victory was only secured by the last-named by a putt at the nineteenth hole.

* * *

The Annual Championship Meeting of the Yorkshire Golf Union was held at Redcar. The best scratch score among the lady competitors was returned by Miss K. G. Moeller, who had a brilliant round of 80—43 out and 37 home. Miss Robson of the Cleveland Club, however, won the competition with a net score of 79, and the same lady, in the first round of the Ladies' County

THE PRESENTATION CEREMONY.

Sheriff Melville, captain of the New Club, North Berwick, presenting the medal to Miss Dorothy Campbell.



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# *On the Links.*

Championship, beat Miss Moeller by 2 and 1 to play. The great surprise of the meeting was the defeat of Miss B. Thompson, the Open Champion, by Miss Robson in the semi-final by a hole, chiefly through the excellence of her putting. In the final, however, Miss Robson did not quite maintain her early playing form, and the result was that she was rather easily beaten by Miss Evelyn Steel of Sheffield by 5 and 4 to play. The ladies' meeting was a great success.

* * *

The final round of the Yorkshire Amateur Championship (photographs of which are published this week) was decided on the Redcar Links. Mr. J. S. Roddam (Cleveland) and Mr. F. Robson (Cleveland), two local players, were the finalists, and after a close match Mr. Roddam gained the victory at the thirty-seventh hole. In the first round the match was very evenly contested up to the fourteenth hole, where the players were all square. Mr. Roddam, however, won the next four holes in succession, and finished the round with a lead of 4 up. He became five up at the first hole in the afternoon, but seven halves followed, and Mr. Robson got back a hole at the ninth. From that point Mr. Roddam went off his game, and the match was squared on the home green. The next hole was secured by Mr. Roddam, who thus won the Championship.

* * *

The formal opening of the Bramshot Golf Club (an illustrated account of which was published in THE KING a few weeks ago) took place on Saturday. Situated on the borders of Hampshire and Surrey, within a few miles of Aldershot, the new links should prove a great boon to Army officers. Planned by J. H. Taylor, an exceptionally fine sporting course has been evolved from land which twelve months ago was little more than a wilderness of gorse and heather. The holes are of excellent length, the longest (the eighteenth) being 520-yds., and the shortest (the twelfth) being 120-yds. Altogether the links measure 6,220-yds. The tees and putting greens were in surprisingly good condition. The opening ceremony was performed by Lord Lawrence, who, at the inaugural luncheon, briefly announced that the course was open for play, and afterwards drove the first ball. Already the membership list numbers nearly 100. Mr. Walter Carr played the best ball of Sir Henry Seton-Karr, M.P., and Mr. C. C. Wyllie, and after a close match Mr. Carr gained the victory by 1 hole. He went out in 41 strokes. Among those present were Mr. Ernley Blackwell, the captain, Sir F. W. Fison, M.P., Colonel Dorling, Mr. F. Bonham Carter, Major Wise, and Captain W. J. Seton, the secretary.

* * *

The St. George's Challenge Vase, annually competed for at Sandwich, was won by Mr. R. Harris of Carnoustie, with the gross score of 154 for the two rounds—76 and 78. This is the same score as Mr. J. Graham won the Vase with last year. Mr. C. K. Hutchison and Mr. J. S. Worthington were 159, Mr Hilton 163, and Mr. V. A. Pollock 164.

* * *

On Friday, June 16, J. H. Taylor played an eighteen-hole match against Mr. G. F. Kellner and Sidney Morris, local players on the Bude (North Cornwall Golf Club) links, the local players winning by 3 up and 2 to play. The scores were: J. H. Taylor, 40 out and 40 home,

THE SCOTTISH LADIES' FINAL.
Miss Dorothy Campbell putting and Miss M. A. Graham, all square at the 13th hole.

A NORTH BERWICK HAZARD.
The crowd crossing the Eel Burn at North Berwick. Miss Rusack, one of the semi-finalists, is crossing the far bridge, closely followed by Mr. James Law of the *Scotsman*, an enthusiastic golfer, who did good service as steward in keeping the large crowd at the Ladies' Championship in order.

SCOTTISH LADIES' CHAMPIONSHIP.
The crowd rushing to "Point Garry" hole at North Berwick in the final between Miss Dorothy Campbell and Miss M. A. Graham.



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# *On the Links.*

*A. H. Robinson.*

YORKSHIRE UNION MEETING.

Mr. H. Steel (Bradford) at the 1st tee in the Championship tournament.

against 39 and 38 respectively, the score of the best ball of the local players. Taylor was brought down to advise the committee as to improving the existing course. There was an east wind, and the greens were unusually keen, making putting to some extent a matter of luck. It is understood that Taylor formed a favourable impression of the links.

* * *

Last week the competition for the monthly medal at Bexhill was won by Mr. Ivon De Wynter with the good score of 80—9=71.

* * *

A new golf course was opened at Fort William a week ago by Mrs. Cameron Lucy of Callart, the Lady Superior of the burgh. Sheriff Davidson, in calling upon the lady of the manor to perform the opening ceremony, took occasion to remark that 500 years ago games were not common in the Highlands, the dwellers in those parts being more addicted to the use of the claymore than the more pacific methods of pastime prosecuted by people of the South Country. Certainly there had been no golf course extant in the Highlands even half a century ago; but now the fascinations of the game were catching on, and in his opinion it was a game that ought to be accorded all encouragement. Mrs. Lucy then drove off the first ball with a silver-mounted club presented to her by the Lochaber Club. Mrs. Cameron Lucy afterwards addressed the company, dwelling particularly on the antiquity of golf, and advocating its more extensive adoption as a pastime by the people of the district. A competition then took place for two prizes presented for competition between members of the four district clubs. Upwards of twenty competitors took part, and the winners were Mr. A. Young (91) and Mr. A. Clow (98), both being of the Lochaber (Fort William) Club.

* * *

An interesting tournament at Cruden Bay has been brought to a close for possession of the challenge trophy of the club. The final match was played between Mr. H. H. Harley, Edinburgh, and Mr. M. Duncan, Royal Aberdeen. A large crowd of visitors at the Cruden Bay Hotel followed the match, but Mr. Duncan, a good deal off his game, was beaten by 4 up and 3 to play. The Earl of Erroll, president of the club, presented the prizes at the close of the meeting.

*A. H. Robinson.*

YORKSHIRE CHAMPIONSHIP MEETING.

Mr. J. S. Roddam (Cleveland), the winner, driving from the 1st tee. Standing next to him is his opponent, Mr. Watkinson, whom he beat by 3 and 2. Mr. Kyle, the hon. secretary of the Cleveland Club, with pipe in mouth, is on the right of Mr. Watkinson.

*A. H Robinson.*

THE YORKSHIRE CHAMPIONSHIP.

Mr. F. Robson (Cleveland) at the 1st tee, with his opponent, Major Sutton Lowe (Scarborough), whom he beat by 1 up in the second round.

* * *

The Le Touquet golfers have lately had a busy time playing a series of matches against the Bar Golfing Society, the Press Golfing Society, and other clubs. This course in Picardy is rapidly improving. It is fairly long and beautifully varied, while for a course that has been opened only a year the putting greens are in first-rate condition. Golf in the daytime amid pine woods and sand-dunes, and music and the attractions of *petits chevaux* in the evening at the Hermitage, make an interesting variety of amusement. In the match against the Press rain fell heavily throughout the day, and somewhat spoiled the matches: but the bad weather was powerless to damp the bright spirits of the willing French boy and girl caddies, who show a marvellous alertness in learning the English terms of the game. Mr. Horace Hutchinson, playing for the Press, went round in 73 strokes—a record for the course. He beat Mr. B. Darwin, who also showed fine form with a score of 75, by 2



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# *On the Links.*

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## THE YORKSHIRE LADIES' CHAMPIONSHIP.

(1) Mrs. Grumler (Ravenscliffe) driving, Miss B. Firth (Headingley) watching the shot. (2) Miss E. Steel driving over "Majuba" to the 16th hole, Miss Thompson watching the shot. (3) Miss Norah Haigh (Wakefield) putting on the 13th green, Miss Moeller looking on. (4) Mrs. Archbold Smith (Headingley) putting on the 15th green, Miss Robson (Cleveland) on the right. (5) Miss H. Wake (Brough) playing to the 6th hole, Miss G. Storey (Harrogate) watching the shot. (6) Miss Haigh, Miss E. Steel, and Miss Thompson discussing the scores in the first round. (7) Miss B. Thompson, the Open Champion, driving to the 13th hole, Miss E. Steel watching the shot.

*(From photographs by A. H. Robinson, Scalby.)*



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# *On the Links.*

and 1. The scores were: Mr. Hutchinson —Out—5 3 5 5 5 3 4 2 4—36; home—5 3 5 4 4 4 3 4 5—37=73. Mr. Darwin—Out—4 3 4 5 5 4 5 3 5—38; home—4 4 4 3 5 5 3 4 5—37=75. All the matches were close.

* * *

While playing a round over the old course at St. Andrews the other day Mr. Thomas Newlands, Guardbridge, had an unusual experience. A skimming ball struck him over the vest pocket, smashing his watch. A large indentation was made in both the outer and inner cases, breaking both the dial and glass. He suffered somewhat himself from the force of the shock.

* * *

The competition for the Jubilee Casket, presented by Mr. J. H. Roger of Glasgow, open to members of certain Scottish golf clubs, who must be fifty years of age or upwards, took place over the St. Nicholas links at Prestwick. There was a good entry, and competition was very keen, three players being found to have tied at 77. The following were the best scores: John M. Fraser, Ranfurly Castle, 91—14=77; John Scott, Cathcart Castle, 85—8=77; Robert Pyper, St. Nicholas, 83—6=77; Hugh M'Nab, St. Nicholas, 90—12=78. The three gentlemen who tied played off later in the afternoon, with the result that Mr. Robert Pyper won, Mr. Scott being second, and Mr. Fraser third.

*A. H. Robinson.*

YORKSHIRE UNION MEETING AT REDCAR.

Mr. G. T. Croslan.l (Huddersfield) driving from the 1st tee, his opponent, Mr. Spencer, standing slightly in front of him.

*A. H. Robinson.*

THE YORKSHIRE UNION MEETING.

Mr. H. D. Gaunt driving from the 4th tee, surrounded by a select gathering of critics.

## *Correspondence.*

### GOLF AT MITCHAM.

To the Editor of "The King."

Sir,—I am glad to see that the Town Clerk of Croydon has finally set at rest the legal position of the Prince's Golf Club to the use of Mitcham Common for the game. There has been a good deal of friction between the golfers and certain members of the public who have tried to nurse a grievance against the playing of the game there. There was the usual cry in these cases of ill-instructed zeal that a fine common was being annexed for the selfish amusement of the rich in the West End to the exclusion of the poor general public, and all sorts of invocations were addressed from political platforms to get Parliament or somebody else to stop golf at Mitcham, and give the beauties of the common over to the cruel destruction of the rowdy footballer and equally noisy cricketer.

After the report of the Croydon Town Clerk, the position of affairs has altered. The golfers are shown to be the lineal descendants of the lords of the manors, and that the "general public" who have been making all this unheard-of hubbub are really themselves trespassers on the land. They cannot, at any rate, play golf without the sanction of the Prince's Club, who are the licensees of the Mitcham Conservators for the next thirty years.

Every lover of suburban beauty and orderly administration will rejoice at the clearing up of the doubts. I remember the common when it was a wilderness of gorse, the haunt of the cut-purse and the lewd loafer, the dumping ground of the predatory gipsy. It was full of yawning gravel-pits, scarred and unsightly, and a danger to respectable citizens after nightfall, and even in the daytime to women and girls. The golfers came and "policed" the common in the interest of public safety and good morals. They spent thousands of pounds in filling up the gravel-pits with good soil and turf, and in cutting away rank undergrowth which had been the hiding-place of evil. Can anyone deny that the coming of the golfers has been to the general local advantage in a hundred ways, and not least to the permanent beautifying of one of the best of London commons? Instead of underhand attempts being encouraged to oust the Mitcham golfers, the thanks of the local residents, to say nothing of the general public using the ground with unrestricted freedom, should be heartily given to the men who saved an open space from the destructive effects of local neglect and apathetic indifference.

The golf club, at any rate, are there for the next thirty years under a strict legal covenant which not even the militant zealots of Croydon can overthrow. Rejoice, ye Mitcham golfers! —I am, etc., A Mitcham Resident.

*A. H. Robinson.*

YORKSHIRE UNION MEETING.

Play in the County Championship. Mr. H. H. Barker (in dark jacket) and Mr. H. D. Gaunt returning from the match which Mr. Gaunt won by 2 and 1. The reporter with note-book in hand is busy gathering copy.

## *FIXTURES.*

July 8.—Hanger Hill, Medal.
July 8.—Sundridge Park, Treasurer's Cup.
July 10.—Folkestone, Summer Meeting.
July 10.—Hanger Hill, Granby Bowl.
July 12.—Beckenham, Ladies' Summer Meeting.
July 15.—Raynes Park, Summer Meeting.
July 15.—Hayling, Summer Meeting.
July 16.—Boulogne *v.* Le Touquet, at Wimereux.
July 22.—Hanger Hill ("Bogey.")
July 29-31.—Lytham and St. Anne's, Summer Meeting.
July 31.—Irish Open Amateur Championship, at Dollymount.
August 1.—Royal and Ancient, Calcutta Cup.
August 3.—Hunstanton, Foursome Competition.
August 4.—Seaford, Summer Meeting.
August 4.—Royal West Norfolk, Summer Meeting.
August 5.—Ipswich, Wood Cup.



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. L.—Mr. Ion Hamilton Benn, Prospective Conservative Tariff Reform Candidate for Greenwich.**

FROM the reign of Henry IV. Greenwich has played an all-important part in the annals of British Royalty; on September 7, 1533, Queen Elizabeth (the "Great Eliza" of Johnson's turgid verse) was born here; James I. erected a "House of Delight" near the park; and in 1694 Queen Mary transformed the lordly palace of her predecessors into a Royal Hospital for Seamen. The Ministerial fish dinners of which Greenwich was the scene date from Henry VII.'s reign, when the Marquess of Exeter appears to have acted as host. The historic Ship was in existence as far back as 1634, but Pitt and his successors in office patronised the Crown and Sceptre down to the year 1858, when the venue was transferred to the Ship. Eight years later the owners of the Conservative Ship acquired the Liberal Trafalgar. Gradually these political symposia became more and more intermittent, and since Lord Rosebery's dinner in 1894, when *Mr. Punch* immortalised his narrow escape of missing the steamer, no effort has been made to revive them. If Flanders was described in the days of both Marlborough and Wellington as the "cockpit of Europe," Greenwich, from 1868 downwards, assuredly merits the designation of the prize-ring of practical politics. It was here that Mr. Gladstone as Premier for the first time found a haven of rest when defeated in South-West Lancashire by Viscount Cross; it was at Greenwich, in October, 1871, that he performed the notable physical and intellectual achievement of addressing for two entire hours a meeting of 20,000 persons in the open air, and it was to the electors of Greenwich that he wrote the famous letter of January 24, 1874, announcing, as a bolt from the blue, the dissolution of Parliament two days later. In the result he was re-elected, but only as junior colleague to Sir T. W. Boord, a staunch Conservative, who now declares, with no uncertain voice, in favour of the equally whole-hearted supporter of the policy of the present Conservative leaders, Mr. Ion Hamilton Benn.

Mr. Benn comes of an old Cumberland family, which established itself in the North of Ireland about the middle of the eighteenth century. If Greenwich Conservatism wants a man whose device is "Thorough," and to whom all "sitting on the fence," political and otherwise, is anathema, it has assuredly found an ideal champion in the person of Mr. Benn, who boldly avows his sympathy with Tariff Reform in the sense Mr. Chamberlain understands it. Born some forty years ago in Ireland, Mr. Benn was educated at Merchant Taylors' School, and while still on the sunny side of thirty became partner in a leading firm of merchants in the City of London having large interests on the other side of the Atlantic and in the North of Europe. This circumstance naturally led to much travel on the Continent and to numerous visits to the United States and Canada, and his uncompromising belief in the necessity of Tariff Reform, if England hopes to hold her own as a great mercantile community, is the result of much thought and mature experience. Mr. Benn is, by virtue of long residence, a Greenwich man. He was elected last May chairman of the Greenwich Conservative Club, which numbers 1,000 members on its muster roll, and now occupies the once gastronomically-celebrated Crown and Sceptre. He has for some time represented Greenwich on the Metropolitan Water Board, and was Mayor of the "Royal" Borough in 1891-92. His residence, Hendra, Blackheath, in the very centre of the constituency he hopes to represent, gives a local colouring too often missing amongst those who aspire to a seat in Parliament. Twenty years ago he married the only daughter of the late N. Bridges, Esq., of Wallington Manor and Blackheath. They have one daughter, and their only son is now at Rugby. Mrs. Benn is endowed with almost as much energy as her husband. She is one of the managers of the Greenwich group of L.C.C. Schools, a member of the Council of the Deptford Medical Mission, and is deeply interested in the work of both Tariff Reform and practical philanthropy. Mr. Benn is a member of both the Junior Carlton and City Carlton Clubs, is an enthusiastic yachtsman, and owns the "Betty," a smart yawl of 92-tons, which flies the flag of the R.T.Y.C., and aboard of her he spends most of his leisure time.

*Bullingham.*

MRS. ION HAMILTON BENN

Wife of the Prospective Conservative Candidate for Greenwich.

The decision of the Conservatives of Greenwich, under the able leadership of Mr. G. Rowland Hill (the popular president of the Rugby Football Union) and Mr. Albert Lawes, to support the candidature of Mr. Benn, and oppose that of Lord Hugh Cecil, was only arrived at after long and earnest deliberation. The course they have resolved upon was not adopted until Lord Hugh Cecil had identified himself with the Liberal opposition, in three distinct votes of censure, and in speeches delivered on Cobdenite platforms in various parts of the country. At that time the present Conservative Tariff Reform candidate for Greenwich was chairman of the Kidbrook and South-East Greenwich Conservative Association, which had loyally supported Lord Hugh in the triumphant struggle of 1900. Mr. Albert Lawes was chairman of the Charlton District Association, while the old Central Association (now, as far as the great majority of its members are concerned, replaced by the Greenwich United Conservative Association) was ruled by Sir T. W. Boord as president, and Mr. G. Rowland Hill as chairman. Mr. Benn did not consent to come forward until Lord Hugh Cecil deliberately declined to comply with the wishes of his once loyal and enthusiastic adherents. His public utterances afford abundant proof that it is he and not his former supporters who must be held responsible for the "split," which bids fair to make the triangular duel at Greenwich one of the most interesting and important contests of the next General Election. The choice of the electors lies between two Free Traders (the one a Tory High Churchman and the other a Liberal of advanced views) and a moderate Conservative who makes no secret of his sympathy with the cause of Tariff Reform. Mr. Benn is firmly convinced that a change in our fiscal policy is not only desirable but imperative. Competition with "protected" countries, he points out, will increase as time goes on, and our main hope for the future lies in the development of trade within the Empire by preference. Four hundred millions of people, he contends, can do a great deal of business without any outside assistance. Mr. Benn, as a clear-headed and shrewd man of business, does not, of course, contemplate anything like exclusive trading. He believes that the proposed tax on wheat by no means entails an increase of the price of food. On the contrary, he thinks that, even if the cost of bread were raised a trifle at first, it would be more than balanced by reductions on other articles of food. Mr. Benn's arguments on this subject, based as they are on his own experience, are well worth attention. In Greenwich Mr. Benn enjoys the rare distinction of being regarded as a prophet in his own country and something more, and it is confidently expected that the logical speeches and cogent arguments by which he justifies the faith which is in him, will go a long way towards giving him the seat in Parliament filled during an important crisis in British history by William Ewart Gladstone.



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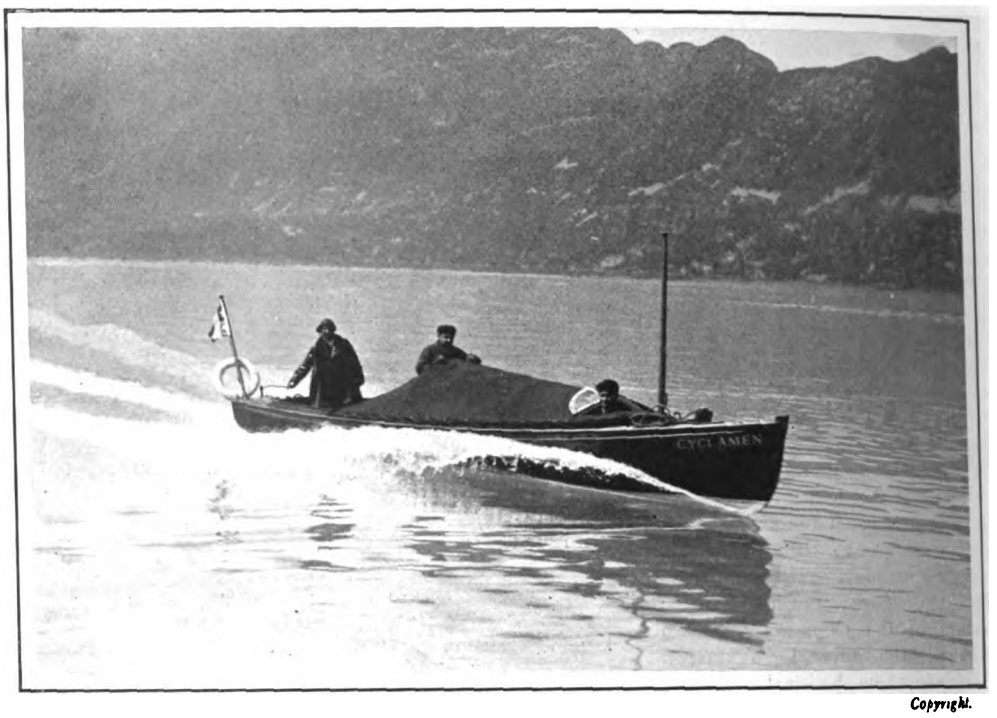
# The Motor: On Highway and Seaway.

THE question of insurance is becoming a serious matter for motorists, as the scale of premiums has recently shown a tendency to rise to a prohibitive height. The owner of a medium-powered car can easily spend £20 or £30 a year in attempting to cover himself against all the usual risks, and yet find many weak points in his policy should he have occasion to put it to the practical test of a claim. Presumably the companies have found motor insurance less profitable than they anticipated, and there is little doubt that the careful owners are paying for the sins of those who largely rely on their policies to secure them from pecuniary loss as a result of their reckless driving. I have often discussed the question of insurance with motoring friends, and I find that two distinct views are taken of the matter. Some regard it as a convenient means of saving them from all the worry and expense attendant on an accident, however trivial, as every matter that can possibly come within the contract is immediately referred to the insurance company to deal with. There is much to be said for this aspect of the case, which, I think, appeals most to wealthy motorists, or those who mistrust their ability to avoid accidents. On the other hand, not a few owners regard the probability of an accident as comparatively remote, but as prudent men are not prepared to take every risk upon their own shoulders. Personally, I have always taken the latter view of motor insurance, and at the present time obtain a reduction of 50 per cent. in premiums on condition that I meet all claims under £10 out of my own pocket.

An expert on insurance recently stated that the vast majority of claims were for small amounts, and that the cost of investigating these trivial occurrences was a heavy item in the year's expenses. The companies were, therefore, glad to grant a greatly-reduced premium if they were relieved from all responsibility for sums under, say, £10. I hear that the underwriters at Lloyd's, who nowadays appear to be ready to cover any risk under the sun, have carried this principle still further in a motor-car policy which has recently been prepared by them. The minimum claim is fixed at £25, and relying upon the care which this proviso is expected to secure, the premium is placed at the very low rate of 1 per cent. per annum on the value of the car. The risks covered include fire, explosion, and self-ignition; damage to the car while it is being used; damage to property or persons (other than passengers); and legal expenses, where a claim by a member of the public has been contested with the consent of the insurors; the total claims, however, under the policy are not to exceed the amount of the policy. Thus the owner of a car valued, say, at £750, can be insured against all the usual risks up to an amount which should practically render him secure, in return for an annual premium of £7 10s. if he is willing to take the responsibility for all claims not exceeding £25. The scheme is certainly an attractive one from many points of view, but will hardly appeal to the owner of a low-priced car which would have to be seriously knocked about before the cost of repairs amounted to £25. I have mentioned the Lloyd's policy because it possesses several points of novelty, but it may be that the ordinary insurance companies would be prepared to grant similar terms.

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THE AUTOMOBILE MEETING AT AIX-LES-BAINS.
The Cyclamen running at full speed on Lake Bourget.

I have a suspicion that it is the noise, smell, and smoke of a few petrol cars, and not reckless driving, which has led to the exclusion of all automobiles from the Park during the afternoon. The smoky exhaust nuisance has been very much in evidence during the last few months, and it is by no means the grimy mechanic on the trade car or unfinished chassis who is the only offender. One constantly sees smart-looking motor-carriages pouring forth clouds of pungent fumes, while the well-dressed occupants appear supremely indifferent to the annoyance which the carelessness of their driver is causing to the public. The makers are largely to blame in the matter, as there is hardly a car on the market in which proper provision is made for keeping the oil in the crank chamber at a proper level. As a result the driver only feels certain that the engine is receiving sufficient oil when it is smoking, and, if the owner is indifferent as to the nuisance it may cause, naturally adheres to this rough-and-ready system of checking the working of his lubricators. For the first few hundred miles a new car may require an overdose of oil, but until it can be run with a clean exhaust without fear of harm to the engine, it is certainly not fit to be used on the London streets during the crowded hours of the day. It ought to be more generally known that the petrol car can be made practically odourless, and that smoke and smell are merely the result of faulty design or bad driving.

The law as to the emission of smoke is in a very unsatisfactory state from the public point of view, and there is no doubt that a

W. A. Rouch.

THE LADIES' AUTOMOBILE CLUB GYMKHANA AT RANELAGH.
Mrs. Todd Newcombe, winner of the crawling race, on her 16—20-h.p. Richard-Brasier.



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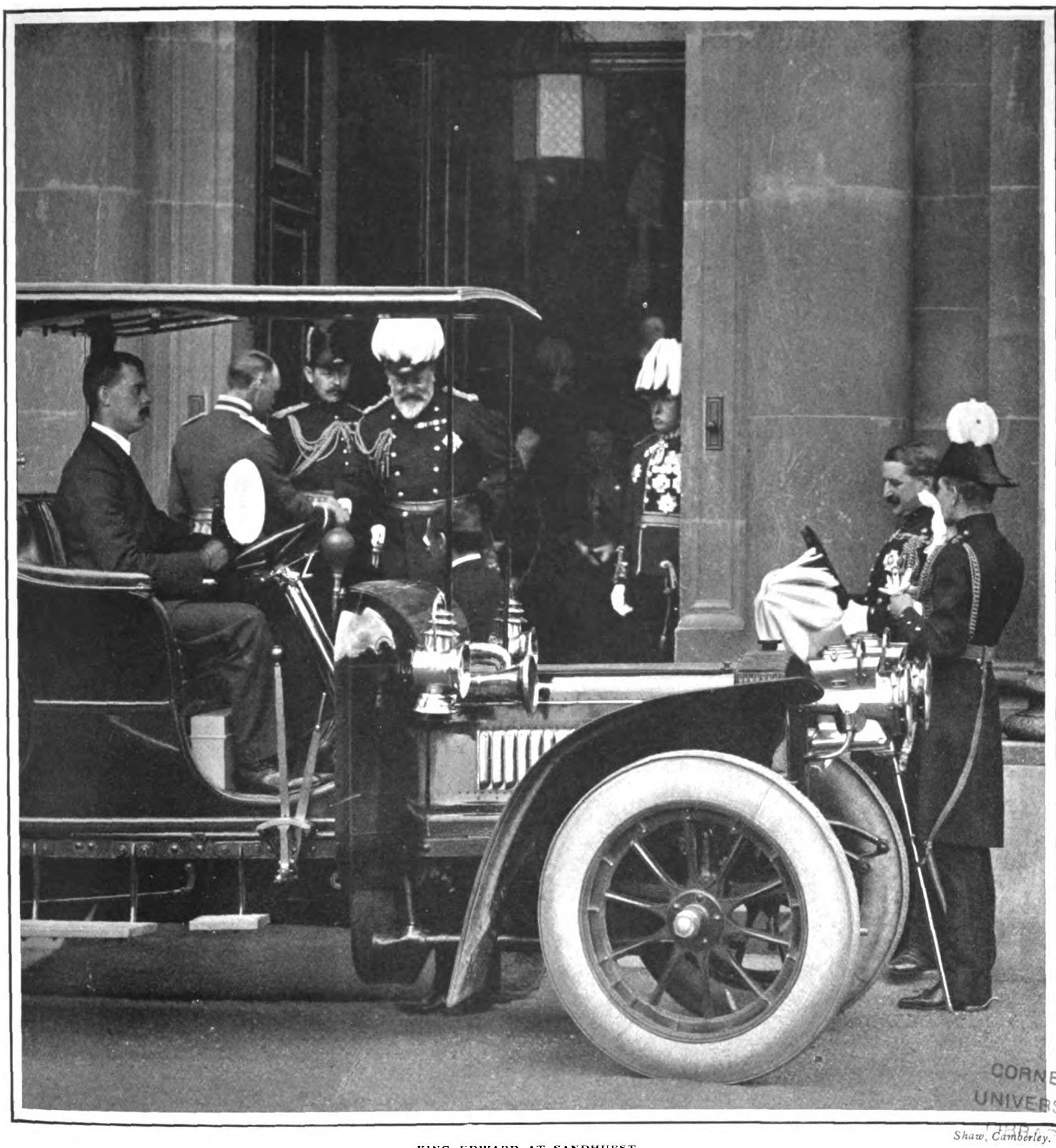
change will be made when the Act of 1903 comes up for revision. There is no specific prohibition of the emission of smoke in any of the enactments, but a motor-vehicle, in order to come within the Act of 1896, must be constructed so that "no smoke or visible vapour is emitted therefrom, except from any temporary or accidental cause." If a car fails to comply with this condition, it is not a "light locomotive" within the meaning of the Act, and, therefore, comes under the old laws which restrict a motor-vehicle to a speed of four miles, and require a man with a red flag to walk in front of it. At first the police used to take proceedings against the drivers of cars which emitted smoke or visible vapour, but it was found to be exceedingly difficult to secure a conviction on account of the words "temporary or accidental cause," as it was an easy matter for the defendant to prove that the vehicle was properly constructed, but that the smoke was due to some accidental or temporary defect. As a result the law has become practically a dead letter, a fact of which selfish motorists seem ready to take a temporary advantage. How short-sighted this conduct is will be apparent when a clause is introduced into the Act which will probably have the result of making a driver liable for any emission of smoke, however temporary and accidental it may really be.

Some weeks ago, when discussing the advantages and disadvantages of the motor-boat, I stated that the danger of fire on an open petrol launch could be reduced to a minimum if the engine and its accessories were installed by a firm accustomed to the work. This assertion was seemingly contradicted a few days later by the issue of a Thames Conservancy order directing that motor-boats should not be allowed to "lock" with other craft. The new regulation, which is only a temporary measure, is intended as a safeguard against the dangers which arise from boats in which insufficient attention has been given to the fitting of the fuel tanks and pipes, and the position of the carburettor and silencer. A code of bye-laws applicable to the construction of motor-launches on the Thames is in course of preparation, and until the bye-laws come into force the Conservators are wise in preventing any risk of a conflagration which might cost several lives, and put an end to the popularity of the motor-boat for years to come. Petrol floats on the surface of water, and it does not require a vivid imagination to realise what might be the result if a motor-boat caught fire in a crowded lock.

RADIATOR.



Shaw, Camberley.

KING EDWARD AT SANDHURST.

The King taking leave of Sir Henry Rawlinson after his visit to the Staff College, Camberley. The car is his Majesty's new 28-h.p. Daimler.



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# The Parisians of Paris.

## "THECKLA, OR THE CRIME AT NEUILLY."

ALMOST attractive title! So the organisers of the performance thought when they placarded the booths of the annual fair with "Theckla, ou le drame de Neuilly," by M. Jean Lorrain, in bright red letters. They reckoned that the name of the author would arouse the interest of the neighbourhood, and that the owners of the charming villas would flock in their hundreds to see a play so alluringly presented, and that the charity for which it was given would profit largely. But they had made their calculations without a very exact knowledge of the inhabitants of the Parisian suburb, highly-respectable people, attending church and chapel, receiving among each other, paying little attention to any of the arts practised outside the gates. The home also of a large English colony who suburbanise as naturally on the outskirts of the City of Paris as in any of the districts round London, where Jean Lorrain and his writings have not penetrated.

Some months ago Neuilly received a shock. A terrible crime was committed, and certain private details were brought forward in the public courts, and caricatured and criticised none too severely. And Neuilly has not yet recovered its equanimity. Therefore, there was consternation in the community when "Theckla, or the Crime at Neuilly" was so flagrantly announced. Was it a recapitulation of the famous "affair"? Would there be allusions to the concierge and the ladies? These were the questions asked on all sides of the avenues and boulevards. In apartments and mansions there was a disquieting feeling that all the protestations of officials could not set at rest. At length the eventful night arrived, a dress rehearsal in a booth at the Neuilly Fair, with authors, financiers, musicians, painters, and a good sprinkling of Society people in the big and the little world squeezing past the burly policeman into the 400 seats beneath the striped awning. At ten o'clock the curtain rises, and the Montmartre singers commence their repertoire. And still they come; ladies in wonderful lace dresses and strings of pearls, hats with long white feathers and roses from the Rue de la Paix, mantles of embroidered gauze, and an overwhelming perfume, push their way through, notwithstanding the orders of the smart commissary, anxious to avoid the possibility of a disaster. The booth is now packed from floor to ceiling, every place occupied by men in evening dress and women *en grande toilette*. There was a murmur when Fursy attacked his celebrated "*On 'sait pas*," on the Syveton case, but it soon subsided. "It's alright," said my neighbour, a Neuilly official; "if we had not assured the inhabitants that the crime in the play was not *the* crime, there would have been five hundred shoulders shaking the booth at the present moment." Fursy's song was an accident; he had probably forgotten he was in Neuilly.

What then is the excitement? Why have the Parisians come into the suburbs? Why do we find here Baroness X. and Countess *Z.*; fashionable painters and well-known authors? The reason is plain. Some time ago M. Jean Lorrain wrote a novel called "La Femme à Wilhem," a novel wherein he shows the weaknesses and failings of Society women, and the machinations of Society painters, said to be founded on fact.

"Theckla, or the Crime at Neuilly," is the dramatised version of these facts, and all Paris who feed on the *potins*, the scandals of the boudoir and studio, must "live" the few delicious moments when the circus girl stabs the countess and the baroness tempts the wrestler. There were looks exchanged, and discreet touches, and the hundred and one signs that Society women have at their fingers' ends to attract each other, and journalists coughed and painters fidgeted, and altogether everybody had, what Americans call, a lovely time.

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ANNA HELD IN "NAPOLEON."

This popular actress is shortly to appear at a London theatre.

But here is the story. Joséphа Baster, a well-known demi-mondaine, has had her portrait painted by Mario Steinberg, the fashionable artist. In his studio she meets a model, a man named Wilhem, who takes her fancy. Mario sees the importance of a scandal, and reckons that to have painted the portrait of a woman who becomes notorious will be a good advertisement for him. He and his wife therefore spread the rumour that Joséphа is violently in love with the handsome athlete, and that she is constantly at the wrestling booth at the Neuilly Fair, trying to attract his attention. Theckla, the wrestler's wife, is jealous, and one night, exasperated more than usual, gives Joséphа a blow, and but for the timely aid of the troupe would have killed her. The proprietor, fearing a repetition of the scene, discharges Theckla. But, suspicious of the beautifully-dressed women who crowd round her Wilhem, she hides herself; and then the catastrophe occurs. Mario and his guests, a number of hysterical women and Society idlers, having heard of the affray, come to see the man for whom two women have fought. The women stare at him, some with undisguised admiration. Mme. de Monnier thoughtlessly offers him a flower, when Theckla rushes forward and stabs her. The countess dies without uttering a sound, and the curtains falls.

It is a scathing satire on a certain section of Society, on the immorality and heartlessness of both men and women, and the folly of a better class—like the Countess Monnier—who are dragged along by the current. In opposition M. Jean Lorrain shows the primitive life, the simpler and purer atmosphere of the circus world, and makes a brilliant, but revolting, study of Society painters, who stoop at nothing in their craving for notice.

An uncomfortable half-hour was passed by more than one of the company in that stifling booth. But nobody moved. The eyes of their world were upon them, and each hoped to pass unrecognised.

FRANCES KEYZER.



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# The Parisians of Paris.

A PRETTY PARISIENNE AMONG THE AUDIENCE AT THE FAIR AT NEUILLY.

*(From a photograph by Boyer, Paris.)*



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# Under the Burgee.

THE Royal Temple Yacht Club, whose annual week of regattas commences to-day at Ramsgate, has, within the last few years, become one of the most active organisations devoted to the sport, and the Ramsgate Week is welcomed by many yachtsmen as filling what was formerly a blank in the season's racing calendar, so far as this district was concerned.

The club was founded as far back as 1857, and for many years its membership was composed chiefly of river sailing-men, and it made no pretensions to a place amongst the clubs devoted more particularly to the encouragement of the sport in the larger classes. Towards the close of last century, however, the club began to expand, the Admiralty warrant was obtained entitling it to the prefix "Royal," and its members to the right of flying the blue ensign, and the membership began to increase considerably, many owners of big vessels becoming members.

That which served particularly to bring the club into prominent notice was the winning of the Coupe de France by a yacht flying the club's burgee at the Mediterranean regattas in 1899, when Eldred won the trophy, which was put up for international competition for yachts of twenty tons, French measurement. The club was not permitted to remain long in undisputed possession of the trophy, a challenge being forwarded quite early in the spring of the same year from Count Castellaine. Mr. Hore defended, and built a vessel specially for the contest, entrusting the design to Mr. Arthur Payne, who had produced Eldred. Interest in international racing ran high in that year, as Sir Thomas Lipton was making his first attempt to win the America Cup, and the Coupe de France matches, instead of being overshadowed by the bigger event, attracted more attention than they probably would have done otherwise. Laurea, the defender of the French trophy, was out sail-stretching in the Solent at the same time that Shamrock I. was taking part in her preliminary spins.

The matches were sailed off the eastern end of the Isle of Wight in the August of that year, and resulted in a decided victory for the English boat, which was commanded by E. Sycamore. Undaunted by the defeat, another challenge was forthcoming in the following year, when Laurea did duty a second time as defender, and again proved victorious, the matches on this occasion being sailed off Ramsgate, where the club had now established seaside quarters.

The Ramsgate quarters have done much to promote the welfare of the club, and the membership soon outgrew the accommodation originally provided, and rather more than a year ago considerable additions were made to the premises, whence a fine view seaward is obtained. On two occasions the club has entertained the German yachtsmen who have taken part in the races across the North Sea, given as a return for the annual Dover to Heligoland races.

*Debenham, Ryde.*

FALCON

A 36-footer belonging to Mr. J. A. Leckie, built from W. Fife's design. Racing in this class having declined on the Clyde, her owner has taken her South for the season, in company with Barabel, another well-known Clyde boat.

Sir Henry Seymour King is commodore of the club, and is also a member of the Royal Yacht Squadron. He has owned several vessels at different times, and Glory, the yacht which now flies his flag, is the biggest yawl-rigged yacht ever designed in this country. She is a Payne design, and was constructed as a comfortable cruiser, and only occasionally takes part in races, chiefly those of the Royal Squadron or the Royal Temple. The vice-commodore is Mr. J. H. Clutton, a well-known sportsman, and Mr. W. J. P. Peacock is rear-commodore, while the secretarial duties are ably performed by Mr. Harry Vandervell, with the assistance of Mr. W. J. Boyton as Ramsgate secretary.

The week's racing at Ramsgate and Deal is not viewed with any great favour on the Clyde, as it clashes with the Northern Fortnight. It has, however, to be borne in mind that, even under the old *régime* of the "round the coast" regattas, there were many owners who never made the passage round to the Clyde, but preferred to wait down South, or do some cruising on the East Coast until the Ostend Regatta. For these, the Royal Temple Week fits in most admirably, and it will not be the fault of the club if it is not regarded as one of the most important fixtures of the year. Last year the club became affiliated to the Solent Classes Racing Association, and gave a day's sailing on the Solent; but this year it is showing itself content with its week of fixtures at Ramsgate and Deal. The boats of the 52-ft. racing class are up on the Clyde, so that there will be no pure class racing at Ramsgate; but in previous years the club has succeeded in arranging most interesting programmes, and the presence in the neighbourhood of the old 52-footers, Gauntlet, Induna, Senga, and Viera, always provides a good racing class. The course for the competitors in the bigger class events is laid round the Goodwins, and in fine weather the progress of the races from start to finish can be followed from the shore.

There is far more interest in the sport on the Solent this season than was anticipated early in the year. The revival of the 36-ft. class was somewhat unexpected, and is due in a measure to the transference of two boats of this class from the Clyde to Southern waters — Barabel and Falcon — the class having gone under up North. These, with Edie and Ma'oona, make an excellent class. There is a fine class of 24-footers, numbering seven. The majority of clubs give handicap races for small cruisers, and then there is the class, formed this season, of ex-raters. The one-designers, however, for many seasons the strongest class in the Solent, show a remarkable falling off. The fact that racing has been revived in the 36-ft. class, the most important one on the Solent, is most satisfactory, and everyone interested in yachting will hope that it may be regarded as indicating the beginning of a general revival in the sport.

CORINTHIAN.

## *FIXTURES.*

**July 8, 10, 11, 12, and 13.—Royal Temple Yacht Club, Ramsgate and Deal.**
**July 14 and 15.—Royal Cinque Ports Yacht Club, Dover.**



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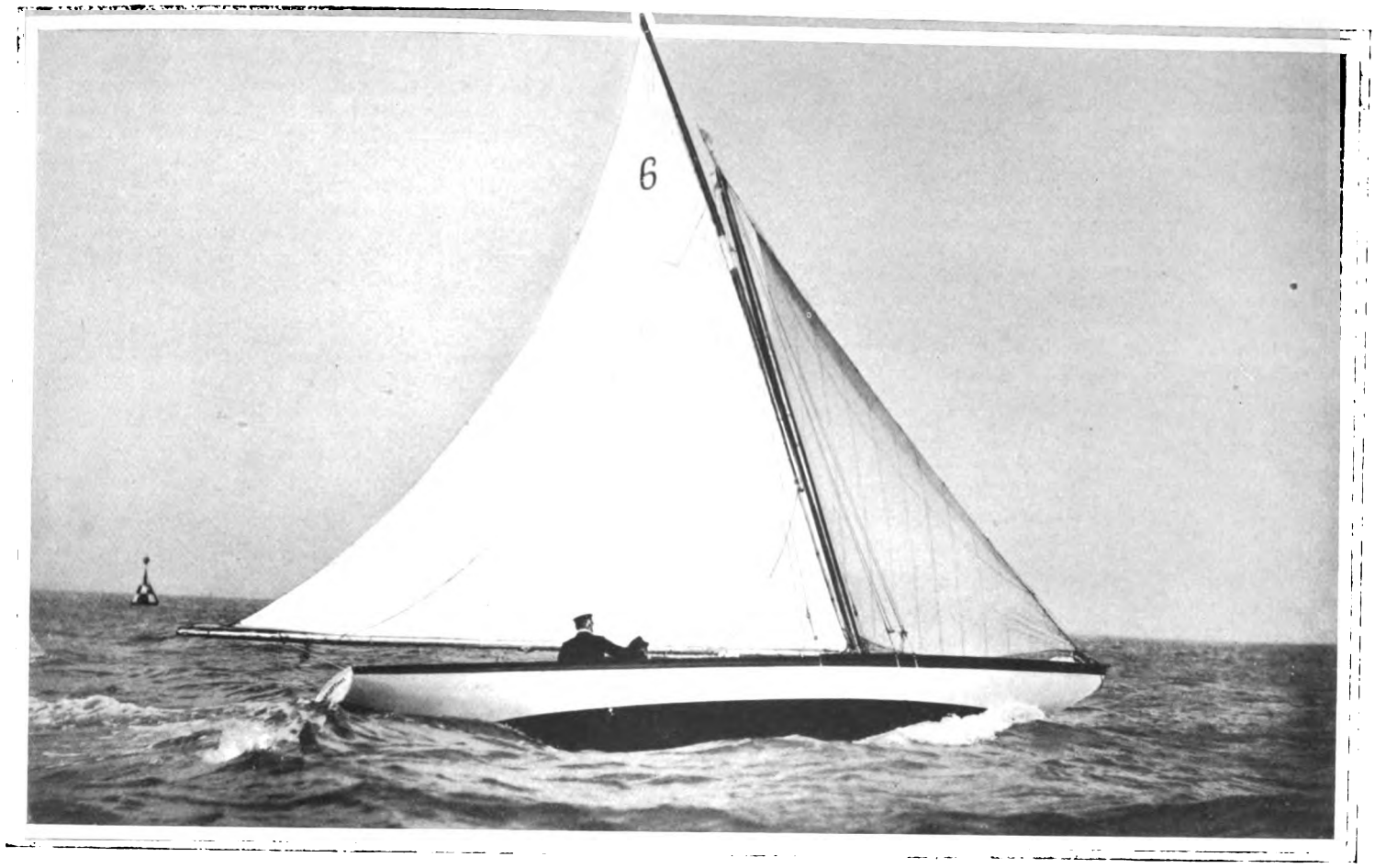
# YACHTS OF THE YEAR.




NYLEPTHA II. *Debenham, Ryde.*

One of the 24-footers, a most popular class on the Solent, in which there are more entries at every regatta than in any of the other Y.R.A. classes. She is owned by Mr. W. W. Greenhill, and was built by Sibbick.

MA'OONA *Debenham, Ryde.*

A 36-footer, owned by Mr. Talbot Clifton. Early in the year it was expected that there would be no racing in this class on the Solent; but fortunately the sport generally shows signs of improving in the district.



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# The Traveller.

## ON THE GREAT NORTHERN AND NORTH EASTERN RAILWAY.

THE average Southerner, accustomed to taking his annual vacation for the most part in those counties bordering upon the English Channel, possesses but scant knowledge of the delights which await him in the vast holiday playgrounds of the North. Since mere distances count for so little nowadays, there is really no reason why he should not form a more intimate acquaintance with that lovely and interesting country through which the silvery Tyne flows, commonly called Tynedale. To reach it requires but small initial outlay of both time and money, thanks to the liberal co-operation of two great railways—the Great Northern and North Eastern Companies.

Cheapness combined with celerity of travel form the keynote of the East Coast route to the North. You can lunch in London—or, even better, while away an hour or so of the journey in one of the Northern Company's comfortable dining saloons — reaching the great coal metropolis of the North, which is also the most convenient centre whence to explore the dale of the Tyne, in excellent time for dinner.

The Tynedale district, which includes among other objects of unique interest the great Roman Wall, occupies a broad stretch of country, extending almost in a straight line from Newcastle to Carlisle, or from sea to sea. It is perhaps unsurpassed in historical associations, forming the battle-ground of the Roman legionaries and the savage Caledonians; and yet later the scene of many a bloody Border foray, when the followers of Bruce and Douglas, and certain other Scottish chieftains, swept Southwards. The district is one that well repays a visit, if only for the sake of seeing the well-preserved remains of the Roman Wall which Hadrian threw across the neck of the island from Tyne to Solway. Moreover, the holiday-maker will be further rewarded by the exquisite scenery, beautiful woods, fascinating streams and lakes, and delightful old towns and villages, which he will meet with in the course of his rambles through Tynedale.

Those who journey from the South will find it convenient to remain a night in Newcastle before starting to explore the region of the Dale and Wall. Abundant facilities are offered to the traveller in Northumbria. For example, he can avail himself of the convenient holiday contract tickets, which cover any number of stations anywhere between the points for which they are available. These tickets, issued by the North Eastern Company, will be found of great benefit to those who contemplate taking a short holiday of a week to a fortnight, while others, with a month to spare, can choose from a series of twelve specially-arranged circular tours, which cover, practically, all the places of interest on the North Eastern system.

Journeying westward from Newcastle, the line follows pretty closely the course of the Tyne, and to the north is the famous Roman Wall, of which the principal evidences are to be seen at Cilurnum, Borcovicus, and Ambog-lanna. This remarkable military work extends from Wallsend to Bowness on the Solway, a distance of, roughly, 73 miles. According to Dr. Bruce, who is the chief authority, its features all belong to one period, and were built at the command of Hadrian. The wall, it is contended, was raised primarily as a defence against the North, while the vallum, or earth wall, on the south side, was used as a protection against the unruly tribesmen of the South.

A short distance from Newcastle, and we enter what is known as Stephenson's country. At Wylam can be seen the little house, known as High Street House, where the father of the locomotive was born; married at Newburn, on the Northumberland side of the river, close by is Black Callerton Colliery, where he worked as a "grit bare-legged laddie."

Continuing the journey to Hexham, which is considered perhaps the best centre for exploring Tynedale, as also the lovely Allendale district, we shall pass through Prudhoe, with its picturesque ivy-clad ruin, Stocksfield, Riding Mill, and Corbridge.

From Hexham a trip should certainly be made to Allendale, reached by a branch of the North Eastern Railway. The glorious sylvan scenery by the banks of the Allen baffles description. Here are to be found Langley Castle, a relic of the Edward III. period, still in fine preservation; and Ridley Hall, associated with the martial Ridleys, situated amidst the most romantic of surroundings. About a mile to the east of Bardon Mill Station the Allen joins the South Tyne, and in the neighbourhood stands the peel-tower of Willimoteswick, another residence of the Ridley family, and in particular of Master Nicholas Ridley. Bardon Mill is celebrated chiefly on account of its accessibility to the two Roman stations, the fine section of Wall, and the Northumberland lakes.

Photochrom.

THE GREAT ROMAN WALL BUILT BY THE EMPEROR HADRIAN.

This immense military work, erected during the Roman occupation, extends from Wallsend to Bowness on the Solway, a distance of seventy-three miles. The picture shows one of the most remarkable sections of the Wall, near House Steads, where there was formerly a Roman station.



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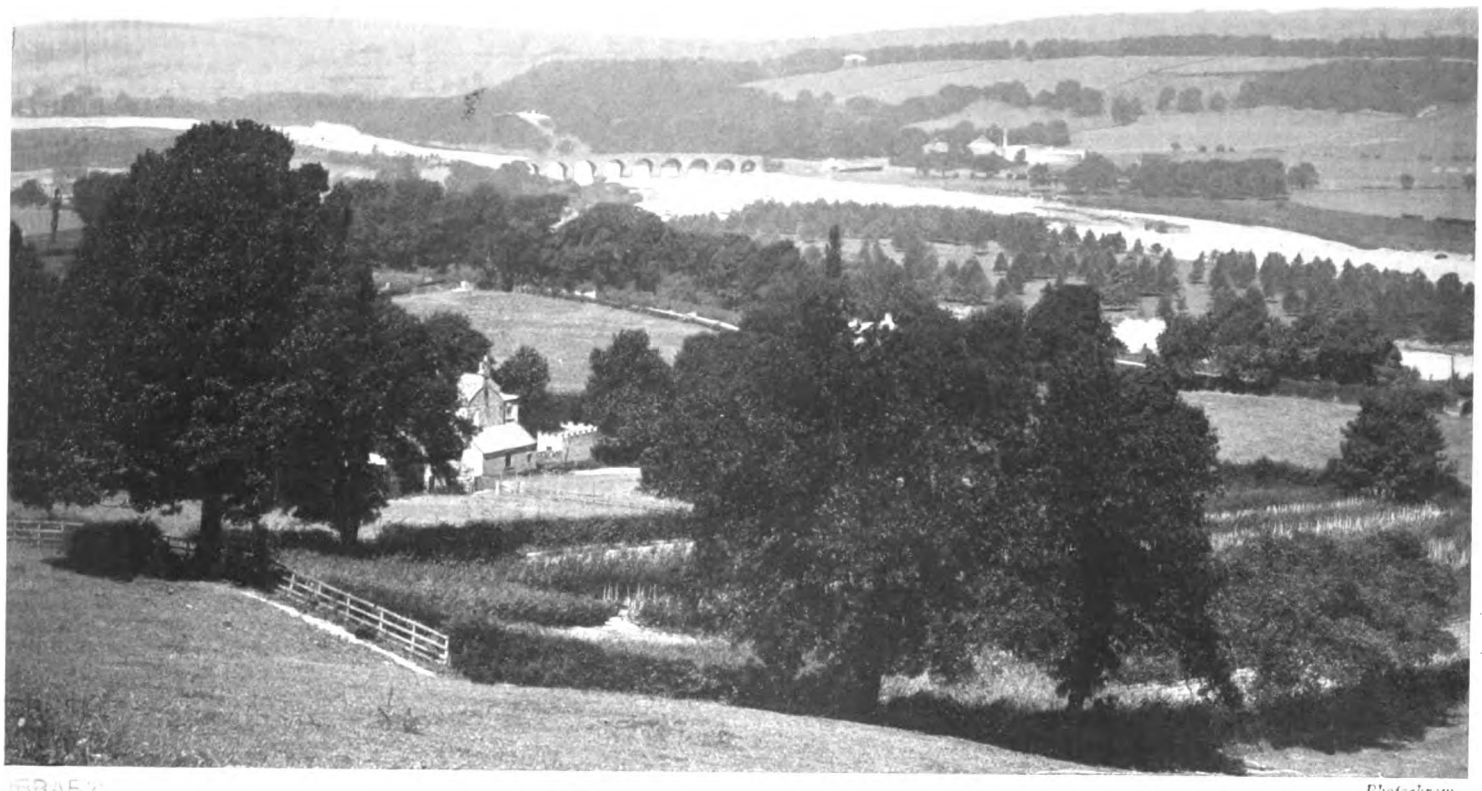
# IN TYNEDALE.



THE VALLEY OF THE TYNE. Photochrom.

A comprehensive view of the district known as Tynedale, one of the most popular holiday playgrounds of the North of England. The district is characterised by exquisite scenery, beautiful woods and lakes, and delightful old-world towns and villages.

ON THE RIVER ALLEN, ALLENDALE. Photochrom.

A picturesque bit of this beautiful stream, which finally joins the Tyne near Bardon Mill. The river Allen abounds in romantic and historical associations, not the least interesting of these being Ridley Hall and the ruined fragments of Staward Peel. Langley Castle, a well-preserved relic of the Edward III. period, is also in the neighbourhood.



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# Admiral John Paul Jones

## *THE LAST PHASE. AMERICA CLAIMS THE REMAINS OF THE CONSCRIPT FATHER OF HER NAVY.*

BEFORE these lines reach the eyes of our readers, Admiral Sigsbee's squadron will have arrived at Cherbourg, the last solemn rites in Paris (where Paul Jones has slumbered in an unknown grave for more than a century) will have been duly celebrated, and in all human probability the "Brooklyn," the "Chattanooga," the "Tacoma," and the "Galveston" will be once more crossing the Atlantic, bringing back to the country of his adoption the bones of the intrepid sailor who for four generations at least has been the subject of so many legends and so much misconception. Time has at last enabled the historian to judge Paul Jones (or, correctly speaking, John Paul) both dispassionately and impartially. The privateer, pirate, and smuggler of the chap-books and broadsides of our grandfathers is now recognised as a Naval officer of rare skill and tactical ability; a desperate fighter, but, at the same time, a brave and generous foe—a man who, if he had lived to fulfil his destiny, had in him the makings of a Nelson, a Togo, or a Farragut.

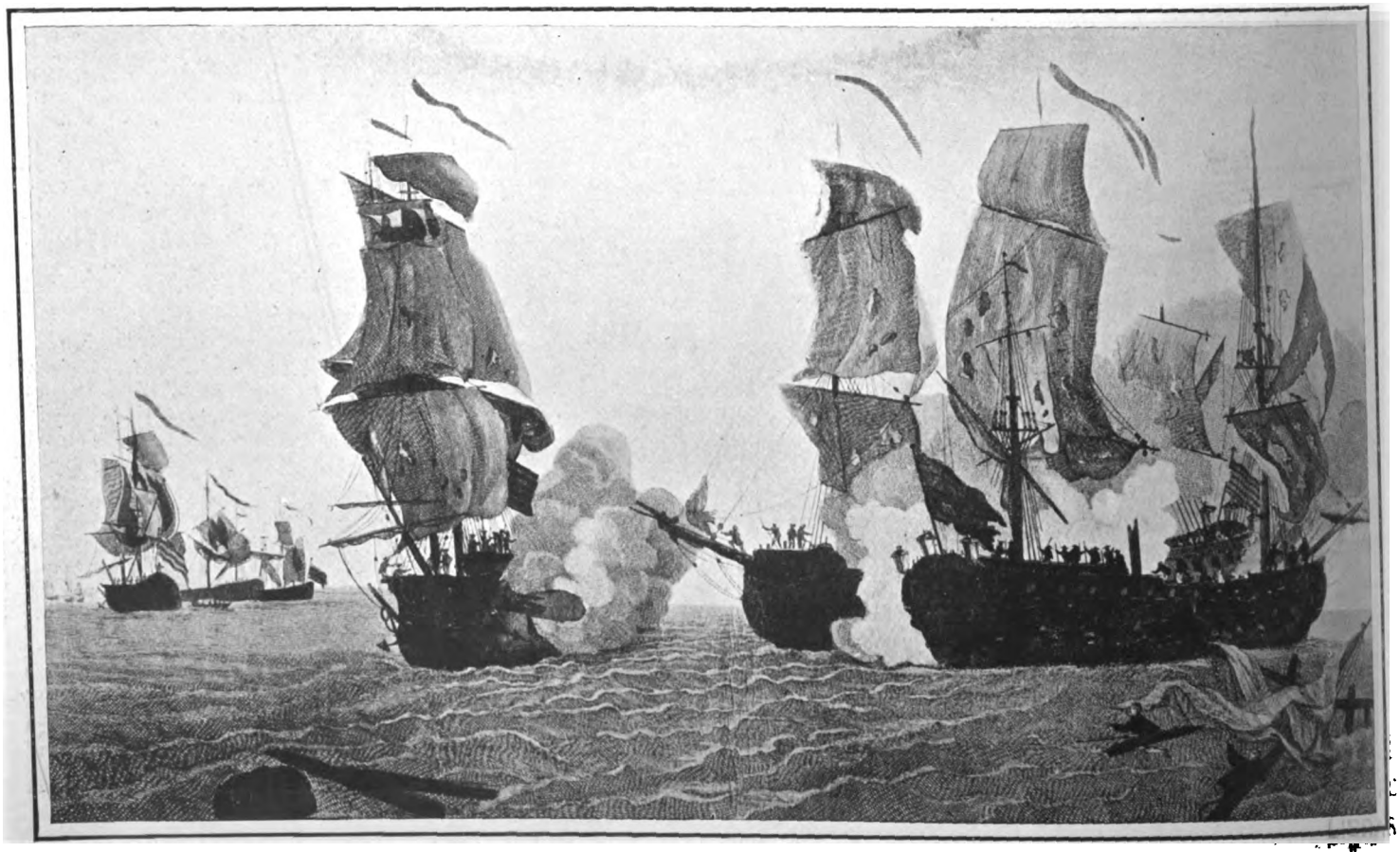
The year 1905 gives England the centenary of Trafalgar; when that ever-memorable engagement was fought Paul Jones (the first sailor to hoist the American flag and fight an action under its folds) had been dead fully thirteen years, but his name still inspired a certain trepidation. It is not inappropriate that 1905 should also have witnessed the complete success which has crowned the patriotic efforts of General Porter and Colonel A. Bailly-Blanchard, and the final laying to rest of

ONE OF THE RAREST KNOWN PORTRAITS OF PAUL JONES.
From the original in the Mayer Collection.

Admiral Paul Jones in the mausoleum beneath the great Naval Chapel at Annapolis, which, if rumour speaks aright, bids fair to rank amongst the most ornate ecclesiastical edifices of modern times.

In Mr. Augustus Biesel the good work done by General Porter has found an admirable chronicler, and his excellent article in the current number of *Scribner's Magazine*, detailing the narrative of John Kilby, quarter-gunner of the "Bonhomme Richard," one of Jones's stalwart followers, is probably only a foretaste of the full account of the "exhumation and translation" we may soon hope to read. The pirate and smuggler myth has vanished at last, but it died hard, and there is ample room for a new and really serious history of the man of whom British nursemaids once sung in awe-stricken tones to their terrified charges.

They were written in terrible doggerel, but it has helped to keep the memory of Paul Jones green for over a century. At the time of his death Paul Jones was certainly held in high esteem by his contemporaries on both sides of the Atlantic. In the rare German book on the American War of Independence, lately owned by Messrs. Rimell, Jones occupies the central place in a constellation of celebrated "rebels." This is now reproduced, and it is to Messrs. Mayer and Parker that THE KING is indebted for permission to publish some of the prints illustrative of the victories and vicissitudes of the famous American sea-captain, the originals of which could not fail to form an important department in any great American collection. The particulars given of Jones's life in "The Dictionary



THE GREAT SEA-FIGHT BETWEEN PAUL JONES, COMMANDING THE "BONHOMME RICHARD," AND CAPTAIN PEARSON OF THE "SERAPIS."
This memorable engagement took place on October 22, 1779.



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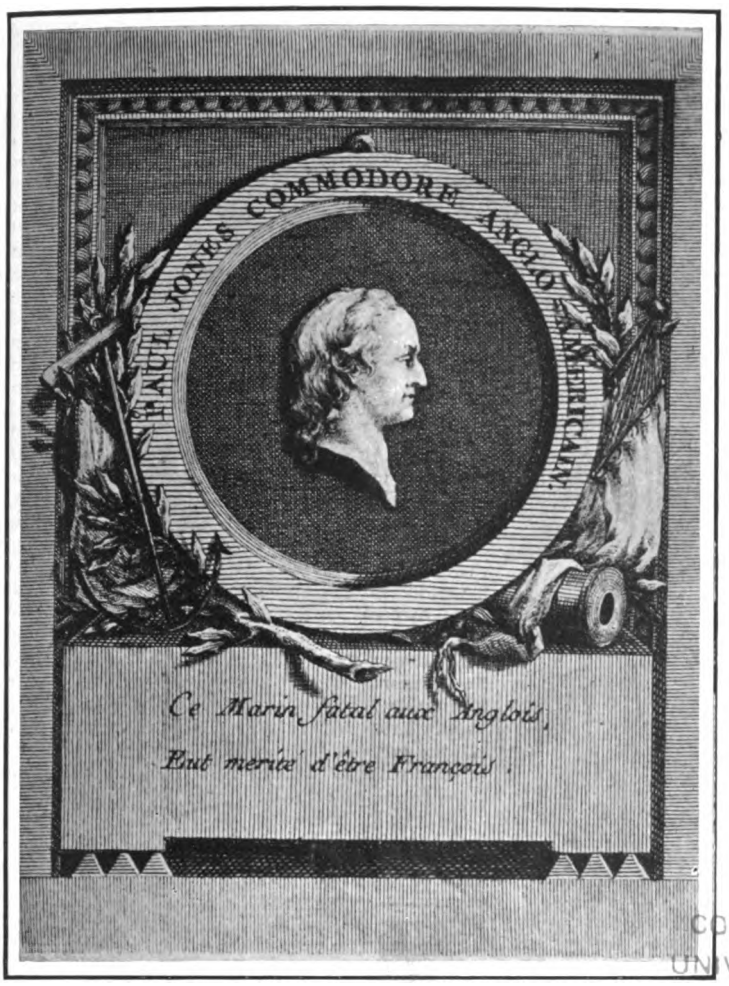


A MEDALLION IN PROFILE OF PAUL JONES

Struck in London. The long hair shown in it was particularly noticeable at the recent exhumation of the body.

PAUL, OR "PERIL," JONES

As he appeared in the thick of the Naval fight between the "Bonhomme Richard" and the "Serapis."

PAUL JONES

When a Commodore in the American Navy.

PAUL JONES

When Captain of the American frigate "Alliance."

Two almost unique portraits of Paul Jones. While commanding the "Alliance" for a short time he is said to have adopted the pseudonym of "Augustus Cunningham." These portraits are probably of Dutch origin.



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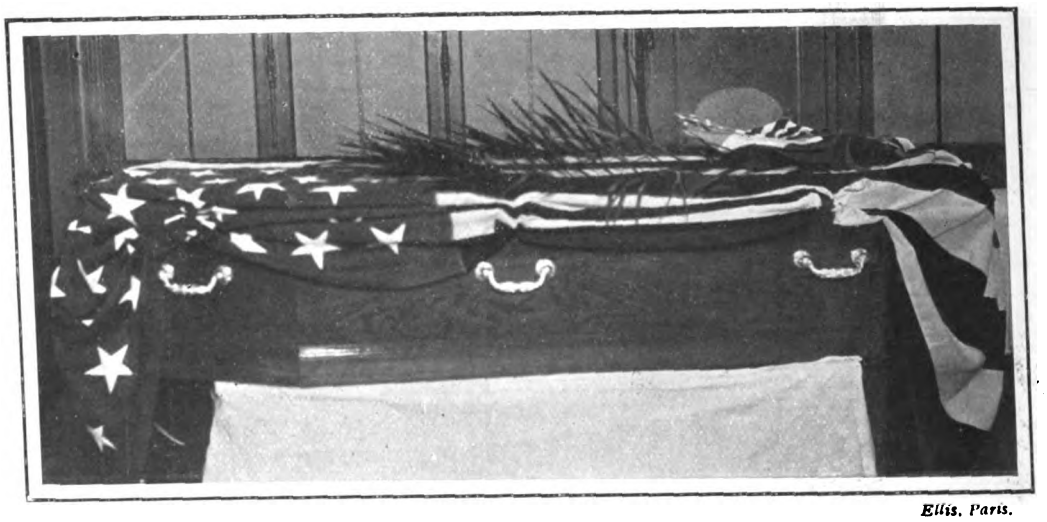
of National Biography" are somewhat inadequate. The account of him in Appleton's "Cyclopædia of Biography" is much fuller; but to master anything like the whole of the details of the brief but romantic career of this wonderful man, one must have recourse to the works of Sherbourne, Janette Taylor, A. S. Mackenzie, W. G. Sims, and James Hamilton. Fenimore Cooper introduced many of the incidents in the romance of Paul Jones into "The Pilot," and nearly twenty years ago Miss Agnes Huntingdon took London by storm with the comic opera called after him, in which she played the title *rôle*. Some of the old chapbooks describe Jones as dying, full of years and riches, in Kentucky, while others declare that he died and was buried in his native Scotland, thus confusing him with his father.

Paul Jones was described by Jefferson in 1788 as "the principal hope of our future efforts on the ocean," but his career of active service was over. He visited Denmark, became a Russian Rear-Admiral, waged war against the Turks, reached Paris in broken health, and there died while an American commission as Agent and Consul at Algiers was on its way to him. His last words expressed love for America. At 9 p.m. on July 20, 1792, his body, enclosed in a coffin of lead, with a special view to ultimate removal to his adopted fatherland, was deposited with some ceremony in the cemetery of St. Louis. An exact description of his person and a note of his funeral expenses (paid by a French admirer) were preserved till the days of the Commune. The French Revolution and the stirring days of the Empire intervened. Paul Jones was forgotten, and so was the graveyard itself; houses arose on its site; a laundry flourished over the graves of the American sailor and the not less valiant Swiss Guards. Early in the present year General Porter bethought himself of the dead hero. He was a man of action; a copy of the old burial record was discovered; the exact locality of the disused and desecrated cemetery was ascertained; an exhumation was proposed; the lead coffin might afford a certain means of identification; measurements were made which gave hope. General Porter wrote to the President; Mr. Roosevelt addressed a stirring message to Congress; money was voted with a lavish hand, and the silence of 113 years was soon atoned for. It was decreed that Paul Jones should lie no longer "in an obscure and squalid quarter of Paris," in a graveyard defiled by "common and profane uses." Mr. Augustus Biesel was the man of all others to obtain exact information; an ideal helper was ready to hand in the person of Colonel A. Bailly-Blanchard. If Pierre François Simonnean paid for the first funeral of Paul Jones, his last home-coming should be the care of the great nation he fought for so loyally. The forethought of those who in 1792 provided a leaden casket, "in case the United States, which he had so essentially served and with so much honour, should claim his remains," had not been bestowed in vain. Everything was now done which patriotism or scientific knowledge could devise. The details of Houdon's bust were borne in mind; Dr. Papillault promised to carry out the necessary anthropometric calculations, and the work of excavation was confided to the able hands of M. Weiss. Row after row of skeletons came to light. The gallant Swiss Guards who died for Marie Antoinette had been buried without their clothes; no means of personal identification existed in their cases. On March 31 the heavy leaden coffin was reached. There were no traces of any other. The skill of Dr. Papillault made it abundantly evident that the body was that of John Paul Jones. By his autopsy Dr. Capitan could clearly trace the cause of the malady from which Paul Jones — the "Peril" Jones of the old war days —had died. The body was wonderfully preserved. Thus writes Mr. Biesel: "The hair was long, and of a beautiful dark brown, but which would be termed

*Pepper.*

MR. AUGUSTUS BIESEL

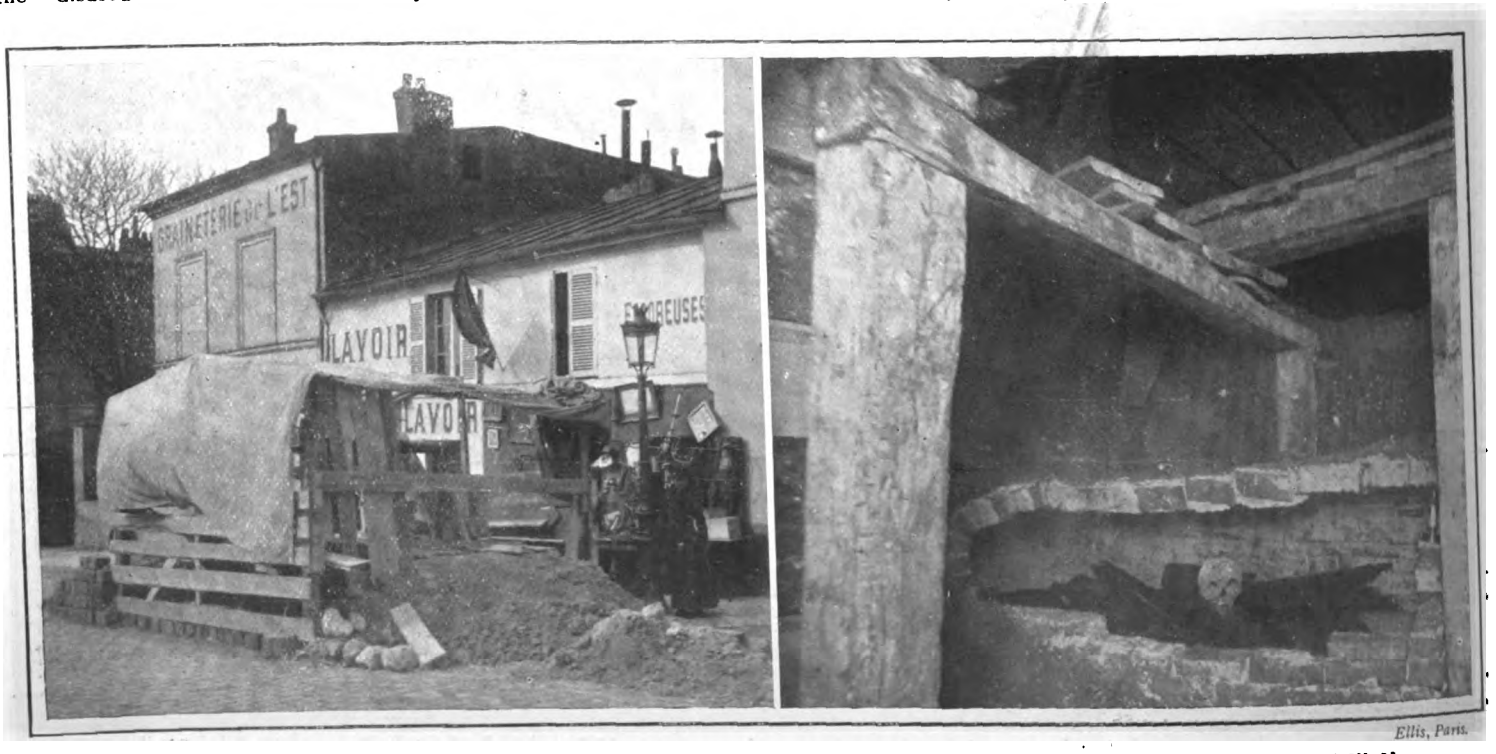
Chancellor of the American Embassy, Paris, who has chronicled many of the interesting incidents in Paul Jones's exhumation.



*Ellis, Paris.*

THE CASKET ENSHRINING THE REMAINS OF THE ORIGINAL LEAD COFFIN

in which Paul Jones was buried, now on its way from France to America by Admiral Sigsbee's squadron.




*Ellis, Paris.*

THE SCENE OF THE RECENT EXCAVATIONS IN PARIS

Carried on at the expense of the American Government by M. Weiss, on the site of the old cemetery of St. Louis, now covered by a laundry.

THE REMAINS AS THEY APPEARED ON MARCH 31.

The scene in the subterranean vaults of the old cemetery of St. Louis on the discovery of the body of Paul Jones.



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AN ORIGINAL DUTCH CARICATURE OF 1780.
Paul Jones is here depicted as castigating the English.

PAUL JONES
As an American leader.

black by those not familiar with the palette. Its length was over 70 c.m. After the essential ceremonies had been gone through, and the identification of the body sworn to by the highest officials of the Municipality, the remains were replaced in their original coffin, and then in the triple casket of pine, lead, and oak prepared for them. From prints, medallions, and the Houdon bust, I was quite familiar with Paul Jones's features, and seemed to see before me the living man." The new casket was carefully fastened and sealed up.

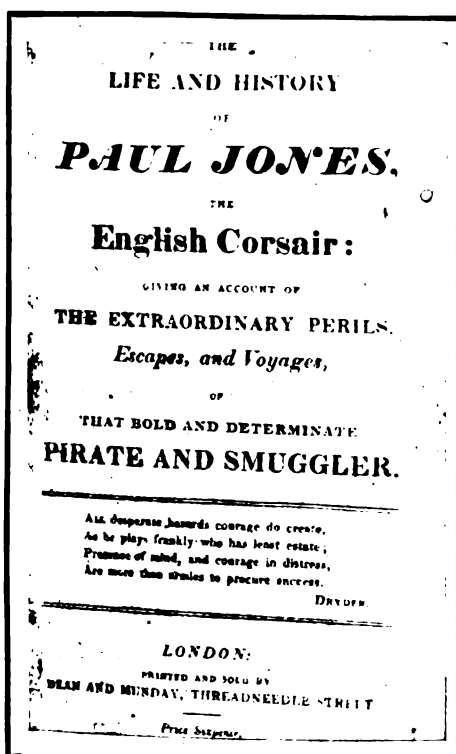
It is at Cherbourg that the remains of the Admiral will rest for the last time on French soil, but it was at Brest that in the "Ranger" the intrepid seaman obtained a salute for the Stars and Stripes from the French, and it was from Brest that he sailed in the "Bonhomme Richard" with his small squadron to fight his engagement with the "Serapis," by far his most bloody and successful victory.

When, in 1775, Congress resolved to equip a fleet, John Paul Jones was at the head of the lieutenants' list. In that capacity in the "Alfred," and as commander in the "Providence," he showed himself to be a brave and sagacious officer. After a brilliant cruise in the "Ranger" he sailed to France, and there obtained an old ship called the "Duc de Duras." He next fitted out a larger but older vessel, and named her the "Bonhomme Richard," out of compliment to Dr. Franklin, whose assistance had largely contributed to his success. Jones next put to sea with a fleet of seven vessels, his flag in the "Bonhomme Richard," and on September 23, 1779, fought the action in which the "Bonhomme" was so disabled that she went to the bottom, and the "Serapis" was so cut up as hardly to be able to carry the victors and their prisoners into port.

PAUL JONES.
From a rare contemporary engraving, published in London, 1780.

A quarter of a century ago the bones of John Howard Payne were exhumed in the old-world Christian cemetery of St. George at Tunis, and reverently conveyed to a tomb in his American birthplace. Possibly the singing of "Home, Sweet Home" may form part of the last funeral—the great home-coming of the "warrior dead." It would certainly not be inappropriate. In 1792 France and the United States were closely allied. Lafayette, like Jones, fought under the newly-devised banner of the Stars and Stripes. If General Porter is entitled to all the credit for the great service he has done to the Fatherland by sending the honoured remains of Paul Jones to remain for all time in the Valhalla of her Navy—the Pantheon of her glorious dead—his successor, Mr. MacCormick, is an ardent admirer of that great French soldier and statesman, of whose portraits he is said to possess the finest collection in the whole world.

A. M. B.



THE
LIFE AND HISTORY
OF
PAUL JONES,
THE
English Corsair:
GIVING AN ACCOUNT OF
THE EXTRAORDINARY PERILS,
*Escapes, and Voyages,*
OF
THAT BOLD AND DETERMINATE
PIRATE AND SMUGGLER.

All desperate hazards courage do create,
As he plays frankly who has least estate;
Presence of mind, and courage in distress,
Are more than armies to procure success.
DRYDEN.

LONDON:
PRINTED AND SOLD BY
DEAN AND MUNDAY, THREADNEEDLE STREET
Price Sixpence.

TITLE-PAGE FROM A CONTEMPORARY CHAP-BOOK.
Printed and sold by Dean and Munday, Threadneedle Street.

A CHAP-BOOK ILLUSTRATION.
Paul Jones, the English corsair, shooting his lieutenant for attempting to strike his colours.



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# *The 107th Anniversary Festival of the Royal Masonic Institution for Boys.*

WHETHER there is or is not some special good fortune inherent in the number seven, the 107th Anniversary Festival of the R.M.I.B. (always a red-letter day in the Masonic calendar) will be ever remembered for the marvellous weather which favoured both the athletic sports and the prize distribution, as well as the great gathering of Masons at the banquet on Wednesday, the 28th ult., at the Crystal Palace, with such splendid results to the cause of philanthropy. Seven years ago the R.M.I.B. celebrated its centenary at the Albert Hall under the presidency of King Edward VII. The amount of subscriptions announced by the chairman reached the astounding total of £134,000. All other "charitable" records of the kind were hopelessly broken, and the new Masonic Boys' School at Bushey started on its career of extended usefulness under the most brilliant auspices. Yet the beginnings of this unprecedented success were very humble. We know nothing of the collections made before 1806, when an entertainment at the Mermaid, Hackney, yielded £33 9s. 6d. In the year of Waterloo, when Lord Dundas presided for the Duke of Sussex, the sum total of subscriptions was only £177 odd, in comparison with £171 odd realised the previous year, when the grandfather of our King and "Protector" came in person. It was not till 1853 that the first four-figure result was achieved It is interesting to note that in 1851, 1852, and 1854 the chairman was the Earl of Yarborough, the ancestor of the nobleman whose popular wife won all hearts at last week's Bushey prize distribution, and who holds in her own right the ancient baronies of Fauconberg and Conyers. In 1862 Lord Holmesdale (now Earl Amherst) raised the total to over £3,500. Seven years later Earl de Grey and Ripon (now Marquess of Ripon), then Grand Master, scored the first five-figure total on record with £12,000. The Prince of Wales succeeded him in 1870, but the list was £300 short of the previous year. In 1875—exactly thirty years ago—the late Earl of Carnarvon represented the great Western County of Somerset, and, happy omen for 1905, beat the records of three-quarters of a century with £12,700. The next record was accomplished in 1883, when Lord Holmesdale served a second time, and his chairmanship yielded £23,029. During the past ten years the totals have shown a steady inclination to increase, and in 1905, notwithstanding the almost superhuman effort of the centenary, the late Lord Ridley was able to announce a list of no less than £36,129 collected by a board of 850 stewards — Northumberland contributing no less than £5,141 and the little Province of Warwickshire £1,553, while London was responsible for the splendid sum of £16,203.

Of such efforts as these, as well as of the energy displayed ever since his accession to office by the hon. secretary, Mr. J. Morrison McLeod, the handsome school at Bushey, now fast making its way to take rank amongst our great national centres of instruction, is the practical result. The boys' school is now in every way worthy of the best traditions of the craft, and Somerset "brethren" will not be displeased to know that the presence of 2,200 tons of Bath stone in its structure connects it tangibly with the ancient shire, justly proud of its city of palaces, as well as its cathedral churches of Bath and Wells, and the venerable ruins of Glastonbury, which still bear the marks of the operative builders of ten centuries ago. From the illustration of the athletic sports of June 3 the readers of THE KING will be able to form a good idea of the architectural merits of the school itself. The number of pupils now exceeds 300, and further accommodation will soon be needed. The weather was on its best behaviour, and the racing was run through with punctuality. The visitors were entertained by the head-master to tea after the racing, and Mrs. John Strachan presented the prizes to the winners, who were heartily received as they went on the platform. Anderson won the Victor Ludorum after an exciting contest with Blair, which was not concluded until after an extra race, both boys starting in the Old Boys' 220-yds. handicap from scratch, in which race Anderson finished third.

The following was the official programme of the proceedings on Monday, the 26th ult., when the Countess of Yarborough and the Earl of Cork attended the annual prize distribution:

2.30 p.m.—Mr. Pascal Needham will play a selection on the organ.
2.45 p.m.—The Countess of Yarborough will be received at the main entrance by the Treasurer, the Chairman, Vice-chairmen, and Members of the Board of Management, the Secretary, and the Head-master.
3 p.m.—Procession, headed by the Board, to the hall. Miss Ruth Attenborough will present a bouquet. Then will be sung by all present the Psalm "Except the Lord Build the House;" (*a*) Introductory remarks by the Chairman; (*b*) Head-master's report; (*c*) presentation of prizes by the Countess of Yarborough; (*d*) the Earl of Cork proposes a vote of thanks to the Countess of Yarborough.
3.45 p.m.—Vocal and instrumental music by the boys.
4.15 to 5 p.m.—Afternoon tea for visitors in the boys' dining-hall.
5 to 6 p.m.—Classes in practical physics, clay modelling, wood-work, metal-work, bookbinding, gymnastics. Exhibition of boys' work in various subjects.

The musical performances reflected the highest credit on Mr. Pascal Needham and Mr. G. A. Parker, and nothing could well be more interesting than the specimens of the boys' handiwork exhibited in the natural history, photograph, and modelling rooms, the physical laboratory, and the carpenters', metal-workers', and bookbinders' shops.

No less a sum than £25,046 was added to the funds of the R.M.I.B. by the Festival of last week, to which London and the provinces contributed in nearly equal proportion. The arrangements for the accommodation of nearly a thousand guests (including an unusually large number of ladies) at the Crystal Palace were faultless. Mr. James Stephens once more proved himself an ideal director of ceremonies, and "a gigantic success" was the unanimous verdict. Lord Cork proved himself to be a capable Chairman, and amongst those who supported him was the Dean of Hereford (whose oratory and grace-saying were just what one might expect from the great-nephew by marriage of Mrs. Siddons). Each steward wore an enamelled badge, an illustration of which will also be found in THE KING.

The vocal music was confined to the singing of the National Anthem as a solo by Miss Mildred Jones, Gold Medallist of the R.A.M., but an excellent programme of instrumental music was provided during the dinner by the Bijou Orchestra. R. K. Y.

*Russell.*

THE SCHOOL OF THE ROYAL MASONIC INSTITUTION FOR BOYS AT BUSHEY.
From a photograph taken on the occasion of the recent athletic sports.



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*Russell.*

THE PRIZE-GIVING AT THE ROYAL MASONIC INSTITUTION FOR BOYS AT BUSHEY.
The scene in the hall during the presentation ceremony.

*Copyright.*

THE EARL OF CORK
Provincial Grand Master for Somerset.

*Langfier.*

THE COUNTESS OF YARBOROUGH
Who presented the prizes at the Masonic School.

*Haxell.*

COLONEL LONG, C.M.G.
Deputy Grand Master for Somerset.

*Russell.*

THE 107TH ANNIVERSARY DINNER OF THE ROYAL MASONIC INSTITUTION FOR BOYS.
The dinner took place recently at the Crystal Palace, and was presided over by Lord Cork. Among those present were the Dean of Hereford, Sir E. Letchworth, Lady Letchworth, the Hon. Arthur Brodrick, and Mr. J. M. McLeod, secretary of the Institution.



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# LITERARY NOTES.

A PATHETIC interest attaches to Captain Klado's book, "The Russian Navy in the Japanese War," which has been translated by Mr. L. J. H. Dickinson, and published by Messrs. Hurst and Blackett. It was written when Rozhdestvensky's fleet was still a fleet in being; it is full of one urgent message: "We must keep the command of the sea"; and to read it now that Rozhdestvensky's fleet is scrap-iron, and Russia has entirely lost the command of the sea, fills one with a kind of ironic sympathy.

**The Russian Navy.**

* * *

"WHO is Captain Klado?" is a question one heard asked with some frequency. "And what right has he to speak?" He has a good deal. He is the son of an officer on the General Staff. And his first cruises were made in the eighties. In 1886 he was appointed tutor at the Naval School, and in 1889 Admiral Nazimof made him, though still only a lieutenant, the head of his staff in command of the Pacific Squadron. Here for two years and a-half he was able to study China and Japan; he took part in the present Czar's tour, and on his return went again to the Naval School. His works on Naval history and Naval tactics and stratagem are standard works on the subjects; and he was also responsible for a special advanced course of lectures which necessitated the study of Military and Naval science together, and in that way he obtained the comprehensive view of the relation of fleet to army in warfare, which is a main characteristic of this book. Soon after the outbreak of the war, Captain Klado was appointed head of the strategical department on the staff of the Commander-in-Chief of the Pacific Fleet, but was sent by Admiral Skrydlof to Admiral Rozhdestvensky to explain the Commander-in-Chief's views. He sailed with the Second Squadron, and left it at Vigo in October last, to give evidence before the Commission on the North Sea Incident. It was during his moments of leisure in St. Petersburg that he wrote the letters to the *Novoe Vremya* which have been collected in this book.

**Who is Klado?**

* * *

SO that he knows what he is talking about—and, if there were any doubt about the matter, the events that have happened since the letters were written would prove it. He was one of the few men in anything like authority who said that this Japanese war was no mere side-issue, but a life-and-death struggle for Russia. "We must keep the command of the sea"—that is his message over and over again. The Russian fleet, instead of keeping out to sea, twice returned to Port Arthur, and finally got shut up there. We know what happened, and how the lack of the fleet affected the land war, and those returns to Port Arthur, says Captain Klado, were the cause of the Russian disasters. The enemy realised the importance of the command of the sea, and "it was simply to capture our fleet that the Japanese made such a dead set at Port Arthur."

**His Advice.**

* * *

THROUGHOUT, those in command of the Russian operations made the mistake of minimising the importance of the fleet. It would have been better to sacrifice Port Arthur at once than to denude, as they did, the fleet of guns and ammunition for its protection. Naval fortresses are meant as arsenals for fleets; they exist for the benefit of the fleet, not the fleet for theirs. And so, Port Arthur being lost—for Captain Klado knew well that it could not hold out—Vladivostock must become the Naval base, and be made ready for Rozhdestvensky when he arrives. Then we come to the pathetic part of the work. When it was written Rozhdestvensky had still a fleet—not so good, says Captain Klado, as Togo's, but good enough, if only the Russians would *make* it good enough, to come through the extraordinary difficulties of that long voyage and regain the command of the sea. The Russians would not listen. They sent Rozhdestvensky out ill-armed and ill-provided; they insisted, in spite of Captain Klado's urgent call, in keeping the Black Sea Fleet shut up; they persisted in regarding the war in the Far East as less important than some possible war in the West which they had in their minds—and the result was the battle of the Sea of Japan. The result of that battle, Captain Klado prophesied, "will doubtless afford us fresh data for our future calculations." It removed the only data there were.

**The Importance of the Fleet.**

CAPTAIN KLADO

The Russian Naval officer, whose outspoken letters on the war to the *Novoe Vremya* have been read all over Europe.

* * *

THIS very remarkable book will not die with the present war and the Russian Empire in the Far East. It must live as an exposition of the importance of the command of the sea in any war of to-day. Space forbids us to analyse it as fully as it deserves, but we have said enough to show that events have proved Captain Klado's case over and over again—that the first and foremost consideration of Russia ought to have been her Navy, and that by neglect of it she has brought herself to the pass where she now is. It is an extraordinarily vivid and trenchant work; and no sensible reader will let its value be discounted by the little outbursts of Anglophobia which disfigure some of its pages, though the cynical manner in which Captain Klado recommends that the Treaty of Berlin should be set aside by Russia, "if we can but feel strong enough to treat it with contempt," is an illuminating comment. Mr. Dickinson, but for his constant splitting of infinitives, has done his work vigorously and well.

**The Value of the Book.**

* * *

READERS of *Punch* have owed much amusement to the poems and parodies of the anonymous Anglo-Indian who writes under the name of "Dum-Dum." A number of these amusing things have now been collected into a volume called "Rhymes of the East and Re-collected Verses," published by Messrs. Constable. "Dum-Dum's" verse is capital fun. He has a neatness and unexpectedness in rhyme that come as an ever-new delight, and he is so genuinely and unforcedly humorous over his joys and sorrows that he provides the most genial pleasure. Many of his topics will appeal specially to Anglo-Indians, but the "general reader" should not miss his book.

**Dum-Dum.**

* * *

GEORGE GISSING'S posthumous—and last—novel has now been published by Messrs. Constable. It has many of the characteristics which all the other novels show—a keen sensitiveness to the grey side of life, a patient realism, a very shrewd eye for the false emotions and false attitudes towards themselves and the world which are rather the rule than the exception in men and women. But "Will Warburton" is not so unrelieved in gloom, so "cynical," as people used unjustly to say, as the earlier novels were. There is more compensation in life—lying chiefly, as we are led to believe, in the possession of courage and a sense of humour. The hero of the book, ruined by the folly of his partner in business, is forced to turn grocer for a living and in order to support his mother and sister. He feels acutely the grinding care for pence and halfpence which alone can make his business pay, the necessity, if he is to succeed, that an opposition shop in the same street, the unfortunate master of which has a drunken wife and five children, must be "broke." But he has his compensations in his own pluck and humour, in doing the right thing, and in keeping a cool head and a stiff upper lip. Contrasted with him we have a young artist who sells his faith in his art and in himself for money; and the drift of the story leaves us in doubt as to which of the two found the truer happiness. It is a remarkable book, the work of a most conscientious artist, whose natural, simple style holds far more than appears at first sight.

**Will Warburton.**

---

## *BOOKS TO READ.*

The Regent of the Roués, by Colonel Andrew Haggard, D.S.O (Hutchinson.)
Will Warburton, by George Gissing. (Constable.)
The Image in the Sand, by E. F. Benson. (Heinemann.)
Trafalgar, by Henry Newbolt. (Murray.)
Rose of Lone Farm, by Eleanor G. Hayden. (Smith, Elder.)
Miss Bellard's Inspiration, by W. D. Howells. (Harper.)
Lady Knight's Letters, edited by Lady Eliott-Drake. (Humphreys.)
Some Notable Hamlets of the Present Time, by Clement Scott and W. L. Courtney. (Greening.)
Tom Gerrard, by Louis Becke. (Unwin.)
The Premier's Daughter, by Alice and Claude Askew. (White.)
Wild Flowers Month by Month in their Natural Haunts, by Edward Step. (Warne.)
Wild Birds at Home, by Charles Kirk. (Brimley Johnson and Ince.)



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# PLAYS AND PLAYERS.

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# The Cricket Season.

## *THE INTER-UNIVERSITY CRICKET MATCH.*

ONCE more the time for the annual picnic match at Lord's has come round, and this week-end hundreds of cricketers, and a very large number who are not, never have been, and never intend to try to be, will wend their way to St. John's Wood. Paterfamilias who was at one of the 'Varsities forty years ago will be there in force, and with him his pretty daughters and nieces to add to the beauty of the scene. The day has long gone by when Beauty at Lord's queried of the Beast: "Why do those two men run up and down such a lot?" and when the famous remark was made: "How well Smith's bowling; he hits the bat every time." To-day pretty sisters and cousins can give some of their undergraduate relations points in cricket lore. Probably also in energy and keenness on the field of play whereon it is "not form" to appear anything but indolent, and the thing to wear the "what for" expression which votes the whole of the proceedings a great bore. A little of this sort of thing goes a very long way O Blue, so of your charity be merciful on these three days and put a little of the "Wake up, England!" spirit into your movements. It is so very much more edifying to see you genuinely chasing the ball in an endeavour, even though a fruitless one, to save the four, while on no Blue while batting should the virtues of the old saying "One for the throw" be lost.

There is, unfortunately, good ground for the fear that the proceedings will be inordinately dull in this match. The first two hours' play—if such it may be called—in the 1904 'Varsity match probably drove many people away who will never reappear at a 'Varsity match. Old 'Varsity men, too, at that. One Blue of the paler shade on that occasion fiddled-faddled about at the wickets for a whole hour for one run. "'Varsity match fever" if you like, but a fearsome sight to contemplate. May we be spared a repetition.

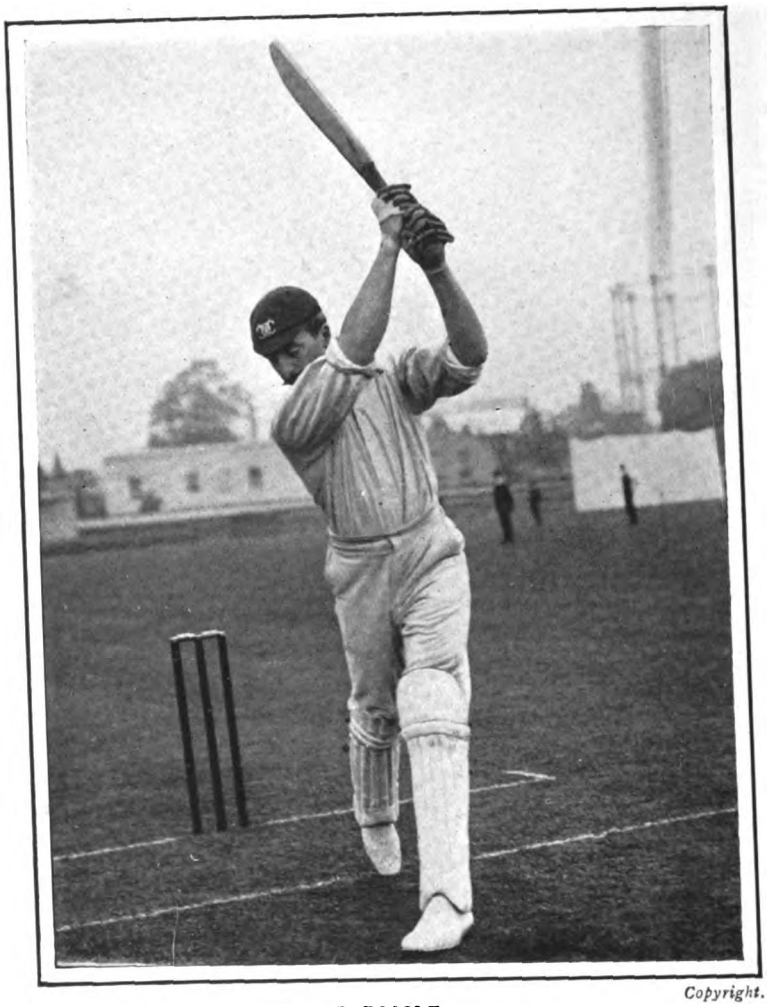
Would that every Blue was of the sparkling nature of L. G. Colbeck of Cambridge, M. W. Payne of the same team, and N. R. Udal of the rival Blue. These men when batting are the champagne of cricket. Colbeck is always on his toes, as he has a proper appreciation for the real use of a cricket bat, viz., to hit the ball very hard with, and as often as possible. Payne, when he once gets at all set, hits as hard as most men, and as frequently, while if Udal plays and makes 30 runs, prospective spectators may be sure he will not be batting much more than half that number of minutes. One or two of the remaining nineteen—notably G. N. Foster—can score very fast when in the mood; but there are too many Scottons in the two teams, and, alas! not one who can be classed with A. G. Steele or F. S. Jackson or C. M. Wells or J. Douglas or R. E. Foster in these famous players 'Varsity days' "kept" last year, but were not then, good though they were, in such form as they are now in.

Finally, it is impossible to name the winner. While form clearly points to Cambridge, precedent equally surely points to Oxford. Knowing that in fine weather the wicket at Lord's generally gives fast bowlers some assistance, knowing, too, that the Cambridge team as a whole is not good against fast bowling, and having due regard for the fact that the Oxford fast bowling is not done with until five bowlers have been knocked off, we think Oxford should just win.

The personnel of the two teams needs a few words. Both captains, K. M. Carlisle (Oxford) and E. W. Mann (Cambridge), are Old Harrovians, and both are excellent batsmen, the Cantab being, perhaps, the better and quicker scorer of the two. This season he has certainly been in better form than the more plodding, painstaking Carlisle, as the Warwickshire bowlers know to their cost. W. H. B. Evans, the Old Malvernian, whose last season, for the present at all events, this is, is probably the best all-round cricketer on either side; but he somehow always conveys the impression that he is intensely bored by the proceedings of a first-class cricket match. There is an utter lack of life and keenness about his movements in the field, as a rule, but perhaps he will come out of his shell a bit on the occasion of a 'Varsity match; if for nothing else in order to go for the honour of scoring three figures on that occasion. G. G. Napier will probably get most of the Oxford wickets. There is no doubt of his class as a bowler; he is probably one of the very best at either 'Varsity since S. M. J. Woods, if we exclude W. H. B. Evans' 1903 form. At the time of writing it is undecided which of F. J. V. Hopley, H. Mainprice, or C. C. Page will play for Cambridge. E. W. Mann will be well advised to include the heavy-weight boxer, Hopley, on account of the value of fast bowling on the wicket at Lord's, and, incidentally, his value as a hitter. Some hard hit runs may be very useful, if Colbeck has failed, at the end of the Cambridge innings, and nobody of the Light Blues but P. R. May is at all likely to get such.

In the present dearth of good amateur bowling, it is surprising that neither 'Varsity has a lob bowler. Old stagers—and not so very old either—have not forgotten how J. B. Wood went through the Cambridge Eleven some years ago with what were at best very simple-looking lobs. Oxford in particular may stand in need of such a bowler on account of the sameness in style of their principal bowlers. A similarity which the slow left-handers of R. C. W. Burn do not adequately foil. In this respect Cambridge will hold an advantage if Mann decides upon playing H. Mainprice, whose slow leg-breaks are perhaps the nearest approach to the deliveries of a genuine lob bowler in either eleven. But should P. R. May bowl up to the form good judges know him to possess, he and Napier may bowl unchanged through one innings of Oxford at all events. They are capable of such a feat, for Napier, as already pointed out, is in a class by himself, and May has one of the best fast yorkers in present day amateur cricket.

In fielding Cambridge should prove to be much superior to their rivals, who are anything but a lively side, or as good in the field as a team of young men only just out of their teens ought to be.



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**K. M. CARLISLE,** OXFORD.

The Oxford captain, and an Old Etonian, is a cricketer who, like many a good one before him, has rather suffered from the cares of captaincy. He has had an unusually hard task to fill up his eleven, as there were some five or six "probables" whose form has all the season been much of a muchness. He is very popular with his men, and if they rise to the occasion, Oxford will win easily.



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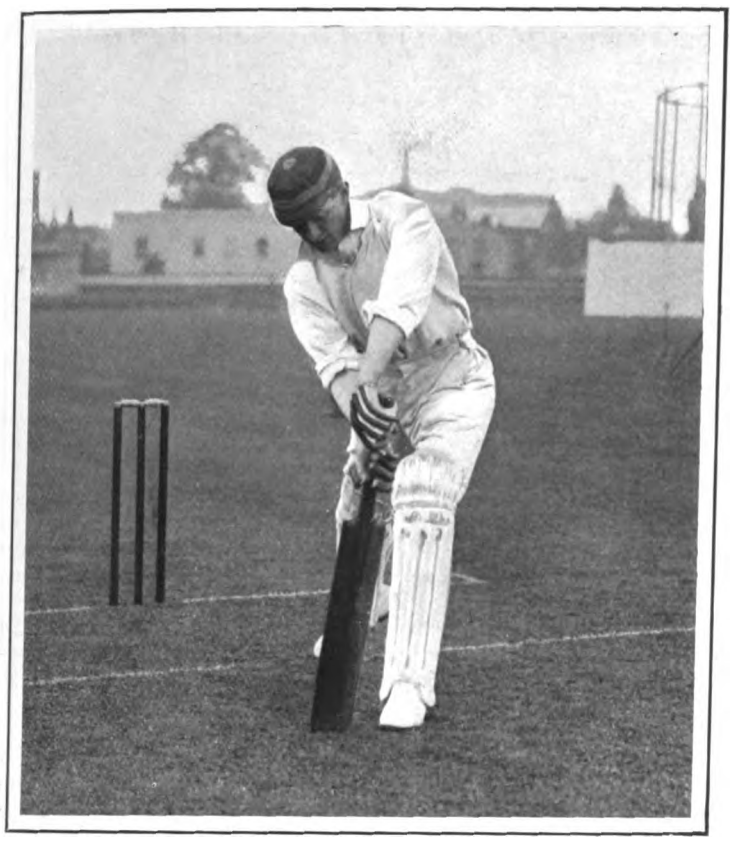
# THE CRICKET SEASON.



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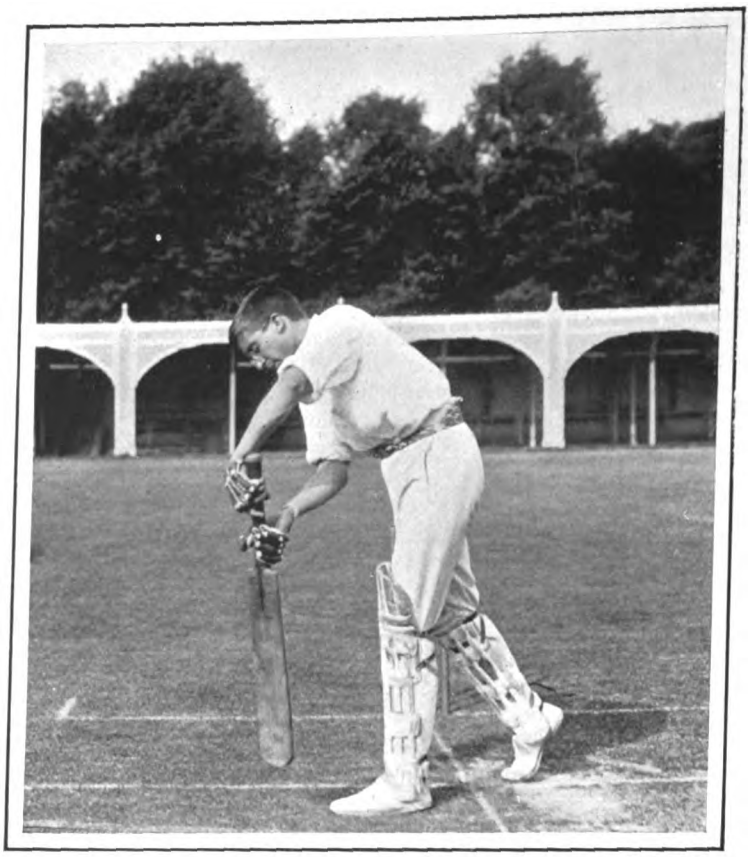
G. N. FOSTER, OXFORD.

The youngest scion of the famous cricketing house of Foster has in him the makings of another R. E. Foster. Built on small, trim lines, he will one day astonish the world as his famous brother "Tip" did with that 287 in the first Test match at Sydney two winters ago. A fine little field anywhere, G. N. has all the scoring strokes in his *répertoire*, and can push the score along at a pace Jessop might envy. Cambridge must bag him directly he comes in, or ——!



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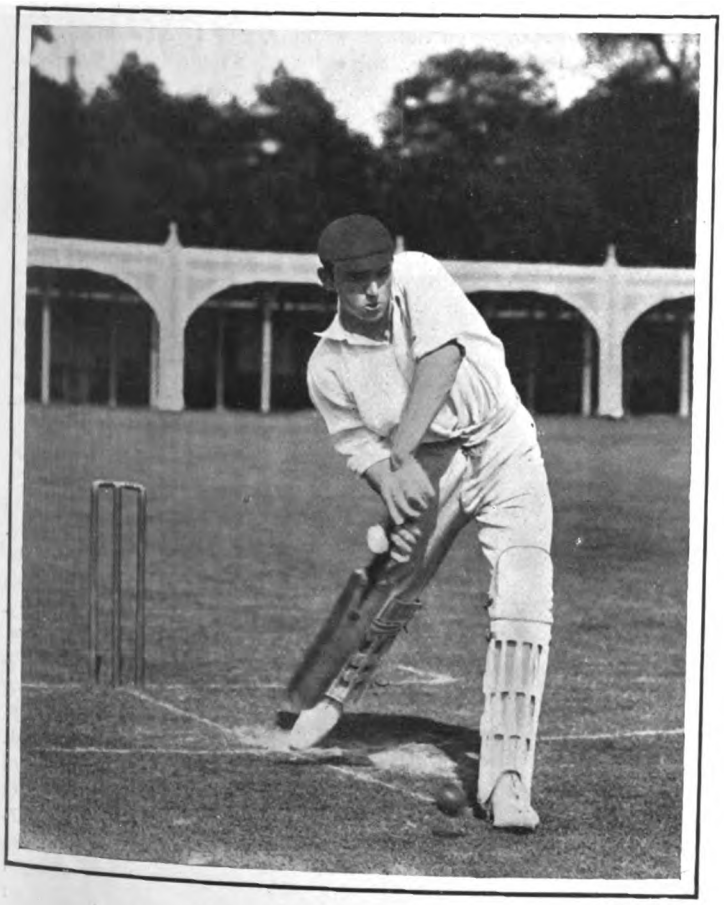
R. A. YOUNG, CAMBRIDGE.

One of the few players who have to play in spectacles, R. A. Young learnt his cricket at the school which sent forth C. B. Fry—to wit, Repton. He is of the careful plodding order, and unless Mann makes a big mistake he will send in Young first with M. W. Payne, a hitter and a sticker together, and the sticker not in the least likely to be perturbed by the vigorous methods of his partner. Moreover, they have already done well together.



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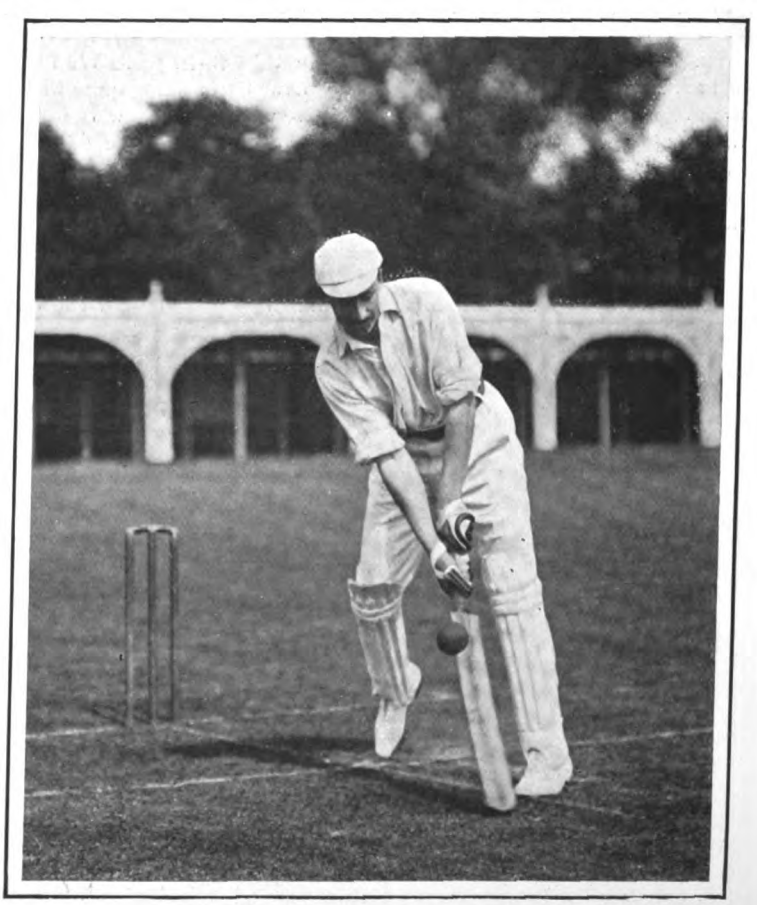
M. W. PAYNE, CAMBRIDGE.

It is not given to every schoolboy to leave school one year and to thoroughly deserve the honour of playing for the Gentlemen at Lord's. M. W. Payne, the Old Wellingtonian, achieved this honour last season, and may very likely be chosen again this year if H. Martyn is not available. W. S. Bird of Oxford may be the nearest rival, as the Oxonian and Old Wykehamist is also one of the finest stumpers of the day. Payne is, however, vastly his superior as a batsman.



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E. W. MANN, CAMBRIDGE.

An Old Harrovian leads the fortunes of Cambridge in this great annual match, and it is to be hoped he will make his men play livelier cricket than obtained a twelvemonth ago. He is the best bat in either eleven to-day on this season's form, and is, perhaps, a better general than his rival from Eton. His team has the reputation of not being good at fast bowling. If this is well earned, Cambridge should suffer defeat.



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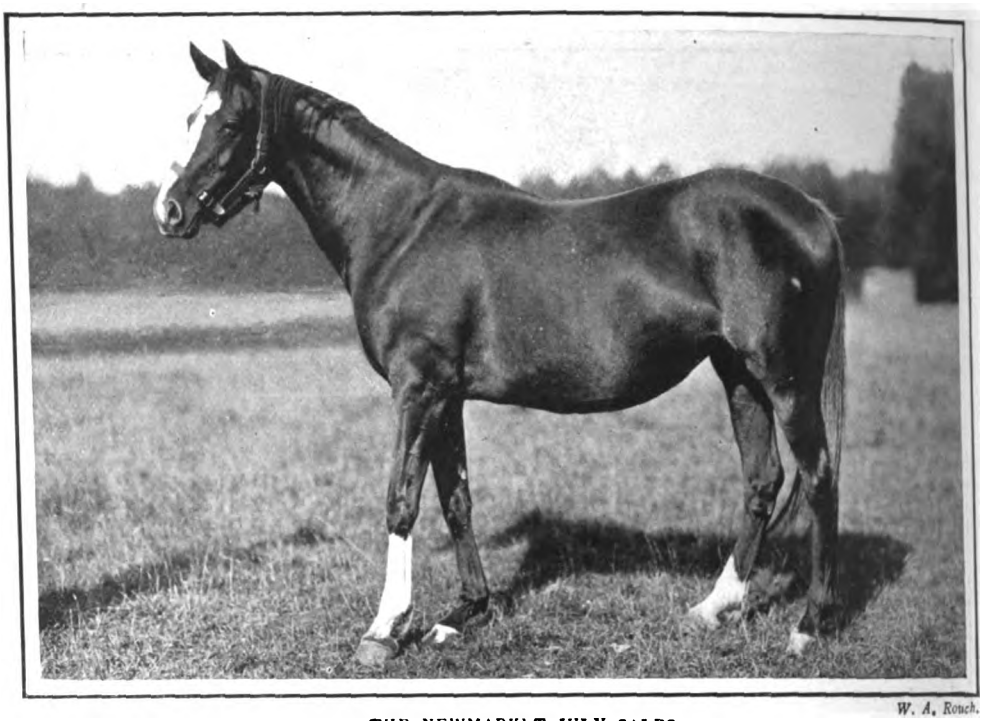
# THE RACING SEASON.

MEETINGS at Gatwick, Hurst Park, Sandown Park, and the Newcastle Summer Meeting make up such a crowded week that, much as one would like to linger over Ascot gossip, to do so is impossible, and the limited space available must be used for other purposes. The principal race on the first day of the Gatwick Meeting was the Gatwick Foal Plate of 2,000-sovs., in which Lord Derby's filly Victorious, by Florizel II. out of La Reine, made her first appearance in public, and if rumours were to be believed, then the sister to Volodyovski was well worthy of her parentage. In the race itself she ran with all the coolness of a veteran, and, after fighting out a desperate finish with the utmost gameness, made a dead-heat of it with Sir E. Vincent's Ulalume, a performance which, although full of merit, does not place her by any means at the top of the tree. On the following day Mr. Heineman's chestnut colt by Avington out of Ankles carried off the Crabbet Plate by three-quarters of a length from Captain Greer's filly by St. Simon out of Splendid, with Mr. H. Wilde's filly by Spring Cottage out of Charlotte third, six lengths away. Here are three unnamed animals finishing first, second, and third; surely it is possible for the wit and invention of an owner, or of his friends, to discover a suitable name for his horses. In France unnamed horses cannot be even entered for races, and it is a thousand pities that our own authorities do not see their way to enforce a similar regulation in this country.

It seemed any imaginable odds on Flower Seller in the Diamond Welter Plate of 500-sovs., and he eventually won rather easily by half a length, though he had to gallop in earnest for a few strides to shake off the attention of Recreation.

Hurst Park has not been blessed with best of luck as regards weather, but few race-goers were likely to be prevented from going to see the meeting between Cherry Lass and Queen of the Earth, with a 10-lb. pull in the weights in favour of the latter; and, moreover, it is not often that one finds two races of the value respectively of 1,300-sovs. and 1,500-sovs. provided in one afternoon's racing. In the Duchess of York's Plate Cherry Lass, much



W. A. Rouch.

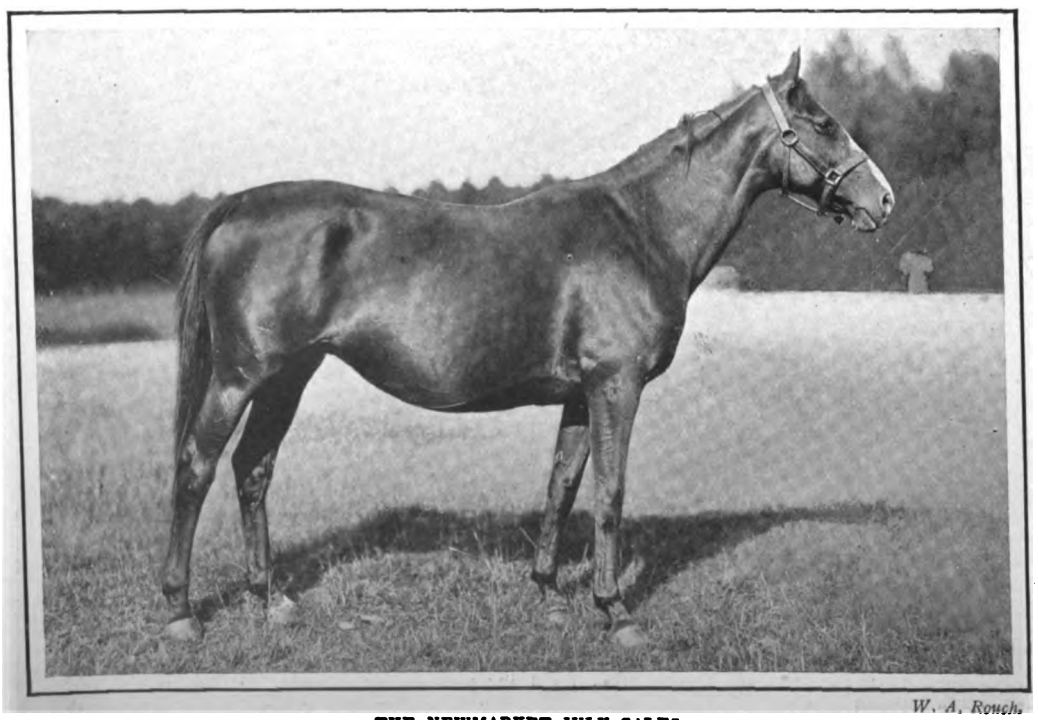
THE NEWMARKLT JULY SALES.
The dispersal of Major Platt s stud: Mary Seaton.

to the surprise of everyone, and of her trainer in particular, showed a strong dislike to the starting gate, and got badly off in consequence. However, that made no difference to the result of the race, for Mr. W. H. Hall-Walker's mare made up her ground without any difficulty, and went on to win very cleverly by a length and a-half from Queen of the Earth. General opinion pointed to Robinson's stable as likely to furnish the winner of the Hurst Park Foal Plate, and both Sweet Mary and Merry Moment were well backed, but they could only finish second and third to Mr. S. B. Joel's Wild Ride, who won by a neck. Speaking quite without the book, I fancy that Ariadne, who won the last race of the day and of the meeting, is yet another winner hailing from Mr. Russel Swanwick's small stud.

The Newcastle Meeting was quite a success, and Gosforth Park appears to be rapidly becoming a strong source of attraction to the South Country stables, which carried off the North Derby, the Northumberland Plate, and the Seaton Delaval Plate. In the North Derby, Rouge Croix once more proved either he cannot stay a mile and a-half or else that his heart is not in the game, and he finished a moderate second to Mr. A. James's Atlas, with Chuckaway beaten into third place by four lengths. The victory of Mr. W. R. Wyndham's Tamasha in the Stewards' Handicap Plate calls renewed attention to his sire, Desmond, who is standing at Lord Dunraven's stud in Ireland, and who certainly gets a large proportion of winners, and is a beautifully-bred horse, being by St. Simon out of L'Abbesse de Jouarre, his fee for 1905 is only 35 guineas, and breeders would certainly do well to avail themselves of this opportunity of securing his services for next year.

Rarely has the famous Northumberland Plate been won in such an easy fashion as it was on the 28th of last month, Lord Derby's Princess Florizel drawing right away from her field and winning very easily by some five or six lengths, Fisher Girl and Clitonhall being her nearest attendants. The Seaton Delaval Plate on the following day went to Captain P. Herbert's filly Illustrious, by Isinglass out of Crown Jewel, after a keenly fought-out finish with an unnamed filly of Lord Gerard's by Florizel II. out of Lucy Cadeby. Although the heavy rainfall was undoubtedly of benefit as far as the "going" at Sandown was concerned, it had a deterrent effect upon visitors, and the attendance for a summer gathering at this fashionable resort was decidedly scanty. In the New Stand Handicap of 500-sovs. Xeny failed to stay home, and had to put up with a length beating from Chelys. Odds were unhesitatingly laid on Queen's Holiday for the Sandringham Stakes of 1,000-sovs., but this good thing did not come off, and Golden Measure fairly wore the favourite down, and won by three-quarters of a length. It is probable that before these lines are printed the pick of Major Platt's splendid collection of brood mares will have been purchased to "go abroad." Mary Seaton, by Isonomy out of Marie Stuart, the winner of the Oaks and the St. Leger, and Sea Air, by the same sire out of Re-echo and dam of Pietermaritzburg, are beautiful styles of thoroughbred mares. The excellent pictures of them speak for themselves.

CAURIE.



W. A. Rouch.

THE NEWMARKET JULY SALES.
The dispersal of Major Platt's stud: Sea Air.



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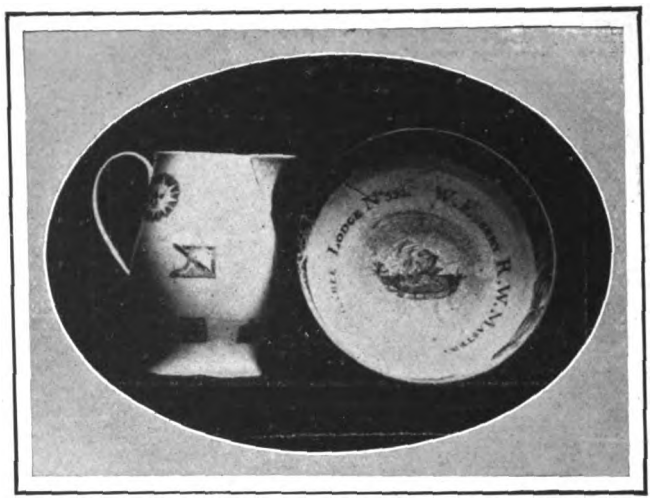
# Leaves from a Collector's Note-book.

## *WELSH EARTHENWARE: SWANSEA.*

SWANSEA earthenware is far older than the days of the triumphs of Billingsley, or even those of the "opaque china." Moreover, its manufacture in various shapes survived that of the rare and beautiful porcelain for which the average collector seeks in vain. The exact date of the establishment of the "Cambrian Works" is September 19, 1764, when the Corporation leased a site on the banks of the Tawe for the carrying on of a manufacture of stoneware and earthenware. The first lessee was William Coles, a Quaker. From that time forth the town records contain entries of the payment of rent for "an earthenware house" or "a pot-house with its app'nts, late the Copper Works." The ware produced by Mr. Coles (1764-83) was distinguished for its extreme lightness. It consisted principally of tea-cups, saucers, jugs, and plates, painted in vivid enamel colours with landscapes, costume-figures, flowers, and animals. "The mannerism," Mr. Turner tells us, "was rough and careless, but very effective. The forms of the pieces were good and carefully modelled, having neat pearled borders with double twisted handles. Some of them were marked 'Cambrian Pottery,' but the majority of them were unsigned." Collectors should carefully bear in mind every word of this description of the older sort of Swansea earthenware. At this period the population of Swansea could not have exceeded 4,000. It was only 6,831 half a century later, but the trade carried on between Swansea (described in 1783, when the "pot-house" was offered for sale, as "the most flourishing port of South Wales") and the coast of Somerset, Devon, and Cornwall was already very large. Hence the possibility of still picking up characteristic specimens of early Swansea pottery in these parts of England. To Coles succeeded Mr. George Haynes of "opaque china" fame. The "opaque china" was nothing more than a refined earthenware, not, as Donovan tells us, "a sort of porcelain." The clay used by Haynes and his successors was brought from Poole and Corfe in Dorsetshire and Bideford in Devonshire. Even in the golden age of Swansea china, the making of earthenware was never given up. In the Masonic Hall at Swansea is a much-prized blue and white jug and punch-bowl, made about the time of Trafalgar, and covered with roughly-designed Masonic emblems. By the courtesy of Mr. Lyons, the present Master of the "Indefatigable" Lodge, it has been photographed for reproduction in these pages. In 1824, the lease of the Swansea works once more relapsed to Mr. Dillwyn, and the making of earthenware continued to prosper, many of the fine china moulds being utilised for its production. The writer saw in the Cardiff Art Gallery a jug of the years 1831-32 decorated with portraits of the Reform leaders and appropriate inscriptions. It bears the familiar mark of L. W. Dillwyn. A little later Swansea apparently did a good business in Free Trade pottery, just as fifteen years previously it turned out a large number of "Queen Caroline" jugs and mugs. The writer recently came across a very good specimen of these in the well-known curiosity shop of Mr. Stephens in Church Street, Hereford. Like the cracker-makers of more modern times, Mr. Dillwyn must have had poets in his employ as well as painters, for it displays a long rhyming inscription, as well as two portraits of the "much-injured" consort of "George the Magnificent." It possesses all the characteristics of Swansea earthenware, although Mr. Turner puts down 1824 as the precise date of Mr. Dillwyn's return to what he aptly calls "the earthenware division."



A JUG AND PUNCH-BOWL OF OLD WHITE AND BLUE SWANSEA WARE

Still preserved by the "Indefatigable" Lodge, Swansea.

In the Cardiff Art Gallery may be seen an almost unique collection of Swansea earthenware of every period during the chequered career of these once celebrated "pot-works." By the kind courtesy of the curator, Mr. John Ward, many of these have been photographed, and are now reproduced in THE KING. In 1844-45 Mr. Dillwyn for a brief period turned his attention to the making of Etruscan ware, after the models in the British Museum and the illustrations of Sir William Hamilton. Five years later the works passed into the hands of the Evanses. The products were the ordinary class of white, blue and white, and agate earthenware, all of which found a ready market throughout the West of England. The works were finally abandoned in 1870.

In 1802 Lord Nelson visited the Swansea "pot-house." He even took a plunge into a swimming-bath which adjoined the establishment. A service of some kind was specially made for him, and possibly decorated by Pardoe. It is not known whether it was of porcelain or earthenware, but he wrote from Merton acknowledging its receipt in appreciative terms on December 7, 1802. Possibly a specimen of it may turn up at one or other of the Nelson centennial exhibitions.

Although marks on the Swansea china are rare, they abound in endless variety on the earthenware—the word in full, the letter S. the trident, the names of the makers, etc. They fill twelve pages of Mr. Turner's book. The collector should bear in mind, while searching for specimens of genuine "Swansea" at Clovelly or elsewhere, that the output of the vanished works on the banks of the Tawe, included three or four sorts of "opaque china," Etruscan ware, in two kinds at least, salt-glaze ware of light and artistic form, stoneware, and Wedgwood imitation in several varieties and lustre. The safest test to distinguish the earlier kinds of Swansea ware from the later is that of weight, the former being infinitely lighter. In the more modern Swansea earthenware, such well-known patterns as the "Willow," the "Tower," the "Castle," the "Cube," the "Goojerat," etc., are easily recognisable. B.

SOME FINE SPECIMENS OF SWANSEA EARTHENWARE IN THE CARDIFF MUSEUM AND ART GALLERY.

(Reproduced by permission of the Curator, Mr. John Ward.)



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# Motoring Notes.

THE Blackpool Meeting, which has been fixed for Thursday and Friday, July 27 and 28, will be devoted entirely to events for racing cars, or cars in racing trim. The Blackpool Corporation will give £100 (in addition to the prizes offered) for the highest speed over ninety-five miles an hour, which will be increased to £250 provided a world's record for the flying kilomètre be made. The present world's record is 21 2-5-sec.

* * *

In a recent number *Truth* remarked: "Some fine day it will occur to a Minister of Public Health that dustless roads are as necessary for the well-being of the community as pure water and good sewers. In that day the housewife will arise and call the motors blessed for having taught men to lay their roads properly. A strong east wind is worse than any motor."

* * *

Mr. Cathcart Wason, M.P., has generally been regarded as one of the bitterest enemies of the motor-car, and his speeches in the House of Commons have entitled him to a foremost place in the anti-motor party in Parliament. It appears, however, that he is not the irreconcilable that he is supposed to be, if one may judge from the letter he addressed to the Society of Motor Manufacturers and Traders, regretting his inability to be present at their recent dinner and discussion on "The Use of the Highway." To everyone's surprise he wrote that he had a firm belief in the future of the automobile industry, and anticipated that in a very short space of time thousands of expensive and overworked horses would be replaced by motors. Except for purposes of farming, war, and sport, he added, the day of the horse was over.

* * *

The Automobile Club has been investigating a number of cases in which it had been reported in the newspapers that motorists had driven off without stopping, after causing injuries to persons on the highway. In five instances it has been ascertained from the police that motor-cars were in no way concerned in the accidents. Much good can be done by these enquiries, but it rarely happens that the contradiction is given the same publicity as the original false statement, which has probably been read by thousands, who regarded it as an additional proof of the danger of motor-cars and the inhumanity of those who drive them.

* * *

The title of the Marine Motor Club has been changed to the Motor-Yacht Club, and a proprietary company has been registered under that name, so that the liability of members may be limited to the amount of their subscriptions. A prize fund has been opened, to which Sir David Salomons, Captain Dixon, Mr. J. M. Gorham, Mr. Dugald Clerk, Mr. Linton Hope, and many others have made donations.

* * *

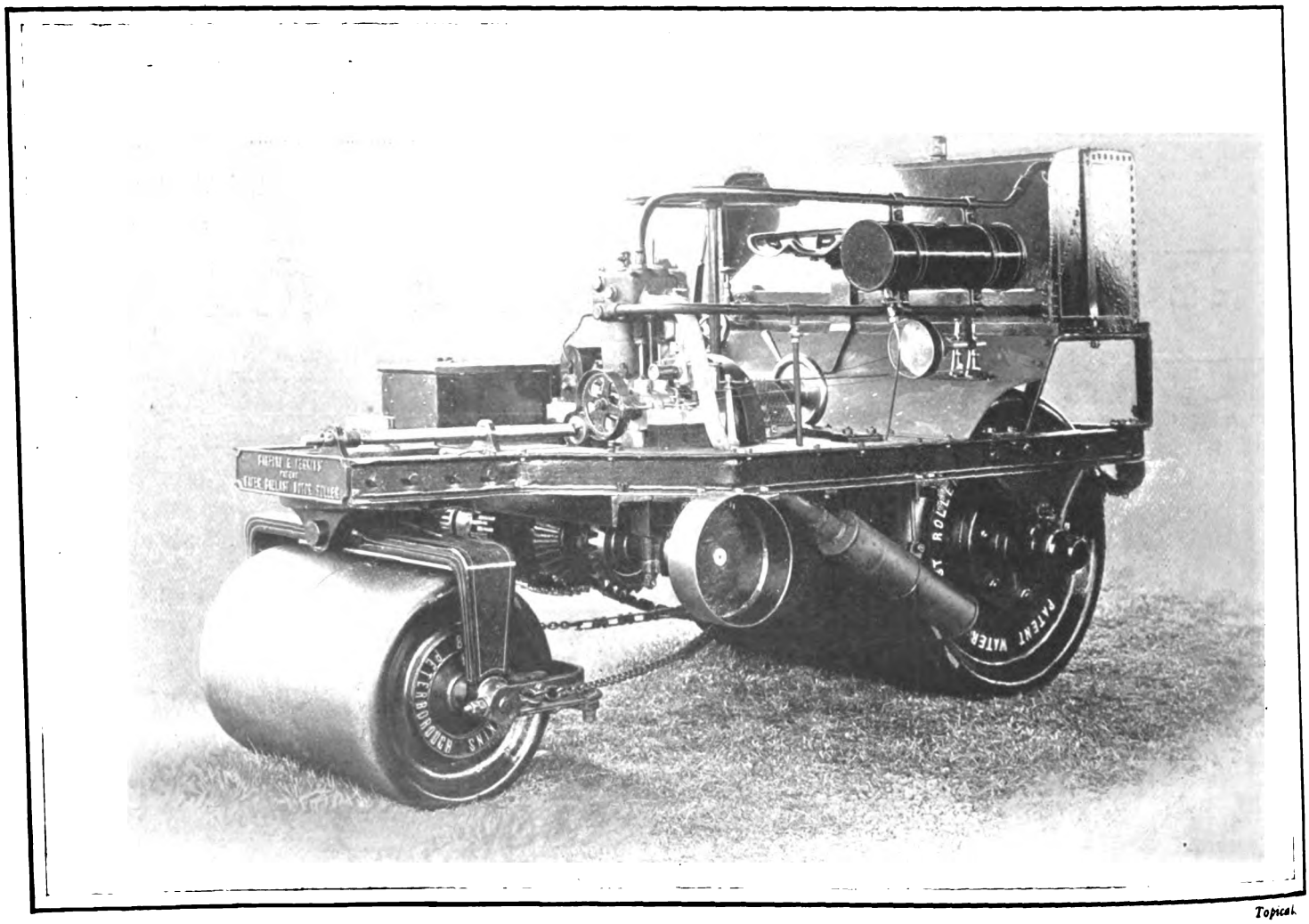
Six boats have entered for the Eliminating Trials for the British International Cup. The first is the Saunders-built 40-ft. hull, fitted with a 180-h.p. Napier motor, entered jointly by Mr. Lionel de Rothschild and the Hon. J. Scott Montagu. The second entry is Mr. Edge's "Napier II." The third is the Brooke boat, entered by Captain Corbet and Mr. Mawdslay Brooke. Little is known of this vessel, but it is rumoured that her engines are of enormous horse-power. Messrs. J. E. Hutton Limited, Lieutenant Mansfield Cumming, R.N., and Lord Howard de Walden have also entered boats. The Eliminating Race will take place at Sea View, Isle of Wight, on August 1.

* * *

Thirty-six boats have been entered for the Reliability Trials, which will be held by the Motor-Yacht Club in Southampton Water on August 2 and 3. Twenty-four of the competing vessels will use petrol as fuel, six will use paraffin, two either petrol or paraffin, and one will employ producer gas. The latter, which has been entered by Messrs. Thornycroft and Co., is 60-ft. in length, and its performances will be watched with particular interest, as in the opinion of experts there is a great future before producer gas in connection with motor-boats.

* * *

What promises to be the most important automobile meeting ever held in this country will take place at Brighton on July 19, 20, 21, and 22. The Madeira Walk will be used as a course, and has been specially laid with tarmac for the purpose. An excellent view of the races will be obtainable from the Parade, which overlooks the Madeira Road. In the tourist events there will be races for all the well-known types of cars if sufficient entries are received. The competitors will thus start on level terms, and skill in driving and preparing the car will decide the winner. There will also be races for touring cars, classified according to their price, the intervals between the classes being only £100, so that every maker will have a chance of success. Besides the touring classes there will be events for racing cars on each day of the meeting.

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# *Fashions of To-day & To-morrow.*

THERE is no social gathering more interesting or more charming in every sense than the Henley Regatta, and this year's meeting was more than up to the usual standard. The delightful blending of colour in the gay assembly of womankind, and the contrast of the sky and our dear old Thames as a background made a glorious effect, one to be remembered. The dresses were unusually characteristic—so essentially suitable for the occasion. Paquin, of course, was recognisable in his inimitable style, one dress of his in white linen, made in the "incroyable" mode, which, as I have already mentioned, has come to stay with us for a while. Why? Simply because it is a mode not easily copied, and that all people cannot wear with impunity; therefore, it will not become universal. The one here illustrated has a dainty inner vest of brown and white stripes, and a black velvet deep-pointed band defining the waist. The coat is trimmed with Irish lace insertions and fancy smoked buttons. It has a turned-down collar, and chemisette of pleated cambric and cravat ends. The simple but appropriate white fancy straw hat just forms the needful finish to this Henley costume. There were endless fancy embroidered lawns and linens and laces of all descriptions to be seen there, also much more elaborate gowns; but these always seem a trifle out of place on an occasion like this. The hats were unusually pretty, especially the embroidered washing lawn hats trimmed with small garlands of roses and other simple flowers. Another exquisite gown, made by this noted firm, is the evening gown of pale crushed rose mousseline de soie, trimmed with flat folds of lace. The cut and hang of this gown speak for themselves, as can be seen in the photograph reproduced on another page.

Bassano.

*A HENLEY COSTUME IN WHITE LINEN "INCROYABLE."*
(Paquin, Dover Street, W.)

This week has started the "summer sales," and in this truly summer weather it says much for the energy of women to see how thronged have been the leading Maisons de Modes. Amongst others I must mention Messrs. Charles Lee and Son of Wigmore Street, who have really a most enticing selection of everything wearable at greatly-reduced prices. It would, indeed, take too long to go into details of all the numerous bargains to be obtained there, but I must for the moment draw attention to the few that seemed to me most tempting. For instance, do not neglect to visit the model gown department, likewise that of the coat and skirt costumes. There, if you are not very difficult to satisfy, you will find undoubtedly plenty to please you and lighten your "sale purse." Do not forget also to see their comfortable and up-to-date veils, both for street wear and for motoring. Their *chic* hats are already well known and appreciated, so I need not mention them specially. One word about furs, although it is, as you may say, scarcely the moment to be fascinated by them, but then you do not know until you have seen the marvellous value to be obtained by an early purchase of these goods at this establishment; for Mr. Lee has made wonderfully advantageous purchases of all varieties of these goods, and is offering them really most moderately.

Those who are replenishing their linen cupboards, and most Englishwomen take unusual pride in their linen stores, must look at Messrs. Robinson and Cleaver's table and bed linen. The good style and quality of their linen and muslin costumes do not need any reminder, but the reduction in this department calls for special mention.

A very interesting wedding took place at St. George's, Hanover Square, on June 28, that of Captain Hon. E. Guest, 1st Life Guards, third son of Lord and Lady Wimborne, who married Miss Amy Phipps, daughter of Mr. Phipps, Mr. Carnegie's partner. The bridesmaids' dresses were of white Alençon tulle, with incrustations of white Malines lace, and white satin ruchings, gracefully arranged on the full skirts. The bodices were of tucked tulle and mousseline de soie, draped in fichu effect in a V shape, and caught with pink Oriental satin bows. A draped white Oriental satin ceinture confined the waist, ornamented with small buckles, and long sash ends of satin. There were eight bridesmaids in these pretty gowns, and two little children in sweet bébé frocks made of the same materials, only their sashes were of pink Oriental satin. These were all made at the famous Dover Street Paquin house.

At Messrs. Debenham and Freebody's of Wigmore Street there are plenty of tempting reductions in all departments, and those who know this firm's genuine summer sales will not require urging to visit this establishment. For feather boas and stoles, this firm is the first in London, and has the largest selection, and just now the reduction is very great in these goods, and for those living at a distance Messrs. Debenham and Freebody send on approval. Therefore you can avoid all crowds this hot weather; only write at once, for their sale only lasts fifteen days. Their blouses and silk slips are all good shapes, and their gloves are always reliable. Do not forget to see their black and coloured taffetas chiffons, which are well worth the money.

Have you noticed their fur-freezing store, which is so excellently arranged? This affords a good opportunity of buying your furs at summer prices, and any orders now given will receive the best attention, and the articles can be stored free of charge until required inthe winter

R. D.



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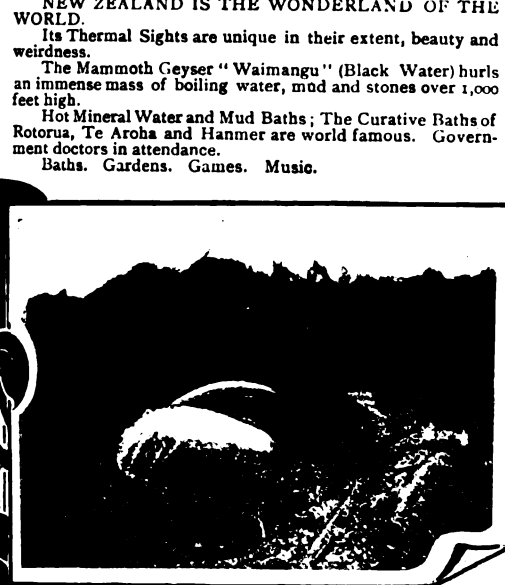
TRANSIT is convenient throughout New Zealand. Government railways, Express trains, Pullman and Dining Cars. Excellent coastal steamers. Splendid coaching routes. Hotels, good; charges moderate. Government Hotels, Spas, and Accommodation Houses in many of the principal tourist resorts.

Large Mail Steamers with every modern comfort and convenience leave Great Britain for New Zealand fortnightly. Duration of direct journey, 40 days; via Suez and Australia, 44 days; via Canada, 32 days; via San Francisco, 28 days.

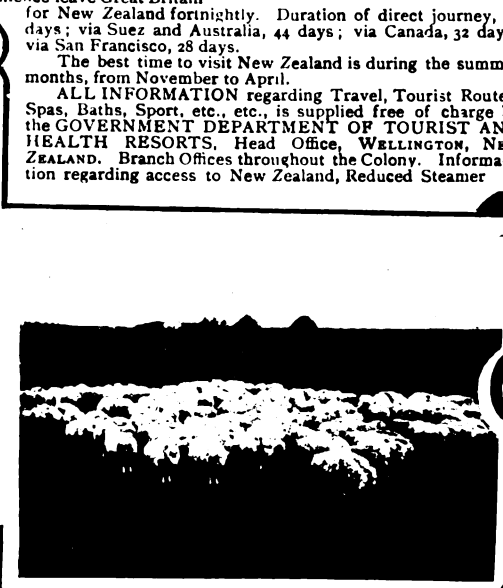
The best time to visit New Zealand is during the summer months, from November to April.

ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS, Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer



HYDRAULIC GOLD MINING AT ROSS.

GOLD DREDGE IN SKIPPERS GORGE, LAKE WAKATIPU.



A SMALL FARM IN NEW ZEALAND.

The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

The LAKES of New Zealand are most pleasing in their charm of colour, contour and environment. Rotorua, Rotoiti, Taupo, and Waikaremoana in the North Island; Manapouri, Wakatipu, Te Anau, Wanaka, Kanieri and Mahinapua in the South Island are the most notable. The Lakes of the South Island are surrounded by mountain scenery of singular beauty and magnificence. Steamers and Power Launches. Good Hotels.

The WEST COAST FIORDLAND is indescribably wild

Fares, Settlement, Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the Agent-General for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

## OKOROIRE.

HOT SPRINGS AND SANATORIUM HOTEL.

**One of the finest Health Resorts in the Thermal District.**

**The first place of interest en route to Rotorua, New Zealand.**

Delightful **NATURAL HOT MINERAL BATHS,** free to Guests. Sufferers from Gout, Rheumatism, Sciatica, Lumbago, Affection of the Eyes, Skin Diseases, etc., are often permanently cured by these waters.

**CLIMATE.**—Beautifully clear and bracing atmosphere, charming surroundings.

**SPORT.**—The Streams in the hotel grounds are exceedingly well-stocked with Trout. Plenty of Game, viz.: Pheasants, Virginian Quail, Wild Duck, Hares, and Deer. **Lawn Tennis, Golf, and Croquet.**

The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

**T. MARTIN,**
**Manager.**

## NEW ZEALAND.

## THE GRAND HOTEL, ROTORUA.

**Situated in the Centre of the Hot Lakes District.**

*Patronised by T.R.H. The Prince and Princess of Wales.*

**THE HOTEL** s n the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

W. J. LEES, Manager.

## THE GEYSER HOTEL,

**WHAKAREWAREWA, ROTORUA.**

**Situated** in close proximity to the **wonderful Geysers** and **Maori Settlement.**

**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

**Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged.**

**CHAS. E. NELSON, Proprietor.**



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# THE KING'S MENU.

WHETHER hot or cold food is the most wholesome when the thermometer is anything over 60-deg. in the shade may be a moot question, but on such occasions a menu in which cold dishes preponderate finds many advocates. The one offered to-day contains two hot dishes only, the pigeon cutlets and the quails. These last could be served en délice, or their place taken by a mayonnaise of ducklings, without entailing any rearrangement of the rest of the menu. The Daren bread for the crumbs can be obtained of almost all good bakers nowadays.

### SOUFFLE AU PAIN DAREN.

Rub and sieve finely four ounces of Daren bread-crumbs and mix them with a liqueur-glassful of brandy and a teaspoonful of vanilla essence, or with a wineglassful of any liqueur syrup, such as maraschino or noyeau, to taste. Now put into a whipping-pan the yolks of eight and the whites of four eggs, and three ounces of castor sugar, stir in the brandy or liqueur-flavoured bread-crumbs, and whip these altogether on the stove till the mixture is warm and thick, then lift the pan off the fire and whip till the contents are cold and stiff, then mix lightly in three to four gills of cream, sweetened and flavoured, and whipped till quite stiff. Pour the mixture into a papered soufflé case, stand it in the charged ice cave for three and a-half to four hours, then remove the paper band carefully and serve immediately. If liked the top of the soufflé can be sprinkled, before serving, with finely-chopped almonds which have been browned in the oven.

### A DELIGHTFUL INNOVATION.

In America what are called "packet groceries" have been for some time past much in demand amongst the many people who, without being unduly fastidious, object to food, such as sugar, biscuits, and so on, being handled by fingers, often far from clean, in the process of weighing and packing in bags small quantities of groceries.

Through the adoption by the factories and wholesale houses of this packet grocery system small quantities of everyday household necessaries are put up in cans, bags, or packets filled at the factory (or warehouse in the case of tea, for instance) by spotless machinery, so that the goods are not touched by human hands at all.

This system has now been applied to small quantities of biscuits put up at the factory in the daintiest of cardboard boxes and sold as Bispaks, by Messrs. Carr and Co., the famous biscuit manufacturers and millers of Carlisle. These Bispak cases, containing every variety of their delicious biscuits in small quantities, are Messrs. Carr's patent, who, knowing the popularity of the packet grocery system in America, foresaw an equal success for it amongst English housewives. With ordinary care biscuits will keep as well in the Bispak cartons as in tins, at any rate for a reasonable length of time, whilst the inexpensive nature of the box gives all the advantages of small tins, with a great saving in cost, and no trouble regarding returns.

The appearance of these Bispaks is most opportune now that picnics and the river and holiday season are here, with the shooting one to follow, as these boxes are so pretty and decorative that the contents can quite well be offered straight from them on such occasions. Even if this is not done they are very convenient for packing, being so light, while at the same time loss by breakage, such as occurs when small quantities are bought or carried in paper bags, is entirely obviated.

### A HOT-WEATHER MENU.

MELON GLACE.

CONSOMME DE VOLAILLE EN GELEE.

TRUITE SAUMONNE A LA NORVEGIENNE.

COTELLETES DE PIGEON A LA D'UXELLES.

CHAUDFROID DE FOIE-GRAS.

CAILLES EN CASSEROLE.

SALADE.

TOMATES A LA CREME.

SOUFFLE GLACE AU PAIN DAREN.

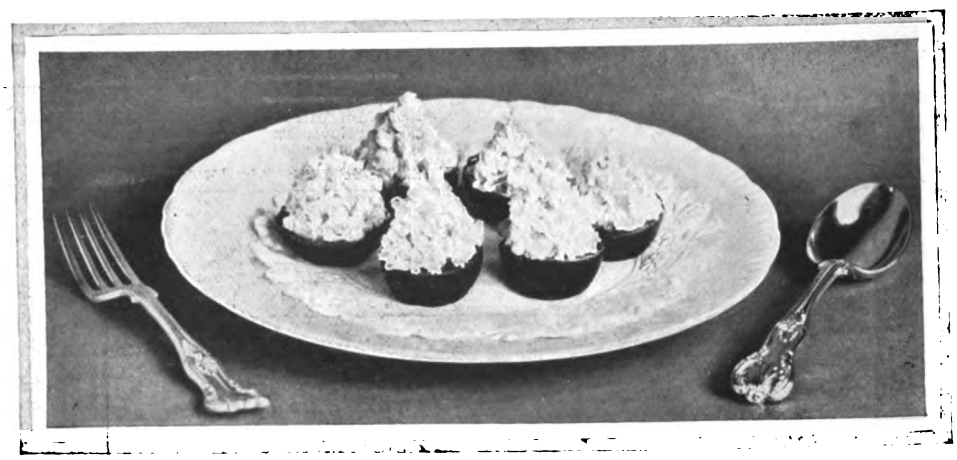
BISCUITS D'ANCHOIS AUX OLIVES.

Those of my readers whose grocers or stores do not yet stock these particular packets should write, mentioning THE KING, to Messrs. Carr and Co., biscuit manufacturers, Carlisle, and ask them for the name of their nearest agent. On the Continent Messrs. Carr are to be found at 7, Rue Ambroise Thomas, Paris, and 24, Rue du Parlement Ste. Catherine, Bordeaux, so that holiday-makers on the French Coast this summer can obtain them without difficulty.

When all the biscuits are so super-excellent, it is perhaps invidious to single any one variety out for special praise, but those named Club Cheese are such a delicious basis for savouries, and afford such welcome variety in this connection, that I have appended a recipe or two for savouries which are particularly good when Club Cheese biscuits are used for mounting them on, instead of ordinary croûtons or home-made cheese pastry.

### BISCUITS D'ANCHOIS AUX OLIVES.

For these pile up or pipe the required number of Club Cheese biscuits with stiffly-whipped cream mixed with anchovy paste to taste and seasoned with coralline pepper.



TOMATES A LA CREME.

*(Specially prepared and photographed for this paper.)*

Then arrange on this cream a couple of olives stuffed with an anchovy fillet each. A caper is then placed between the olives and one at each corner. Another version of this *bonne bouche* is obtained by using the following anchovy cream to pile on the biscuits, or sometimes the cream is put between two of these, sandwich fashion, before the cream is frozen, and the sandwiches then placed in the ice cave before serving. For At Homes and afternoon teas these make most toothsome little savoury sandwiches, much appreciated in hot weather. For the anchovy cream for them wash and bone five anchovies and pound them with the yolk of a hard-boiled egg and a teaspoonful or two of thick cream. Season to taste with coralline pepper, then when the paste is smooth add to it a tablespoonful of just liquid aspic jelly and two tablespoonfuls of cream whipped till quite stiff. If the cream is to be piled on the biscuits it is then set in the ice cave till wanted and about to be served, otherwise spread the biscuits with it and put the sandwiches in the ice cave.

Anchovy butter can be used instead for these little biscuit sandwiches, as nearly all the savoury butters, including watercress maître d'hôtel, curry, lobster, etc., are good with these biscuits. Wafer-thin slices of cucumber or garden cress can of course be put between.

### *ANSWERS TO CORRESPONDENTS.*

FLEUR RINGS (Jingo).—You can get these from Mrs. A. B. Marshall, Marshall's School of Cookery, Mortimer Street, Oxford Street, London, W. If you mention this paper when you write, she would send you at the same time illustrations of her newest moulds, etc., for the season.

COD AND HERRING ROE SAVOURIES (Sans Atout).—If it is fresh cod's roe you want to use, wash it well, then put it into plenty of boiling salted water, acidulated with a spoonful of vinegar to each pint of water, and cook for about a quarter of an hour. Let it get cold, then slice it, fry lightly in butter, and serve it on croûtons of fried bread, seasoned with minced chives, parsley, and coralline pepper, and serve as it is, or pipe on to each slice of roe, just as it is going to table, a little anchovy or other suitably flavoured butter, or horseradish cream. You can also, after boiling the fresh roe, serve it on croûtons spread with a spoonful of tomato purée. If the cod's roe is smoked instead of fresh, it must be well washed, then steeped in milk and water to soften it. Dry well, slice, and fry in butter, then serve on croûtons seasoned as for the fresh roe. This smoked roe is also very good if after frying it is pounded with sufficient butter to make a smooth paste, seasoned with coralline and freshly-ground black pepper, then spread on hot buttered toast, and sprinkled with a squeeze of lemon juice and minced parsley just before serving. If, after pounding and seasoning, this cooked smoked roe is put into little pots, and the tops of these covered with oiled butter, it will keep good for some time, and is very useful for various savouries and sandwiches. For the herring roes, if you are using the canned ones, try them au gratin and en papilottes. For the first, put a layer of d'Uxelle mixture (equal parts of finely-minced mushrooms and parsley, and a third of shallots, fried together for a few minutes in butter with a seasoning of salt and pepper, then used; an ounce and a-half each of mushrooms and parsley and half an ounce of chives or shallots would do for you to try this recipe with, you know, or three ounces each of the first two and an ounce of the last ingredient) in some little paper cases that have been oiled and dried, then put a herring roe (if you are using fresh roes they must be cooked in a little butter for ten minutes before using like this) on the top of the d'Uxelle layer, and on the top of the roe put a spoonful of rich brown or tomato sauce, cover this with fine bread-crumbs, put a few drops of oiled butter on these, and set in the oven till nicely browned. You can omit the sauce with this recipe if you think the result too rich otherwise. For the laitances en papilottes, oil some heart-shaped pieces of paper, put a little d'Uxelle mixture, as given above, on each, then a spoonful of thick well-reduced tomato sauce, or you can use a thick brown d'Uxelle sauce only, if you like, instead of the mixture and the tomato sauce, put a roe on each, fold the paper over, pinch the edges firmly together, and bake till the paper puffs out, then serve at once as hot as possible.

SYBARITE.



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# THE ESCOFFIER CARLTON DELICACIES

(AS SUPPLIED TO THE ROYAL HOUSEHOLDS OF EUROPE).

Manufactured by the "CHEF-DE-CUISINE" to the CARLTON HOTEL, LONDON.

| | | PER BOTTLE. |
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| The ESCOFFIER | "Sauce Robert" ... ... | 1/- |
| The Escoffier ... | "Sauce Diable à la Provencale" | 1/6 |
| The Escoffier ... | "Sauce Melba," for Peaches Melba ... ... ... | 1/6 |
| The Escoffier ... | "Poivrons d'Espagne, Hors d'Œuvre" ... ... ... | 1/- |
| The Escoffier ... | "L'Olive Noire (La Mauresque), Confite au Naturel à l'huile d'olive vierge" ... ... | 2/- |

MAY BE OBTAINED FROM ALL HIGH-CLASS GROCERS AND LEADING STORES.

*Manufacturers*—
ESCOFFIER, Ltd., 6, Ridgmount Street, Tottenham Court Road.

# РУБЛЬ КОФЕ
(ROUBLE COFFEE.)

## THE COFFEE OF THE EPICURE.

BERRIES, FRESH ROASTED,
**2/-** PER LB.
WE PAY THE CARRIAGE.

It may not sound cheap, but nothing REALLY GOOD ever is cheap.

Follow our directions, and a revelation awaits you of what REALLY GOOD COFFEE REALLY IS.

METATA AGENTS, 17, DEVONSHIRE SQUARE, LONDON, E.C.

## THE WHITE WINES OF ENGLAND.

# BULMER'S Famous Herefordshire CIDERS and PERRY.

For a beautifully illustrated booklet on Cider, price list, and special booklet for invalids, apply

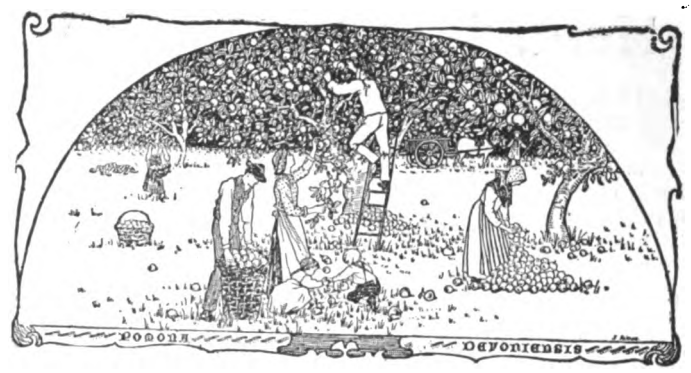
H. P. BULMER and CO., HEREFORD.

# BUTLER'S "KEEN" RAZOR

HOLLOW GROUND.
SPECIAL STEEL.
HAND FORGED.
*"I know that Razor, it comes from Sheffield."*

HIGHEST AWARDS.
GUARANTEED PERFECT, AND BRITISH MADE THROUGHOUT.
"Keen as this razor's edge invisible." (*Love's Labour Lost.*)

Black Handles ... ... each 3/- & *5/- | Ivory Handles ... ... each 5/- & *7/6
*Per pair, in best Case, 15/-; 7-day set, 50/- | *Per pair in Russia Case, 21/-; 7-day set, 70/-
"CAVENDISH" CARVERS (Regd. brand) keep "an edge that won't come off."
Fine Ivory, 20/-; Imitation ditto or Stag, 10/6 per pair. Post Free of all Dealers.
Sole Makers, GEORGE BUTLER & CO., Trinity Works, SHEFFIELD.




# The Premier Cyder of England.

DEVONSHIRE'S DELIGHTFUL DRINK.

# WHITEWAY'S PURE CYDER.

DELICIOUS. INVIGORATING. HEALTH GIVING.

Pure apple juice free from chemical preservatives. Supplied to many members of Royalty and both Houses of Parliament (Lords exclusively).

**Recommended by the Highest Medical Authorities as a panacea for Gout, Rheumatism and Obesity. Thousands of testimonials.**

For free illustrated booklet, price list, etc., write:

WHITEWAY'S, The Orchards, Whimple, Devon,
And 22 & 23, Albert Embankment, S.W. Telephone 173 Hop.

"Tears never yet wound up a clock or worked a steam ingin'."
—PICKWICK PAPERS.

# FRY'S PURE CONCENTRATED COCOA gives the feeling of "briskness," without which work or recreation may become irksome.

*"My Ideal of Perfection."*
—DR. ANDREW WILSON, F.R.S.E., &c.

# 7/10ths of ALL

Your little ills will find relief in

## CARTER'S LITTLE LIVER PILLS

For HEADACHE,
For BILIOUSNESS,
For INDIGESTION,
For TORPID LIVER,
For CONSTIPATION,
For SALLOW SKIN,
For the COMPLEXION.

Very small, and easy to take as sugar. Purely Vegetable.

*Genuine must have signature*

Price 1¾d.

# ARE YOU ALIVE

to the fact that thousands of people who *were* inveterate smokers of extensively advertised cheap paper cigarettes (which are so harmful to the health) have discontinued same, and are now smoking

# FLOR DE DINDIGUL

## CIGARETTES (All Tobacco Leaf—No Paper.)

They are far more satisfying, mild, delightful in flavour, pure, and last much longer than ordinary paper cigarettes. Doctors strongly recommend them. These delightful Whiffs are on sale everywhere. 1d. each, 8/- per 100. Awarded 10 Gold Medals for excellence.

Importer: BEWLAY, 49, STRAND, LONDON.
Established 125 Years.



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# Here, There, and Everywhere.

It will be good news to those who are lovers of cyder that the 1904 vintage is proving one of the best ever known among the Devonshire cyder-makers, and Messrs. Whiteway of Whimple are consequently enabled to offer their patrons a better class of light wine than ever before. Devonshire cyder has a taste which is quite distinctive, and, as compared with foreign wines sold at the same price, is far less injurious and much more palatable. There are, of course, cheap and nasty brands of cyder, but these are not to be found in Messrs. Whiteway's lists. There are those also who, for conscientious reasons, feel debarred from drinking cyder on account of the small but appreciable quantity of alcohol it contains. For them Messrs. Whiteway have prepared Cydrax, a pure, non-alcoholic teetotal beverage of a pleasant taste, and it does not labour under the excess of sweetness which is so marked a disadvantage with other teetotal drinks.

---

The beautiful weather of the last few days has brought a great many English visitors to Spa, in the curative waters of which some leading London doctors have discovered an invaluable aid to those who desire (for their health's sake) to return to the "simple life." The concerts provided by the municipality are excellent; the theatre is open, and in July some *al fresco* performances are to be given under the auspices of the Comédie Française. In July we are promised a *Bataille de fleurs*, and in August a race-meeting, a *concours hippique*, and an athletic tournament. To those weary of the heat, noise, and crowds of the Liège Exhibition, Spa affords a quite ideal haven of rest.

---

Collectors of antiques know that there are few pieces of furniture more difficult to find than genuine old chairs of any of the favourite periods, so it will be interesting to them to hear that just now at Hewetson's, Tottenham Court Road, there are several fine antique chairs. An odd but very handsome chair of Charles II.'s time is of oak handsomely carved; a fine set of chairs of William and Mary's time have cabriole legs, and the shell carved upon them; and some very quaint chairs belonging to that rather vague period called Anglo-Dutch, when the models came over with William of Orange, are of inlaid walnut of a very curious form. Renowned as this firm already is for its beautiful furniture, both antique and modern, it will doubtless become still more so, as it has received an accession of strength in the form of a new managing director. This is Mr. T. H. Batstone, who has carried out the furnishing and decorating of some of the most important hotels in London, as well as of many private houses and country mansions. The "specimen" rooms are a great charm of Hewetson's, as in them it is possible to judge of the effect any piece of furniture may have in a room.

THE STEWARDS' BADGE

Used at the recent Masonic banquet at the Crystal Palace. Designed and executed by Messrs Spencer and Co.

---

The splendid building which Mr. Hutchinson inaugurates this week in Great Queen Street, almost opposite Freemasons' Hall and the old-world Jacobean house once tenanted by Richard Brinsley Sheridan, is an excellent specimen of the architectural new departures of which London is now the witness, and is in perfect keeping with its historic surroundings. On the upper storeys the "Executive" of both the Masonic Boys' and Girls' Schools will find ample and luxurious accommodation, while the ground floor is devoted to the ever-increasing requirements of the business of Masonic jewellers and furnishers, founded nearly half a century ago by Mr. Spencer, and made by the energy of Mr. Hutchinson and his able assistant, Mr. Welsford, a household word wherever Freemasonry flourishes. The beautiful badge worn at the Boys' School Festival is a good specimen of the skill and good taste invariably displayed by "Spencer's." To the founders of new lodges (and very specially to Knights Templars) the advice of Mr. Welsford may be fairly described as almost indispensable. In the early part of the present week many old friends and customers foregathered in the new house, to wish Mr. Hutchinson and "Spencer's" a large measure of success.

A FINE MASONIC EMPORIUM.

Messrs. Spencer and Co.'s new premises in Great Queen Street, W.C.

---

A feature of this season's garden parties, "At Homes," and receptions is the utilisation of the marvellously-trained animals at the Royal Italian Circus by up-to-date hosts and hostesses who wish to give surprise and pleasure to their guests. The latest instance of this was the appearance of Jumbo Junior, the tiny elephant, at the children's party given by Lady Wernher at Bath House, Piccadilly, on Thursday afternoon. Jumbo Junior, who was escorted by his trainer, Signor B. Volpi, caused much excitement and amusement amongst the juvenile guests. He delighted them by waltzing with elephantine grace, and played a selection of airs upon the mouth organ. Encouraged with sweets and cakes, he exhibited quite a number of his accomplishments, and wound up the entertainment by distributing the prizes to the delighted children with his trunk.


## Amusements.

**HIS MAJESTY'S.** Mr. TREE.
Last Night of the Season,
Monday next, July 10th, at 8.
Special Performance of
OLIVER TWIST.
Dramatised by J. Comyns Carr.
Fagin . . . Mr. Tree.
Nancy . . . Miss Constance Collier
Oliver Twist . . Miss Hilda Trevelyan.
Box Office (Mr. Waits) open 10 to 10.

**AVENUE THEATRE.**
Lessee and Manager: Mr. Frank Curzon.
To-night and Every Evening at 8.45.
A MESSAGE FROM MARS.
By Richard Ganthony, in which
Mr. CHARLES HAWTREY will appear.
Preceded at 8, by MISS BRAMSHOTT'S ENGAGEMENT.
Matinee Every Wednesday at 3.

**PRINCE OF WALES' THEATRE.**
Lessee and Manager: Mr. Frank Curzon.
Mr. GEORGE EDWARDES' SEASON.
To-night at 8.15,
LADY MADCAP.
Matinee Every Wednesday at 2.15.

**WYNDHAM'S THEATRE.**
Proprietor: Sir Charles Wyndham.
Lessee and Manager: Mr. Frank Curzon.
To-night at 8.45.
Mr. HOPKINSON.
An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
Matinee every Saturday at 3.

**APOLLO THEATRE.**
Henry Lowenfeld, Sole Proprietor.
Tom B. Davis, Lessee and Manager.
Mr. GEORGE EDWARDES' SEASON
Every Evening at 8.15.
The Comic Opera, in Three Acts,
"VERONIQUE."
Matinee every Wednesday at 2.

**VAUDEVILLE THEATRE.**
Managers: A. & S. Gatti & Charles Frohman
Every Evening at 8.15,
THE CATCH OF THE SEASON,
By Seymour Hicks and Cosmo Hamilton.
The Vaudeville Theatre Company.
Matinees Wednesday and Saturday at 2.15.

**COMEDY THEATRE.**
Lessee: Mr. Wm. Greet.
Under the Management of Mr. Frank Curzon.
Every Evening at 8.30, Wed. and Sat. Matinees at 3
*The Times* says: "Riot of high spirits, perpetual laughter."
*The Daily Telegraph* says: "Uproarious, bright, and mirth provoking, hard to beat."
THE GREAT SUCCESS.
CHARLES FROHMAN presents WILLIAM COLLIER and the entire American Company in the delightful Farce, in Three Acts,
"THE DICTATOR."
"THE DICTATOR."
By Richard Harding Davis.

**DUKE OF YORK'S THEATRE.**
Sole Lessee and Manager: Charles Frohman.
To-night at 9.
Charles Frohman presents J. M. Barrie's New Play,
ALICE SIT-BY-THE-FIRE.
At 8.25 sharp, PANTALOON, by J. M. Barrie.
Matinee Every Saturday at 2.25 sharp.

**NAVAL, SHIPPING, AND FISHERIES EXHIBITION, EARL'S COURT.**
Noon to 11.0 p.m. Admission 1s.
Naval Construction, Armaments, Shipping & Fisheries.
NELSON'S CENTENARY RELICS.
FISHING VILLAGE. Working Exhibits. Model of "Victory."
GRAND NAVAL AND MILITARY CONCERTS
Go on board the full-size Cruiser.
Real Batteries of 4.7 Guns, Hotchkiss and Maxims
The Cruiser is manned by a crew of 150 Handy-men.
PANORAMA OF THE BATTLE OF TRAFALGAR.
West's "Our Navy." Maxim's Captive Flying Machine. Fairy Grotto. Indian Canoes. Burton's Great Red Indian Village—Chiefs, Squaws, and Papooses. Voyage in a Submarine. Vanderdecken's Haunted Cabin. Famous Sea Fights Miss de Rohan's Musical and Dramatic Sketches. Tilikum Canoe.




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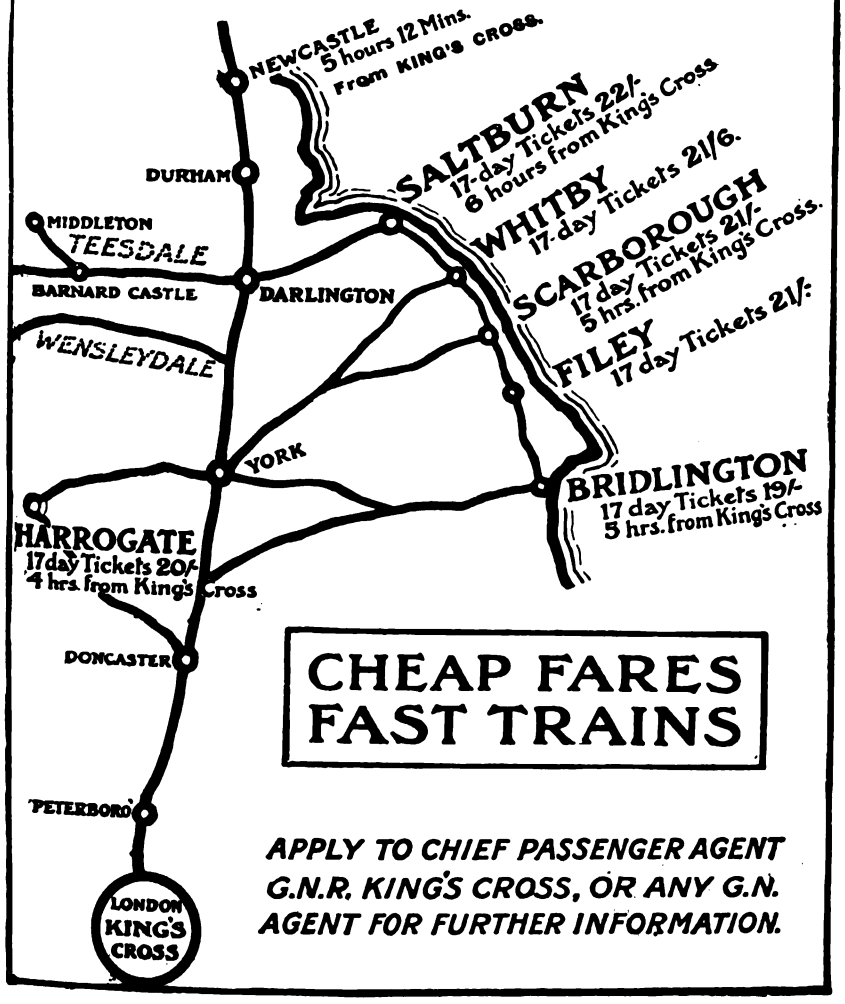


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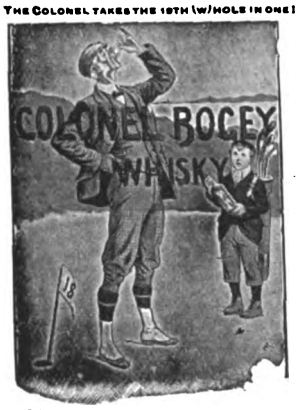


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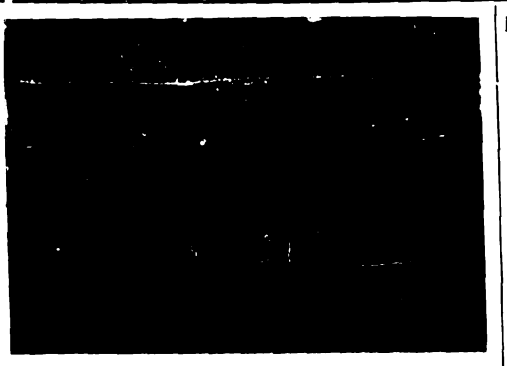

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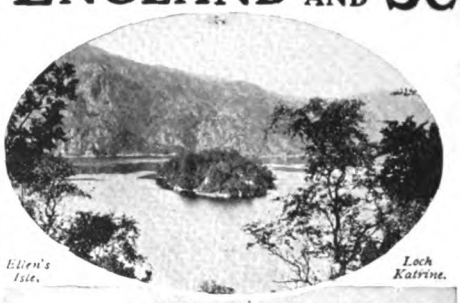
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# THE KING

*AND HIS NAVY & ARMY.*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 441. SATURDAY, JULY 15th, 1905. PRICE 6D.

*Ernest H. Mills.*

MR. DAVID LLOYD-GEORGE, M.P.

Liberal Member for the Carnarvon District of North Wales.

(*See page 491.*)

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**EDITORIAL.**

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*AND HIS NAVY AND ARMY.*

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**Vol. XX. No. 441. Saturday, July 15, 1905.**

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND MANCHESTER.—The new dock at Manchester will have been Royally inaugurated by the time these lines reach the reader's eye, and the tour of the King and Queen in the North Country well nigh finished. At Sheffield, where they inaugurated the new University buildings, at Knowsley, where they were the guests of Lord Derby, at Manchester, where they opened the new dock, both the King and Queen have revisited scenes already very familiar, and among which they have travelled more than once since the accession. But there is that about all three places which makes them always interesting, and Manchester in particular is a city that one may visit many times and not know thoroughly.

THE KING AND BISLEY.—The International flavour which has been given to all our sports and pastimes this summer by the influx of so many challengers from over the seas, and the victory of some large proportion of the visiting teams, has rather affected the interest usually taken by the public in the doings at Bisley. The National Rifle Association's meeting nearly always attracts a large number of foreign entries, and this year is no exception to the rule, but in the torrent of foreign competition which we have had to meet in all fields of sport, Bisley has become an incident rather than an outstanding feature. One thing, however, brings it into prominence, and that is the knowledge that, if possible, the King will pay a visit to the camp one day next week, and should that day be prize day, there should be an unusually large crowd of spectators.

THE QUEEN IN THE PARK.
**The Meet of the Four-in-Hand Club in Hyde Park last week was honoured by the presence of the Queen and Princess Victoria, who drove from Buckingham Palace in a landau.**

THE QUEEN'S MAIDS OF HONOUR.—There was a double wedding in the little private chapel at Buckingham Palace this week, and a signal honour was done to two of Queen Alexandra's Maids of Honour. The Hon. Dorothy Vivian and the Hon. Mary Dyke, who have been in close personal attendance on the Queen for some years, can claim to rank with some of the most favoured personages in the land, for it is very seldom that a commoner is married in a Royal private chapel. The Buckingham Palace Chapel is far from large, and the attendance at the double ceremony was therefore very small and select, consisting of a few members of the Royal circle and the nearest relatives of the respective brides and grooms. A luncheon party was subsequently given at the Palace by the King and Queen.

PRINCESS VICTORIA'S BIRTHDAY.—The celebration of Princess Victoria's birthday last week was the occasion of a brilliant scene in the grounds of Buckingham Palace. It was, indeed, almost a children's party that was given in honour of the event, and a number of well-known entertainers from London theatres and places of amusement received the honour of a command. Princess Victoria is passionately fond of children, and nothing gives her greater pleasure than to see a number of them round her enjoying themselves. And children, with that unerring instinct for a friend which they, together with the canine tribe, possess in a higher degree than any other division of the animal world, are as fond of Princess Victoria as she of them. Wherefore it may be judged that the scene in the spacious grounds around the Royal residence at the head of the Mall was a pretty and pleasant one for those privileged to be spectators.

ADMIRAL JOHN PAUL JONES.—It were difficult to picture in a few words the imposing scene of the transfer of the remains of Paul Jones from the soil of France, in which they have reposed for 113 years, to the "Brooklyn," in which they are being carried to the United States. The body reposes on the gun-deck of the war-ship on a dais, with the French flag at the head, the Russian at the feet, and the American in the centre. In one of the inscriptions in the article on this subject last week we made a statement that might read as if we meant that one of our illustrations showed the remains of Paul Jones. This, of course, was not so. The illustration simply showed some of the *débris* encountered in the course of the excavations. Paul Jones's body was in a remarkable state of preservation when discovered. It was enclosed in a leaden coffin, and the features were quite recognisable.



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THE QUEEN AT HURLINGHAM.

On Saturday last the final of the Inter-Regimental Polo Tournament was witnessed by the Queen, who, at the close, presented the cup to the winners, the 6th Inniskillings. The customary drink from the cup was taken by each member of the winning team; and they apparently enjoyed the refreshment after the game, to judge by Queen Alexandra's amused expression.

W. A. Rouch.

THE RIVER SEASON.

Above Boulter's is Cookham and the Ferry Hotel, and there are few who do not stop for tea on the lawn during the hot Sunday afternoons which mark a good river season. The river is regaining much of its former popularity, and this year Henley Regatta has had to be made a four days' festival, in consequence of the large number of entries.



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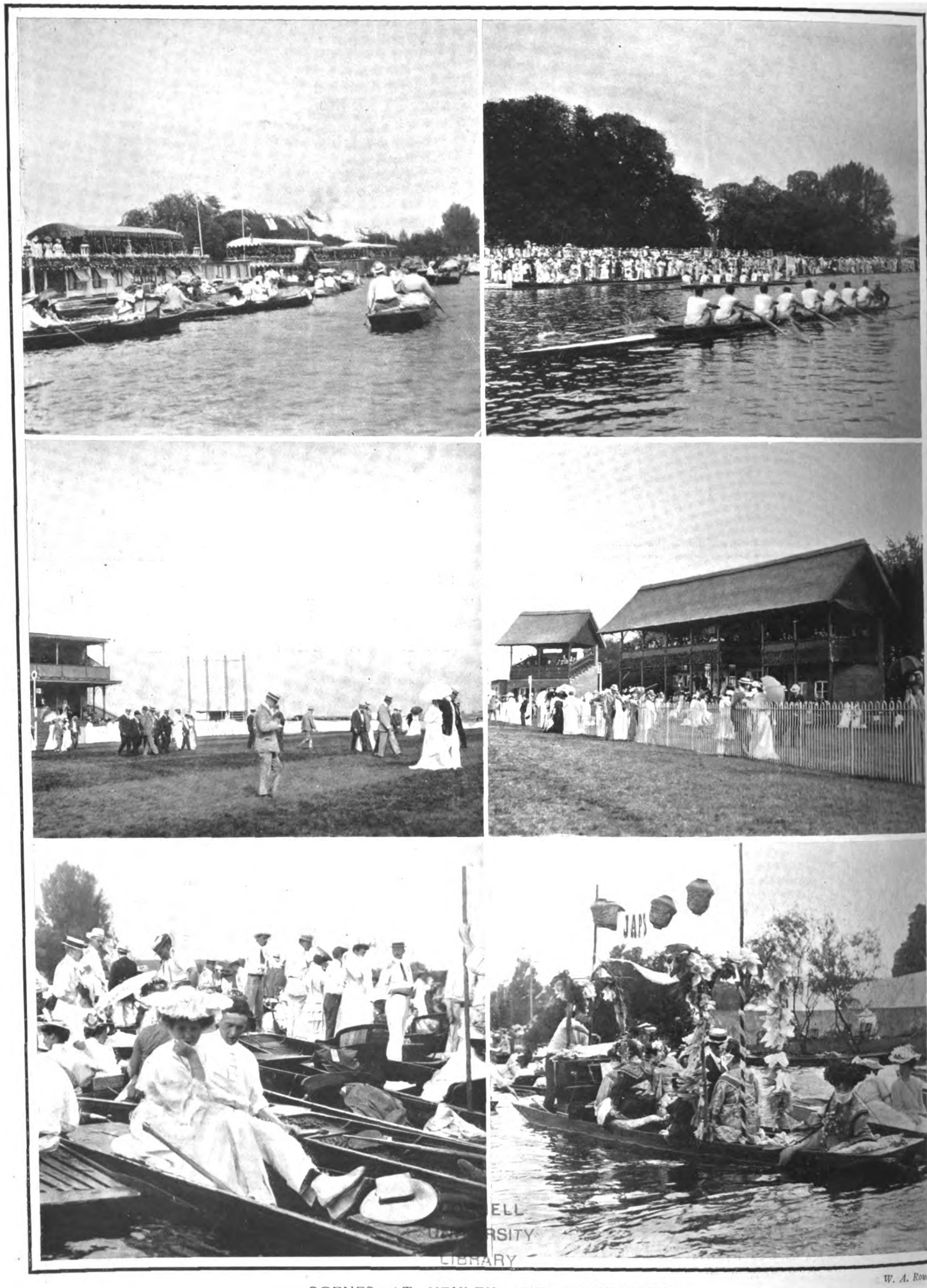
# SPORT AND PASTIME.




W. A. Rouch.

## SCENES AT HENLEY AND NEWMARKET.

(1) Along the course at Henley. The house-boats "Cigarette" and "Gipsy." (2) The semi-final for the "Grand." Leander beating the Vesper Club. (3) Between the races at Newmarket. Crossing the course from the Jockey Club stand. (4) The new thatched stands on the July Course at Newmarket. King Edward was present at the meeting. (5) The crush of boats at Henley during a race. (6) The masked minstrels and their punt.



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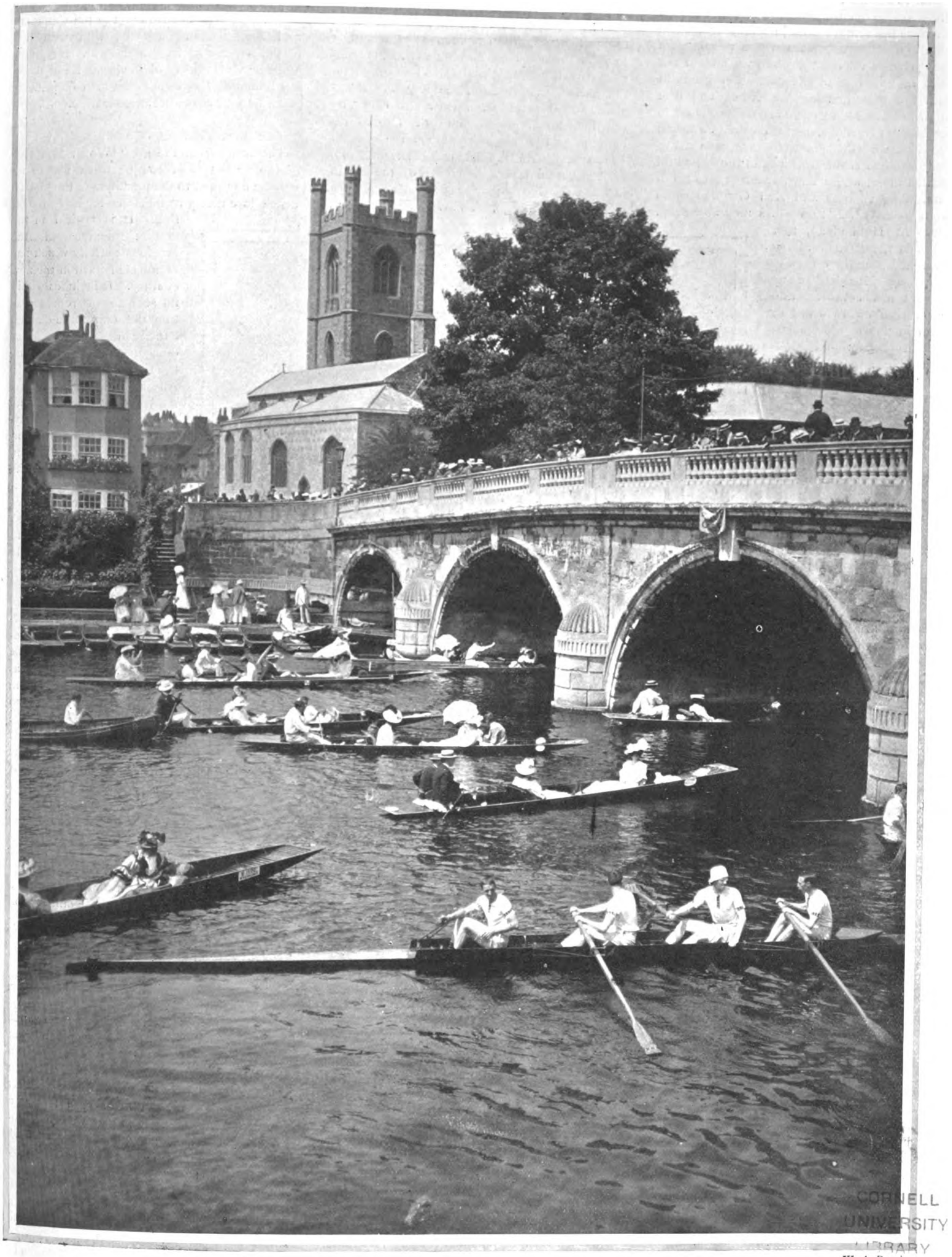
# THE RIVER SEASON.



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W. A. Rouch.

## THE CHURCH AND BRIDGE, HENLEY.

The particularly fine bridge and the old church at Henley are among the most familiar features of the higher reaches of the Thames. The photograph from which this illustration is reproduced was taken during the recent regatta, one of the most successful ever held on the historic course. The picture, which is a very typical view of the old Oxford town, will recall many previous "Henleys" to lovers of the river.



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OPEN-AIR LONDON. — A drive through London during the fine summer weather of the early days of July caused a foreign visitor to exclaim, "And yet you English say there are no open-air cafés in London." In a measure his remark was justified, for he had seen a number of places where people were taking tea in the open air, and yet he had not been in any one of the exhibition grounds, with the exception of the Zoo. The best known of these tea gardens is, perhaps, that in Kensington Gardens, but in Regent's Park and the Botanic Gardens there are also facilities; while in Waterlow Park, in the old-world garden there, where once, according to tradition, King Charles and Nell Gwynne were wont to meet, thirsty visitors may now drink tea. At Hampstead, too, there is the garden of the Spaniards, and on the Thames Embankment there are tea-tables, and but a little distance out of town in any of the villages around Harrow and Stanmore there are beautiful gardens where tea is served, especially on Sunday afternoons for those who drive or motor out there.

TAUCHNITZ.—There are very few travellers on the Continent who do not bring back with them one or two volumes of the Tauchnitz library, despite the prohibitory notice on the front. That same notice has been the cause of much misunderstanding, for many have taken it to mean that the edition was a pirated one. Yet this is far from being the case. From the very beginning every author whose books have been published in the library has been paid, and paid handsomely, for his work. And when the series was first started in 1841 with Dickens's "Pickwick" and Bulwer Lytton's "Pelham," no English or American writer had any protection by copyright on the continent of Europe; and that Christian Bernard Tauchnitz, not then but subsequently the first Baron Tauchnitz, was justified in dealing thus honestly, the success which has attended his venture proves. There is a collection of autograph letters in the archives of the firm which one and all testify to the authors' appreciation of the treatment they received. Browning wrote: "I shall accept whatever terms you may think fit to offer," Dickens said he had "every reason to rely upon your honourable intentions," and many other writers were content to say with the cabman of the ancient story, "I leave it to you, sir."

PURLEY BEECHES.—Last week quite a little flutter was caused in South London circles by the news that Purley Beeches, or, as it is more popularly called, Purley Oaks, was in danger of being sold as an eligible building site. If not so famous as the Beeches of Burnham, Purley Beeches is very popular with the residents of Croydon and the neighbourhood. On the slope of the hill is perched the little village of Sanderstead, five years ago as quaint and rural an old-world village as one could find anywhere, but to-day the "suburban residence" is beginning to show there as elsewhere on the further outskirts of London. Sanderstead is quite an old parish. There dwelt the Regicide Bradshaw, and there, in Commonwealth times, by the instrumentality of one of Cromwell's lieutenants, the use of the Book of Common Prayer was permitted. Near Sanderstead, too, is Addington, where a palace of the Archbishops of Canterbury was situated until a very few years ago. This same palace it is that is reputed to have stood on the site of a shooting-box which Henry VIII. was accustomed to visit when he wanted a week-end away from whichever of his wives happened to be troubling his conscience at the moment.

*Lafayette, Dublin.*

THE HON. MARY DYKE

Who was married on Tuesday in the private chapel of Buckingham Palace to Major Bell. The Hon. Mrs. Bell has been Maid of Honour to Queen Alexandra for some time.

A NEW COLONIAL BARONET.—One of the most interesting features of the Honours List is the inclusion in it of Mr. Julius Wernher's name. He is the first South African of the mining era to be made a baronet. Sir Gysbert Stockenström's title dates from 1840, when the Cape Colony was in its pastoral stage. His father was, however, an Africander, born and bred, and was honoured by Queen Victoria on account of his military services to the Crown. For sixty-five years his family was the only one with an hereditary title in South Africa. This distinction has now been taken from it by Sir Julius Wernher. It is significant of the character of South Africa's population that neither of her baronets bears an English name. This is not true of the ten Canadian and Australasian baronets, who, with one exception, are of British descent. Sir Julius Wernher is the head of the great Rand banking house of Eckstein, and a man of princely generosity to the cause of education.

THE BAPTIST WORLD CONGRESS, JULY, 1905.—The interest in the great World Congress of the present and coming week will in no way be confined to the members of the church which is entirely responsible for its convocation. It is typical in the highest degree of the religious activity which has manifested itself in the new century. It includes within its scheme of representation not only three distinct American sections, but delegates from India, China, the Congo, Canada, South Africa, the West Indies, Australia, and New Zealand, as well as France, Italy, Germany, Holland, Hungary, Denmark, Sweden, and Russia. Each of the nineteen delegates is expected to occupy three minutes and no more on July 11. The subjects to be discussed are not wholly theological, and with Mr. Lloyd-George, M.P., as chairman of the "National Primary Education" afternoon, some important pronouncements may be expected, especially as papers will be read both by Dr. Clifford and an American visitor, while the discussion will be opened by a delegate from the North-West of Canada. A hearty welcome doubtless awaits the Baptist pilgrims from America. England will not forget that they represent the latest phases of a creed which gave the world a Milton and a Bunyan, whose influence on national thought and literature is by no means wholly extinct.

DEATH OF A NATALIAN.—The death of Sir J. W. Akerman will leave a gap in Anglo-Colonial circles in London, and will cause genuine regret in Natal. He was a Devonian, who emigrated to the "Garden Colony," of which he was one of the earliest pioneers. At first he lived in a tent as a cotton planter. But the times were not propitious for experiments, so he "trekked" north, and studied farming with the Boers. The best part of his life he spent in Maritzburg, where he filled many municipal and political offices. For twelve years, or until the constitutional era, he was Speaker of the Natal Legislative Council. In Jubilee year he received his K.C.M.G., the first Natalian to be so honoured. Sir John had been in feeble health for a long time, though he was once a familiar figure at Anglo-Colonial functions.



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# THE BISLEY MEETING, 1905.

COMPETITORS AT THE NATIONAL RIFLE ASSOCIATION'S ANNUAL MEETING.

(1) The Queen's Westminsters' Team. (2) The team of the 7th New York State Militia beaten by the Queen's Westminsters in the Howard Vincent Shield contest. (3) Mrs. Way, the Transvaal lady shot. (4) Royal Engineers' officers' team, winners of the Officers' Cup. (5) Colour-Sergt.-Major Churcher, Gold Medallist and head of the Army "Sixty." (6) The Sixty Competition at the 600-yds. range. (7) The Royal Marines at the firing-line, in the competition for the Coburg Cup.

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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE professional match for £400 seems now to have been definitely arranged. The players who have accepted the challenge issued on behalf of Vardon and Taylor to play any other two professionals are Braid and Herd. As a correspondent points out in another column, it is something more than a pity that the match has fallen into the now familiar lines of a contest in which all the players know perfectly every detail of the game at the disposal of their opponents, not forgetting the equally important point in foursome match play, that every member of the quartette knows exactly the capacity and temperament of every other player. The result is that, though the match is sure to be a most interesting one, a good deal of its novelty will be lost owing to the fact that the golfing public are perfectly familiar with the game of these illustrious professional players.

* * *

Such a match is a good feature in these modern days, when so much importance has inevitably become attached to scoring tournament play among the professionals; but it is to be regretted that the match seems to have been arranged with so much hurry that little opportunity was given to some other professionals to see whether or not they could find the requisite monetary backing. It is quite a mistake to suppose that, because the quartette of professionals have for several years past asserted their supremacy pretty thoroughly over all their brethren, they must necessarily be equally invincible when playing among the ups and downs of the old-fashioned foursome. Three of the professionals are certainly marked out by their record to play in such an important match, but if the object of the promoters of it were to foster public interest in such a match, it might have been well to make the combination different from that now decided upon. Allowing that Vardon and Taylor are the best combination to represent English golf, it does not necessarily follow that Braid and Herd exhaust all the professional capacity of Scotland. A good many golfers of experience will hold the view that Braid and Willie Park would have been a better combination in a tussle against Vardon and Taylor. For one thing, Willie Park has had a much more varied experience of professional matches for considerable money stakes, and he has proved himself over and over again to be a particularly effective foursome player. He has the temperament for such a match, as he unquestionably possesses the ability to hold his own with any of his professional brethren. His inclusion, moreover, would have given a much-needed fillip to the interest of a wide circle of players in England and Scotland, and as he is playing as well just now as he ever did, it is more than likely that, backed up by the powerful support of Braid, the combination would turn out to be a particularly strong one. There is no better putter to be found on any links, and as he has adopted the overlapping grip now come to be recognised as at least the orthodox method of play for the professionals, Park has counteracted the old tendency to pull which handicapped him very often in years gone by with Douglas Rolland, Andrew Kirkaldy, and Vardon. If less hurry had been shown in the arrangements, it is possible that an opportunity might have been taken by lovers of professional golf to pick out a couple of professionals who might have given Vardon and Taylor as good a struggle as they are ever likely to enjoy.

* * *

The better form of issuing the challenge would have been to single out the players by name, after careful deliberation had been made of the present playing form and past

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THE PROFESSIONAL TOURNAMENT AT ELTHAM.

Rowland Jones (Wimbledon Park), in the qualifying stroke competition for the Southern section of the Professional Golfers' Association Tournament of £240, returned the record scores of 70 and 69.

THE ELTHAM TOURNAMENT.

A view of the crowd that followed H. Vardon in the stroke competition.



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# *On the Links.*

Morgan, Aberdeen.

NEW COURSE AT ABERDEEN.

**The extended course of the Deeside Golf Club at Bieldside was opened last week.**

record of the professionals, and to have settled beforehand the four greens which those finding the money wished to see the match played over. Considering the number of first-class greens in England and Scotland, there would have been no absolute need to adhere to the links over which the championship is played; and the first consideration ought to have been, when working out beforehand the details of such a notable foursome, certainly to choose links in the neighbourhood of important towns, and readily accessible to the large army of golfers who would wish to be present at such a historical event. One can only hope, however, that this challenge is only to be the forerunner of many in the future; but a good many golfers will agree that as far as the present match is concerned it would have been an event followed with universally keen interest if even two comparatively unknown professionals had been selected to combine and do their best to overthrow the invincible Vardon and Taylor combination.

Morgan, Aberdeen.

THE DEESIDE GOLF CLUB.

The play in the opening ceremony.

Morgan, Aberdeen.

THE DEESIDE GOLF CLUB.

Putting at the home hole.

* * *

On Saturday last an interesting foursome took place over the Harlech links. A visit was paid to this fine Welsh green by the Grand Duke Michael of Russia, accompanied by the Countess Torby, Prince Orbelliane, Baron and Baroness Stoeckl, Mr. A. H. Crosfield, Miss Crosfield, and Miss Barnett. The party lunched with the Earl of Winchelsea at Bettws-y-Coed, afterwards going by motor-car to the links. The Grand Duke Michael and Lord Maidstone played a foursome against Lord Winchelsea and Mr. Crosfield, the last-named winning by 3 up and 1 to play.

* * *

A team of the Bar Golfing Society played a team of the Press Golfing Society at Huntercombe last week. Both sides had a fairly strong team, the members of the Bar including Mr. Darwin, Mr. Harold Beveridge, Mr. D. Stephen, Mr. D. D. Robertson, Mr. Dyne, and Mr. Punton. Mr. F. H. Newnes had a very close match with Mr. Darwin, and Mr. Garden Smith was in such good form that he overthrew a strong player like Mr. Beveridge. The Huntercombe green was in very fine order, though one cannot help regretting that the large putting greens are made rather unequal in texture by a luscious growth of fine clover.

* * *

The professional tournament at Eltham in the Southern section of the Professional Golfers' Association for the *News of the World* prize of £240 was played in very fine weather, and was an unqualified success. A new record for the course was created by Rowland Jones of Wimbledon Park. Jones returned two scores of 70 and 69, Vardon coming next with 70 and 72, Taylor third with 72 and 71, and Braid fourth with 71 and 73. Jones played brilliant golf throughout the day, and his victory over such a strong combination of playing talent against him was richly deserved.

* * *

The pneumatic golf ball is rapidly becoming the most popular in America. At the recent Cincinnati Tournament, held in June, among five of the most successful competitors no fewer than four used pneumatic balls. Mr. Neil McNeale started with a rubber ball, but afterwards changed to the pneumatic, and with it won the consolation prize. Arthur Smith, the American professional, won the Western Open Tournament last week, playing with a pneumatic.

Morgan, Aberdeen.

NEW COURSE AT ABERDEEN.

**A view of the crowd at the opening of the extended course; teeing off at the 2nd hole.**



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# *On the Links.*

A VIEW OF THE 11TH PUTTING GREEN

Showing the "Rest and be Thankful" on the right, and an elevated staircase on the top of the hill, by ascending which a magnificent view of the surrounding country is obtained.

## GOLF PHILOSOPHY IN SLIPPERS.

### III.—On Leaving it to the Club.

WE all of us interfere too much with our clubs. The many and various clubs that have been given and preserved for our use are designed to perform many and various strokes, and are the outcome of much patient thought on the part of countless generations of golfers. And if we will only leave it to the club we shall the better attain our end. But too often, actuated by a laudable ambition to attain this end with greater precision, we interfere—to our own undoing.

I do not mean to imply that a club can play of itself. A play-club, for instance, cannot walk out of the club-house, take its stance at the first tee, adjust itself to the ball, and send it a long, slashing drive in the direction of the first hole, unless there is a man accompanying it. But if that man will confine himself to walking out from the club-house, accompanied by his play-club, taking an accurate stance at the first tee, and swinging his club up in the proper manner, and leave the rest to the club, he will achieve a better result than he will if he pursues his interference further. As an illustration of this, I was once endeavouring to give some instruction to a lady, quite a beginner at the noble game, and I was expatiating on this theory of leaving it to the club. She said, "I do not in the least understand what you mean." I said, "I will show you." We were standing at the time on the ladies' links, but not on a teeing ground, and I observed, without pointing it out to her, that there was a putting green about 50 yds. distant. I had in my hand an old iron, the maker of which had been dead to my certain knowledge for thirty years at least. "Now," I said, "this club has been playing golf for me, and for several former owners, for at least forty years, and it knows what it has got to do better than we can teach it." I put the club into her hands, placed her feet carefully, and put her into the right position for sending the ball towards this green, and teed up a ball for her. "Now just swing this club up," I said, "and swing it down again on the ball. It is impossible for you to interfere further by any act of volition on your part with what this club has got to do, because you have not got the remotest notion what you are going to do yourself." She did as I told her, happened to hit the ball cleanly, and it went straight on to

THE LE TOUQUET LINKS.

A bird's-eye view of this course in Picardy from the 6th putting green. The sea lies behind the pine woods in the distance.



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# *On the Links.*

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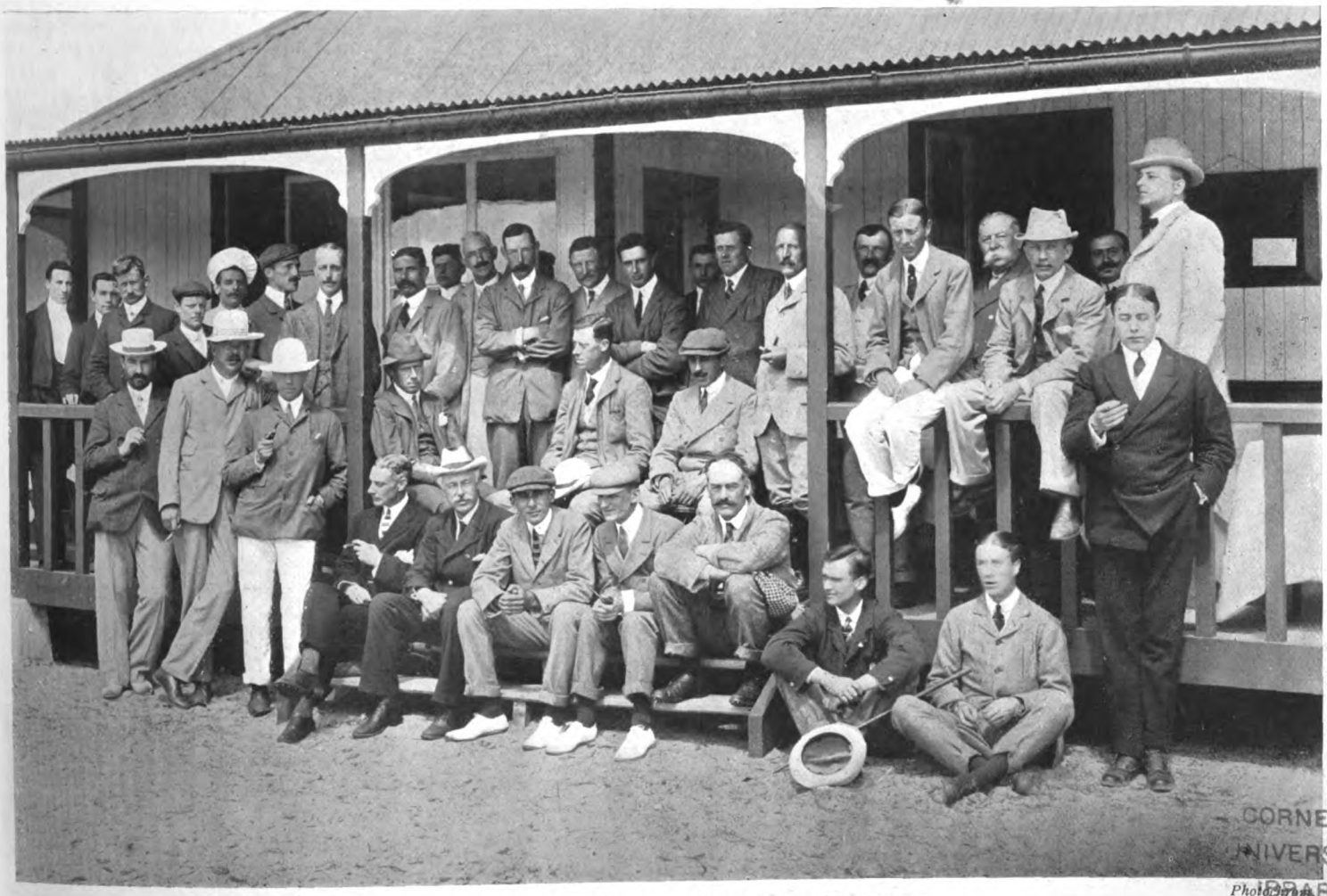
THE LE TOUQUET CADDIES.

The intense amusement of the boys and girls at being photographed for the first time. The caddies at Le Touquet are very intelligent and obliging, the girls being particularly sharp at "marking" the balls driven into the rough. Their English vocabulary at present is exhausted by the phrase, "All right: on the green."



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A GROUP OF THE LE TOUQUET MEMBERS.

Standing, left to right (back row)—Pruvost (the *chef*), Messrs. C. C. Hayes, P. A. Robinson, A. H. P. Stoneham, N. L. Jackson, W. P. Matthews, Ryder Richardson, Lewis Hoare, H. T. Wright, T. Hetley, H. J. Maeder, Cuming Macdona, M.P., M. Recoussine, and J. Blake. Second row—Messrs. Marshall, Howard Williams, D. D. Robertson, R. H. Balloch, G. A. Bonner, H. Underdown, W. Mason, and Jas. Gibb. Front row—Messrs. H. Mallaby-Deeley, Horace Hutchinson, B. Darwin, T. F. D. Miller, F. E. Cuming, A. O. Faulkner, Dudley Maddick, and Dr. McDougall.



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# *On the Links.*

the green, only travelled a few yards after it pitched, and, as luck would have it, rolled towards the hole and lay absolutely dead. "Now," I said, "we will go and see what this club has done for you on its own account." When we arrived at the green, and she found her ball lying within 18-in. of the hole, she marvelled greatly. I do not know whether this lady persevered with the game and in after life became a golfer, but she certainly made a good beginning.

I foresee that many of my readers will condense all that I have said into the two words, "Don't press," and, on second thoughts, perhaps, that is a better way of putting it.

C. DE LACY LACY.

## *Correspondence.*

### THE PROFESSIONAL FOURSOME MATCH.

TO THE EDITOR OF "THE KING."

SIR,—I do hope that the organisers of this projected match will take care to arrange it in such a way as, at any rate, to infuse public interest into professional golf. The time was when professional challenges in singles and foursomes were nearly a monthly event, especially between the rival professional schools of St. Andrews and Musselburgh. Professional golf supremacy has to-day passed into England, and the Scot, unpatriotic, indifferent, and careless of the golf fame of his country, once the pride of the world, will not subscribe a ruinous sixpence to revive one of the old matches. Neither St. Andrews, with all its aristocratic pretensions to be the hub of the golfing universe, nor Musselburgh in its golf decrepitude and mouldy decay of suburban crowds who can talk about the game, but who cannot play it, has a professional player who can do more than give an English scratch player a decently hard match The decadence is enough to make the whole crowd of Scotland shed tears of despite and learn to play the most funereal coronach in the whole range of Gaelic bagpipe music.

But what good end will be served in arranging a match, as I see is contemplated, among Vardon, Taylor, Braid, and Herd? We are all heartily tired of seeing these renowned players, for they have become the show spectacle of every golfing function for years past. We know them well, and though we must delight in their marvellous skill, some of us sigh for the appearance of new aspirants to fame and fortune. Is the whole of broad Scotland unable to produce a couple of golfers (outside of Braid and Herd) who will attempt to cut the proud combs of Vardon and Taylor? Is the land who gave us the great delights of the noble game so poor in golfing talent that no one will dare to put a couple of young and ambitious players in the field against the doughty Englishmen? This terrible poverty of talent on the part of Scotland was never so apparent and so lamentably to be mourned over as it is to-day, and Scotland and Scottish goliers have much to reproach themselves with

What of Willie Park and Andrew Kirkaldy, Ben Sayers and Fernie? They are all veterans, it is true, but on the principle of "an old dog for a hard road," methinks that such a combination might possibly produce surprising results. At any rate, it would be a novelty in the way of a playing spectacle; and this seems to be about all that the modern school of golfer wants in the interval of picking his teeth and sauntering round amid the absorbing attractions of a mixed foursome.

By all means let us have a good professional foursome for a money stake; but let the challenge be open, giving the preference to any two comparatively unknown players who will "cock their beaver" at Vardon and Taylor. Two greens in England and two greens in Scotland, but no St. Andrews, Muirfield, or Prestwick, and a choice among Rye, Deal, Lytham, Wallasey, or Huntercombe in England. Professional golf is becoming "groovy" in its monotony; let us attempt to make a new departure.—I am, etc.,

I. R.

RAYNES PARK *v.* HOUSE OF COMMONS.

Mr. Brown putting at the 14th green, Sir Edgar Vincent watching the stroke.

SIR EDGAR VINCENT, M.P.

One of the finalists in the Parliamentary Tournament this year, putting in his match against the Raynes Park Club.

RAYNES PARK *v.* HOUSE OF COMMONS.

Mr. Guy Pym, M.P., driving, Sir H. Seton-Karr, M.P. (with cigar), watching the ball.

## *FIXTURES.*

July 15.—Raynes Park, Summer Meeting.
July 15.—Hayling, Summer Meeting.
July 16.—Boulogne *v.* Le Touquet, at Wimereux.
July 22.—Hanger Hill ("Bogey.")
July 29-31.—Lytham and St. Anne's, Summer Meeting.
July 31.—Irish Open Amateur Championship, at Dollymount.
August 1.—Royal and Ancient, Calcutta Cup.
August 3.—Hunstanton, Foursome Competition.
August 4.—Seaford, Summer Meeting.
August 4.—Royal West Norfolk, Summer Meeting.
August 5.—Ipswich, Wood Cup.
August 5.—Rye, Monthly Medal.
August 5.—Hythe, Summer Meeting.
August 5.—Royal Ashdown Forest, August Meeting.
August 5.—Frinton, Summer Meeting.
August 5-7.—Rochester, Royal Marine Challenge Shield.
August 7.—Bushey Hall, Bank Holiday Competition.
August 7.—Hanger Hill, Bank Holiday Competition.
August 7.—Hunstanton, Residents' Cup.
August 7.—West Cornwall, Ladies' Summer Meeting.
August 7.—Royal Liverpool, Summer Meeting.
August 7.—Royal Isle of Wight, Summer Meeting.
August 7.—Buxton and High Peak, August Meeting.
August 7-8.—Littlehampton, Open Summer Meeting.
August 8.—Enfield, Ladies' Summer Meeting.
August 12.—Hanger Hill, Medal.
August 13.—Boulogne *v.* Le Touquet.
August 22.—Hunstanton, Ladies' Competition.
August 26.—Hanger Hill ("Bogey.")
August 30-31.—Hunstanton, Summer Meeting.
October 7.—New Luffness, Autumn Meeting.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. LI.—Mr. David Lloyd-George, Liberal M.P. for the Carnarvon Boroughs, and a Vice-President of the Baptist World Congress.**

IF a portion of Pembrokeshire merits the designation of Little England beyond Wales, a picturesque house on the further side of Wandsworth Common may be appropriately described as Little Wales in Greater London. In the early days of June, when the hawthorns are still in bloom and the last traces of blossom remain on the apple trees, there are few pleasanter places within forty minutes' drive of the House of Commons than Eversfield, where Mr. Lloyd-George can breathe air almost as pure as that of Llanystumdwy, and where everything that meets the eye reminds you of the Country of Castles and Saints, throughout the length and breadth of which his name to-day is something more than a household word. A carved Welsh settle stands in the hall; views of Welsh scenery adorn the walls; the ancient grandfather's clock, ticking sonorously in the corner, bears the name of Watkin Owen of Llanrwst; and the ornate casket containing the "freedom" of Pwllheli is flanked by rare bits of Swansea and Nantgarw china, once the pride of the Carnarvonshire cottage where the future Champion of Wales at Westminster learned his first lessons in statecraft from the pages of Rollin, Macaulay, and Thomas Carlyle. The presence of a grand piano of unimpeachable tone and quality proclaims the fact that Mrs. Lloyd-George—herself an Owen of Mynyddednyfed and a descendant of Owen Glyndwr—and her five children have inherited all the Welsh love of song and music, and when the youngest, the darling of the house and the light of her father's eyes, is at home, the soft-sounding melodious language of Wales is generally spoken at Eversfield. The drawing-room opens on a shady verandah and a cool old-world garden, in which, despite the length of the previous night's debate, he is hard at work on the last consignment of Blue Books at a commendably early hour, although it must be confessed that a formidable pile of letters, heaped up on a chair by his side, still remain unopened; but he tells you, laughingly, that these are nothing to what probably awaits him in Queen Victoria Street and at the House of Commons.

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MRS. LLOYD-GEORGE

Wife of the Member for Carnarvon Boroughs, with her five children.

Austin and Son.

Lloyd-George is to the Wales of the present what O'Connell was to the Ireland of the past. They both earned early in life the distinction of being spoken of without any prefix or the use of their Christian names, and very few of the political Goliaths slain by the member for the Carnarvon Boroughs in the course of his brief and brilliant career probably knew that their redoubtable adversary was called David. Since O'Connell died, the Celtic race has never sent so powerful a representative to the British Senate as the man who won his spurs as a "passive resister" by refusing to repeat the creed or the catechism when one of the most promising pupils at Llanystumdwy Church School; as a friend of the oppressed of all nations by an impassioned speech on behalf of Arabi Pacha in 1882; as an acute lawyer by the discomfiture of the intolerant vicar of Llanfrothen; and as a consummate Parliamentarian tactician by his obstruction of the clergy discipline exactly ten years later.

Lloyd-George (though born some forty years ago in Manchester) comes of a race of Welsh farmers, who for generations tilled the soil of Trecoed Farm, not far from Fishguard in Pembrokeshire, the scene of the French invasion of 1797. On the death of his father, when he was still in his earliest youth, his mother—a staunch Campbellite Baptist—returned with her children to the village of her birth in South Carnarvonshire, and it was at Llanystumdwy that he grew up, his early thirst for knowledge being gratified by the exertions of his maternal uncle, who actually devoted his leisure hours to learning French in order that he might instruct his nephew. Brother and sister belonged to the same form of Welsh Nonconformity, and the Baptists from the other side of the Atlantic, now assembled in London for the World Congress, will doubtless be interested to know that foremost amongst their co-religionists is the distinguished politician who is to-day to the vigorous and awakened Nonconformity of Wales in general, and that of the Baptists in particular, what O'Connell was seventy years ago to Catholic Ireland, when it still struggled to make its wants articulate. Lloyd-George passed the solicitor's preliminary examination before he was fourteen, left school two years later, and after a short course of private study was articled to an attorney at Portmadoc. In 1884 he was "admitted with honours," and almost at once began to practise on his own account. He was soon joined by his younger brother, who entered the profession with similar distinction. Ten years later the firm obtained the Town Clerkship of Barmouth, and about the time of the Diamond Jubilee a London office was opened in Queen Victoria Street, with Mr. Roberts, a compatriot, as an additional partner. The initial legal triumph of Mr. Lloyd-George as the successful advocate of the graveyard rioters of Llanfrothen has already been alluded to. It is only necessary to add that his legal acumen is as remarkable as his knowledge of Parliamentary forms and strategy.

In 1888 he had the good fortune to meet and marry Miss Margaret Owen. By this time he had entered public life at Criccieth, and the genial Postmaster-General of those days, Mr. Cecil Raikes, had dubbed him the "Boy Alderman"; but the "Boy Alderman" was soon destined to go further, for the Liberals of the Carnarvon Boroughs adopted him as their candidate, and in 1890 he beat the Squire of Llanystumdwy, Sir H. J. Ellis Nanney, by a majority. It thus came to pass that while still on the sunny side of thirty the "Boy Alderman" of Criccieth became the chosen representative at Westminster of four prosperous watering-places, four mediæval castles (including the birthplace of the first Prince of Wales), and four ancient corporations, to say nothing of the Bishop, the Dean and Chapter of Bangor, and Lord Penrhyn!

It is hardly necessary to recapitulate Lloyd-George's struggles and successes. His battle for the political and religious freedom of his fellow-countrymen still continues, but Lloyd-George has no anxiety as to the ultimate result. Golf is his solitary form of recreation, and if ever he gets a leisure afternoon, he devotes it to a game on the Lewes Links with his friends and compatriots, Mr. Herbert Lewis, M.P., and Mr. Timothy Davies. The influence of Lloyd-George as a debater is now probably as great as that of any of the occupants of the Front Opposition Bench. As a strategist and tactician he is unsurpassed, and he has reduced the possibility of saying biting things in a pleasant manner to a fine art.

In the next Parliament no potential Liberal Premier can ignore the importance of Lloyd-George or hope to do without his assistance and support. Important office doubtless awaits him. It may be his destiny to lead the Liberal Party in the House of Commons in the near future. "Gallant Little Wales" will, doubtless, always have the highest place in his affections, but the Empire at large has claims on his time and talents which he is not likely to ignore.



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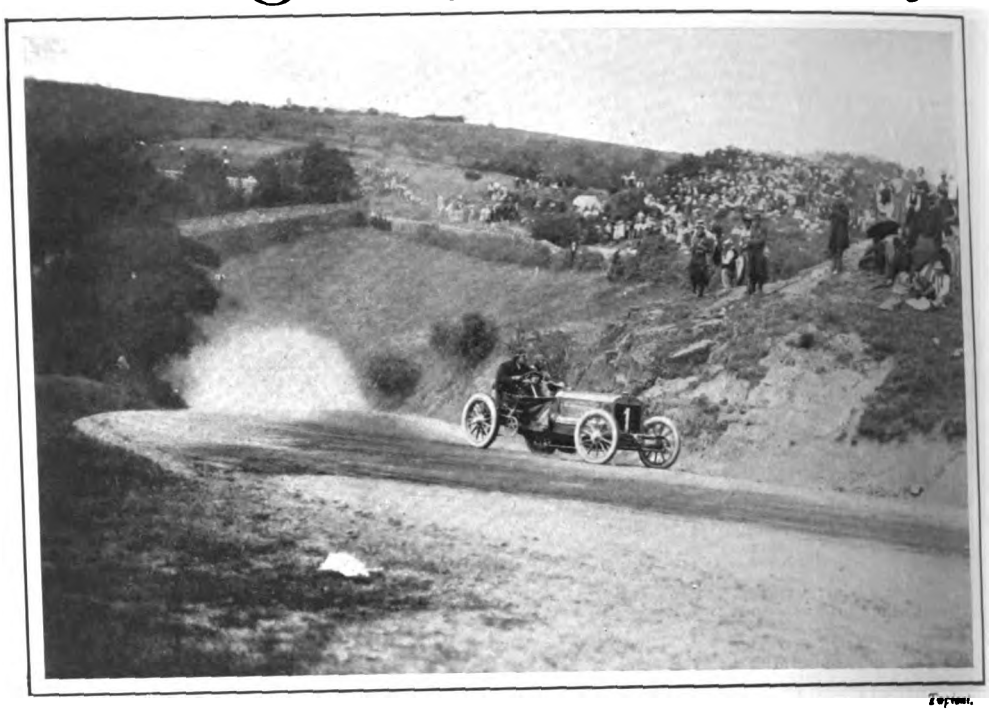
# The Motor: On Highway and Seaway.

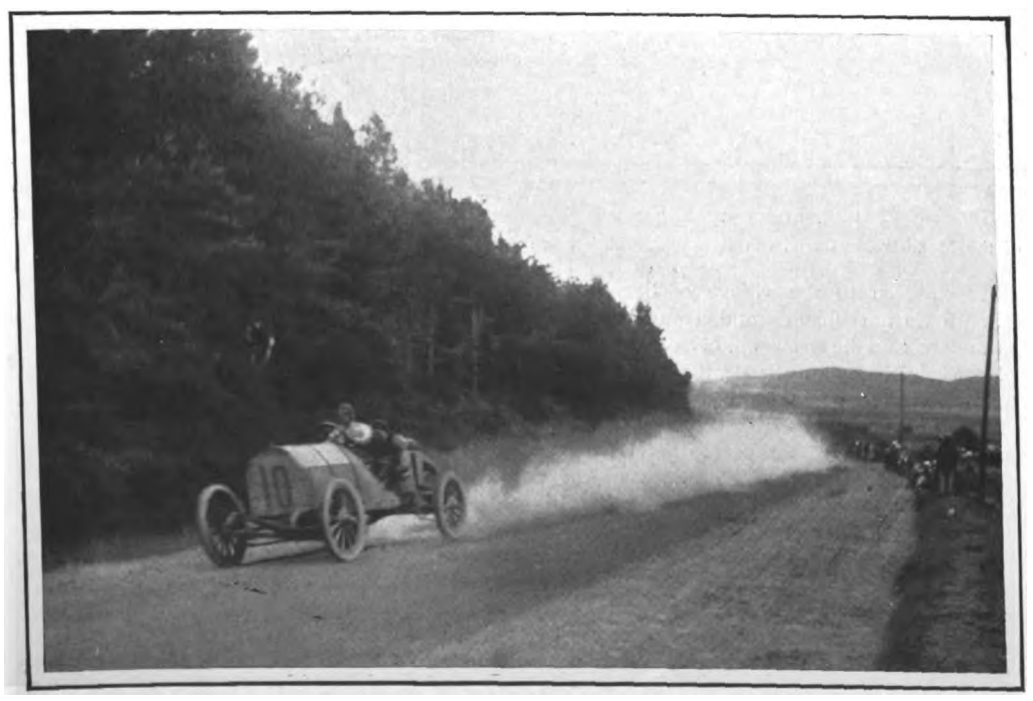
WHAT will probably prove to be the last Gordon Bennett Cup Race has been held, with a result which is now known to everyone who takes the slightest interest in motoring. Théry's victory was, in a sense, somewhat of a surprise, for in a contest in which so much depends upon luck, and some trivial and unpreventable incident may ruin the most promising chances, it seemed incredible that one driver and one make of car could win four big races in succession. As a matter of fact, the great French driver clearly met his match in Lancia, who at one time seemed an almost certain winner, as he made by far the fastest time for the first two rounds of the course, and gained 12-min. 36-sec. on Théry. Disaster, however, overtook him towards the end of the third round, his radiator becoming hopelessly damaged on the long climb from Clermont to the starting-point. Other cars ran well and consistently; but the race, almost from the outset, resolved itself into a struggle between Théry and Lancia, and on the retirement of the latter the result was a foregone conclusion, barring those accidents which never seem to happen to a Richard-Brasier car driven by "Chronometer Théry."

He has well earned the name, for the regularity of his driving is nothing less than extraordinary. In last year's Eliminating Trials his fastest time for the six laps of the Mazagran circuit was 1-hr. 16-min., and his slowest 1-hr. 27-min. At Homburg, where he won the Cup for the first time, three out of the four rounds of 80 miles in length were covered in 1-hr. 26-min. and a few odd seconds, while the fourth was only 3-min. slower. At the French Trials on June 16 he was slightly less consistent, a fact for which the constant tyre troubles were responsible; but last week in the race itself he is said to have changed all four covers at the end of each round, an operation which only cost him four or five minutes per lap, thanks to the marvellous skill of the men at the tyre depôts, and the result was seen in the recorded times for his four rounds, which were 1-hr. 41-min. 7-sec., 1-hr. 48-min. 57-sec., 1-hr. 48-min. 42-sec., and 1-hr. 49-min. 56-sec. respectively. It will thus be seen that he thrice covered a distance of 85 miles of winding mountainous roads, where a difficult corner is met with, on an average, every minute or less, in almost exactly the same time.



THE GORDON BENNETT RACE.
Théry, the winner, rounding the famous Gendarme corner.

There were other cars which did nearly as well, so far as regularity is concerned, although in some cases their drivers had far less experience of the course than Théry. Rolls on the Wolseley, which Jarrott drove in the race last year, varied only from 2-hr. 3-min. to 2-hr. 15-min. gross times for his four rounds. Cagno on a Fiat did 1-hr. 54-min., 1-hr. 50-min., 1-hr. 53-min., and 1-hr. 51-min. respectively, an extremely consistent performance. Bianchi's best time was 2-hr. 1-min. gross, and his slowest only 2-hr. 12-min., while 15-min. was the extent of the variation shown by Caillois, the driver of the second Richard-Brasier car. On the general results the honours seem to be fairly divided between France and Italy, and between the Richard-Brasiers and the Fiats. The former gained first and fourth places, and the latter second and third. To further equalise the merit, Lancia, the first Italian string, has the distinction of having made the fastest times ever accomplished on the Auvergne course, his first round occupying only 1-hr. 34-min. 37-sec. gross, which is nearly 2-min. faster than Théry's best lap, his second in the French Trials, and 7-min. faster than any time recorded in the race itself. His second round was 1-hr. 42-min. 11-sec., which was only beaten once last week, and that by Théry himself in his first lap. The British cars did fairly well, as all three succeeded in finishing in creditable time, Rolls being placed eighth, Earp, who drove Macdonald's six-cylinder Napier, ninth, and Bianchi eleventh. Only 12-min. separated the British competitors, Bianchi, the last, being 1-hr. 36-min. behind the winner. Earp succeeded in making the fastest round of the three, his gross time for the first lap being 1-hr. 54-min. 11-sec. The Montagu Trophy, for the best team performance, goes to France, which, in addition to scoring first and fourth places with the Richard-Brasiers, gained the sixth position with Duray's De Dietrich. Of the six Mercédès, German and Austrian, of which so much was expected, only three finished, Werner and De Caters being placed fifth and seventh respectively for Germany, and Braun, who drove the first of the Austrian cars, finishing tenth. The redoubtable Jenatzy, who won the race in Ireland, and had spent months in practice on the course, was in trouble from the start, and retired after the second round.



*Topical.*

THE GORDON BENNETT RACE.
Cagno, who came in third, running at full speed near La Baraque.

Théry's net total time for the 341·2 miles was 7-hr. 2-min. 42 3-5-sec., which works out at an average of 47·8 miles an hour, or 2½ miles faster than he accomplished in the Eliminating Trials. Nazzari's time was 7-hr. 19-min. 9-sec., and Cagno's 7-hr. 21-min. 22-sec., their average speeds working out at 46·6 miles and 46·4 miles respectively. These speeds are much lower than those recorded in Ireland in 1903, and last year on the Taunus



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course, but are easily accounted for by the difficult nature of the Auvergne Circuit. Jenatzy averaged 49½ miles in Ireland, and Théry 53 miles in Germany. England's victory in 1902 over the Paris-Vienna course was a very slow performance, Edge's Napier only averaging about 34 miles an hour; but the Panhards, which won in 1901 and 1902, the cylinders 160-m.m. by 140-m.m., which, however, are easily surpassed in point of size by the 185-m.m. by 150-m.m. of the Mercédès, and the 190-m.m. by 150-m.m. of the De Dietrichs. The modern engines, moreover, are probably far more efficient, and certainly run at far higher speeds than the slow-running motors of the early Panhards.

ought, therefore, to have a larger representation in the race than a country which can boast at the most only two or three first-class firms. They apparently lose sight of the fact that the wider the choice of cars the better their prospects of success, and that defeat would be much more damaging if the French competitors were numerically far superior to their

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Topical.

THE GORDON BENNETT RACE.

Lancia rounding a dangerous turn near Rochefort. This driver, who is chauffeur to the Queen of Italy, made fastest time in the first two rounds, on a Fiat.

first two occasions on which the Cup was raced for, did 38½ miles and 40 miles respectively. It is worthy of note that the Panhard which was driven to victory by M. Charron in the first contest was rated nominally at 24-h.p., and its cylinders had a bore of only 100-m.m., which is considered hardly sufficient nowadays for a medium-powered touring carriage. This year's Richard-Brasiers have

It is difficult to prophesy as to the future of the Gordon Bennett Cup. The only matter definitely decided is that the French makers will take no further part in the race, unless, perhaps, the conditions are radically altered in order to give them an even greater chance of victory than at present. They say that they make many more cars than any other nation at the present time, and that France

rivals. A race for French cars only would have little value as an advertisement, while, on the other hand, a Gordon Bennett from which the nation which has won four times out of six was absent, would fall very flat. Personally, I believe that it would be for the good of the industry if all racing were to cease, and possibly this may result from the international squabbles.

RADIATOR.



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# The Parisians of Paris.

## HOW THEY ACCOMMODATE LARGE FAMILIES.

"WHAT is the rent of your apartment on the fifth floor?" asks a timid-looking, pale little woman to the Cerberus reading her evening paper in a chair on the pavement. Without giving an answer to the question, the concierge pushes her spectacles above her eyes and says, "Children? Any children?" "Four," replies the woman meekly. "No, thank you. We can't do with children here," and continues her reading. She has strict injunctions from the proprietor not to accept tenants with large families, and four children make a large family in Paris. This is what she told me when I asked her for an explanation. "She mustn't come into these quarters to find house-room for a lot of children. Yes. I know they have taken some opposite; but they will have to go. The other tenants have all given notice. Nobody will stand noise overhead. And then they are always catching something." I suppose I looked as if I had not understood, for she continued, "Measles, whooping cough, croup. And the house is upset at all hours of the night with their squeals. Besides, they will have dogs. I never yet knew a family of children without a poodle or a terrier. And accidents occur on the staircase, and there is a commotion because they have to go up and down the back way. The proprietor knows what he is about when he says no children."

This is the case for the house-owner. But what becomes of the other side of the question? Where are mothers and fathers of four and more children to find accommodation?

Francisque Sarcey tells the story of one of his friends, a professor, and father of seven children, constantly changing apartments, and ultimately being obliged to acknowledge only three when he signed his lease, and smuggle in the remainder. Not many months ago two babies were brought into a house between mattresses and kept indoors for a couple of months unknown to the concierge. But babies cannot be hidden for ever, and the twins were discovered as they took their first airing in the new neighbourhood. The parents had to leave, of course, for children could not be tolerated. Among the poorer classes it was at one time the custom to send new-born babies into the country to be nursed, but M. Brieux has opened the eyes of Parisian mothers to the dangers of this system, and with the growing need of room to keep them with the parents came the necessity to house them.

Under the auspices of a group of philanthropists, the building in the Rue du Télégraphe was erected, an enormous structure with three wings, that shelters seventy-two families. Here the children can come and grow, play and keep dogs, no one to complain of the pattering of little feet, or the noise of toy trumpets and drums. I do not pretend that it is a house that would tempt a bachelor, but married men are thankful for the place in other directions, and the knowledge that their wives and little ones are happy.

*Geniaux, Paris.*

DINNER IN THE RUE TELEGRAPHE.
A family party of nine.

The rental of the apartments varies from £8 to £16 per annum, each apartment consisting of a kitchen-dining-room, where the stove is placed in a tessellated angle, and the remainder of the floor is parquetted—an excellent combination that unites convenience and elegance. Beyond this there are three bedrooms, one for the parents, one for the boys, and another for the girls of the family. Economy is studied in every arrangement in this model dwelling, for the stove that cooks the dinner also heats the rooms throughout by means of a grating through which the hot air passes. A great improvement on the ordinary apartment is made in the size of the windows. Here they are of exactly double the dimensions, giving twice as much light and air as is generally introduced into low-rented homes in the heart of the city. A wide balcony is the one little luxury of the self-contained flat, a compound word invented by the British house-agent which always delights me. I have never grasped the meaning of the expression, nor discovered who the "self" is contained therein; but I love the importance of the combination, and imagine it must have a big effect on the flat hunter. But to return to the balcony. The architect has again had a happy inspiration in the two ventilated cases at each extremity; one contains the provisions—in other words, is the larder of the establishment; the other is the recipient for soiled linen. Could anything be more practical than this arrangement for keeping the rooms free of noxious scents?

It is interesting to know how families of eight and nine people can live, and live comfortably, on £3 a week, the average income of the clerk in a mercantile house. The daily meals are worth studying. Breakfast is translated by a bowl of black coffee and bread, or a plate of soup from the preceding day. Milk is only given to the babies. The midday meal is generally composed of a meat stew, well cooked, and served with a good supply of gravy for the children to dip their bread in, followed by a vegetable of one sort or another. At four o'clock a thick slice of bread with a thin layer of jam is to be found in the hands of big and little ones. And at night, when father comes home, the family are all at table, awaiting the steaming soup that mother pours straight from the saucepan into the tureen. Potato and leek, cut into small pieces and boiled in water, a lump of butter, salt, and pepper to give it a flavour, and small rounds of bread make the soup nourishing and good. A salad, a piece of cheese, and a little cheap fruit complete the meal. Wine at 3d. a litre is diluted with water, and nobody suffers either in health or pocket. An oilcloth covers the table, generally selected in imitation of a linen cloth in floral squares, and each member has a table-napkin. A Frenchman of the middle and lower classes cares nothing for a table-cloth. He will eat off oilcloth as heartily as off damask, but he must have his table-napkin.

FRANCES KEYZER.



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# IN THE RUE DE TÉLÉGRAPHE.

*Geniaux, Paris.*

A GROUP OF LITTLE INMATES OUTSIDE THE INSTITUTION.

*Geniaux, Paris.*

CHILDREN ON THE ROOF OF THE BUILDING IN THE RUE DE TÉLÉGRAPHE.

An excellent institution in Paris is this building, which shelters seventy-two families, mostly those of the working classes. It was erected some years ago to remedy the difficulty in obtaining apartments experienced by parents with large families.



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# Under the Burgee.

BY the time these notes are in readers' hands another Clyde Fortnight will have to be numbered with those that have passed. As is well known, every effort was put forth to revive interest in this old-established series of regattas this year, the Royal London Yacht Club assisting by organising the Cowes to Clyde race, with the object of attracting yachts up North. A certain measure of success has rewarded these efforts, and the gathering of big yachts has exceeded in numbers those of any more recent years, although it has to be admitted that, in point of sporting interest and in the number of vessels present, the fixtures do not bear comparison with those of the closing years of last century. This may be true of regattas generally all round the coast, but the Clyde has probably suffered worse than any other district, if we except the Irish ports. The most serious obstacle that has to be overcome, if the Clyde Fortnight is to resume its one-time important position amongst the season's fixtures, is the long journey North in the middle of the season, when all the principal craft are congregated down South, having just concluded their engagements at the different regattas on the Thames, the East Coast, and Dover. Viewing the matter from this standpoint, it would seem that some re-adjustment is required in an arrangement of dates that at present necessitates at least a week's blank in the middle of the season. If under existing arrangements the Clyde sport should revive, it must be at the expense of some other meeting, and this seems to point to a much-needed reform in the method of arranging the dates of the important regattas. The promised revival of the Y.R.A. fixtures conference may lead to some beneficial results in this direction.

A suggestion has already been put forward by some yachtsmen to open the season on the Clyde instead of on the Thames. This would have the twofold advantage of not clashing with any other fixture, either English or foreign, and do away with the special journey North in the middle of the season. Unless some such alteration is made, it is very doubtful if the racing of the Clyde Fortnight will ever attain to its old proportions.

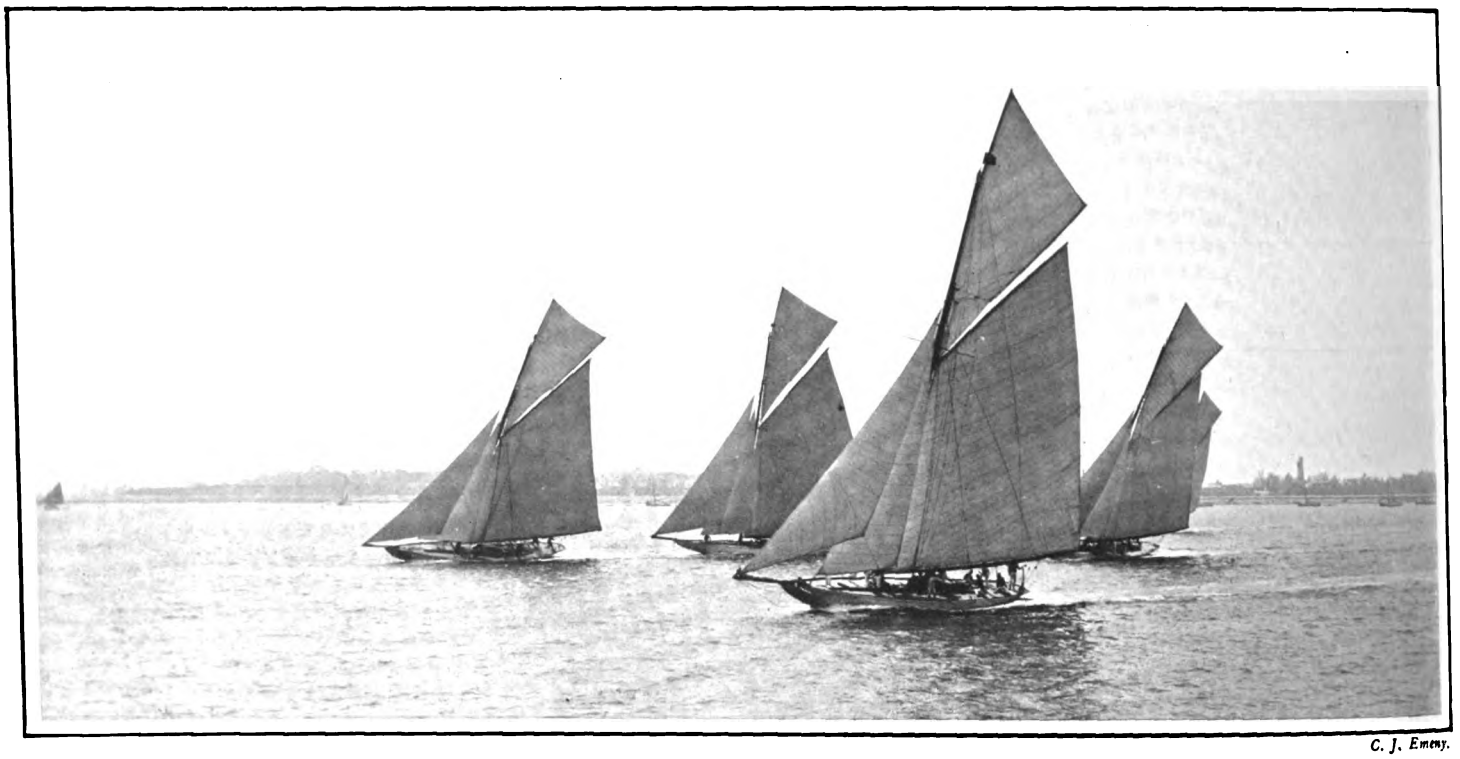
The Clyde is one of the most charming yachting districts in the British Isles. Racing conditions are certainly often far from ideal; "Clyde flukes" have long been proverbial, but the sailing takes place amidst lovely surroundings. This may not be a weighty consideration with some few yachtsmen, whose whole attention is devoted to the racing, but it has in the past attracted large numbers of steam and cruising vessels to the district.

In reference to the sailing conditions, the wind often plays strange freaks. It is quite a common occurrence to see yachts in close company get totally different streaks of wind, and the orthodox idea, "never leave your opponent," has especial point when sailing in these waters. As long as you are getting the same breeze as your opponent, never leave her; at a distance of a few boats' lengths you may be becalmed and remain stationary, while your competitors are completing the course. These vagaries of weather are, of course, attributable to the configuration of the land surrounding the Firth. For cruising it may not be a matter of importance. If progress is slow, there is grand scenery to admire and absorb attention; but in racing one requires to be philosophic, not to become at times exasperated with the samples of weather encountered. There is hardly any perceptible ebb or flow of tide on the Firth, so that, when becalmed, there is not even a decent chance of drifting home.

One great advantage in Clyde regattas is that those interested ashore can watch the yachts round the whole of the courses from different points of vantage around the coast, and it is by no means unusual to see crowds of interested spectators on the shore, the vast majority of whom display an intimate knowledge of the sport.

Hunter's Quay is one of the most favoured spots for yachting on the Clyde. The regattas of the Royal Clyde, Clyde Corinthian, and the Mudhook Clubs are held here, and Holy Loch, just adjoining, is a favourite anchorage for small craft throughout the summer. At Sandbank, about a mile up the loch, are some yards where many of the local craft are berthed in winter, and fitted out for the summer.

In a district remarkable for its beautiful scenery, it is difficult to allude to any spot particularly for its beauty, but Hunter's Quay certainly compares favourably with any of the places frequented by yachtsmen. It was at the regatta here that the collision occurred between Valkyrie II. and Satanita in 1894, resulting in the sinking of the former, which had just returned from America. The Mudhook Regatta opened last week on the anniversary of this catastrophe.



C. J. Emeny.

A START IN THE 52-FT. CLASS.

The yacht in the foreground is the Herreshoff-designed boat Sonya, owned by Mrs. Turner Farley. Under her lee is Britomart, the new Mylne design owned by Mr. W. P. Burton. Moyana is leading, and Maymon is bringing up the rear.

The 52-ft. class has absorbed chief interest at all the Clyde regattas, as the international character of the racing appealed particularly to Northern yachtsmen. The American boat's performances were watched with keen interest, more particularly in the earlier races, and satisfaction was general when the Clyde-built craft proved themselves more than able to hold their own with the foreigner in true sailing contests with smart breezes.

Britomart's performances in this class are also being followed with exceptional interest, as her consistent success throughout the season might have a very important bearing upon a future America Cup challenge.

CORINTHIAN.

## REGATTA FIXTURES.

**July 15.—Royal Cinque Ports Yacht Club, Dover.**
**July 15-17.—Royal Ulster Yacht Club, Belfast Lough.**
**July 17.—Royal Cinque Ports Yacht Club, Dover to Ostend.**
**July 18-22.—Ostend Regatta.**
**July 24.—Ostend to Flushing matches.**
**July 25.—Flushing to Antwerp matches.**
**July 26-29.—Plymouth Week.**



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# YACHTS OF THE YEAR.

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*Debenham, Ryde.*

## WHITE HEATHER.

**This yawl was built last year from W. Fife's design for Mr. Myles B. Kennedy, who for many years sailed Maid Marion in cruiser handicaps. She is commanded by Charles Bevis, one of our best skippers, and who has been regarded as the probable skipper of Shamrock IV., if such a vessel is ever built for an America Cup contest.**



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# The Baptist World Congress.

## JULY 11 — JULY 18, 1905.

FOR the first time in their eventful history of three centuries the Baptist Churches of Great Britain, the Colonies, the United States, and the Continent of Europe are to take part in a World Congress, of which London, by common assent, is to be the scene. Anglicans and Methodists, Presbyterians and Congregationalists have held congresses on similar lines, but as far as the Baptists are concerned the "World Congress" is a new departure, and it synchronises, very appropriately, almost exactly with the tercentenary of the early labours of the Rev. John Smyth of Christ College, Cambridge, sometime Lecturer at Lincoln Cathedral, who, early in James I.'s reign, founded the first English Baptist Church in Holland. The first idea of the World Congress is due to the Rev. J. N. Prestridge, D.D., of Louisville, who proposed to hold it last summer. The Secretary of the Baptist Union of Great Britain and Ireland, the Rev. J. H. Shakespeare, fully sympathised with the proposal; the Rev. A. McLaren, D.D., of Manchester, accepted the post of President, and the Rev. John Clifford, D.D., that of Vice-President, but time was prudently asked for for organisation. The outcome of the happy inspiration of Dr. Prestridge and the well-directed energy of Mr. Shakespeare (who is this year President of the London Free Church Council) is the World Congress to which a thousand Baptist pilgrims are coming from the other side of the Atlantic. The hosts on this occasion will be the Baptist Union, of which His Honour Judge Willis, K.C., is President, the Rev. John Wilson of Woolwich Past-President, Mr. Herbert Marnham Treasurer, and the Rev. J. H. Shakespeare Secretary. Messrs. Shakespeare and Marnham are also Secretary and Treasurer respectively of the World Congress. The Vice-Presidents of the Congress are Mr. Lloyd-George, M.P., Mr. Herbert Marnham, Rev. Dr. Clifford, Rev. J. R. Wood, Rev. Charles Williams, Mr. H. F. Richardson, Rev. Dr. Prestridge, Herr J. G. Lehmann of Cassel, and Mr. W. C. Senior of Toronto. Mr. Shakespeare has received most valuable aid from the Rev. Dr. Whitley of Preston (Assistant-Secretary) and Mr. Harold Knott, M.A.

The Baptist church-house in Southampton Row (where the greater part of the preliminary work has been done) is one of the handsomest buildings of the kind in London, and it is here that the "Baptist Handbook," a bulky volume of 600 pages, is published, under the direction of the Council of the Baptist Union and its Secretary, Mr. Shakespeare. The following table, extracted from it, shows at a glance the immense importance, both theologically and politically, of the Baptist Churches now in a great measure represented by their chosen delegates assembled in World Congress.

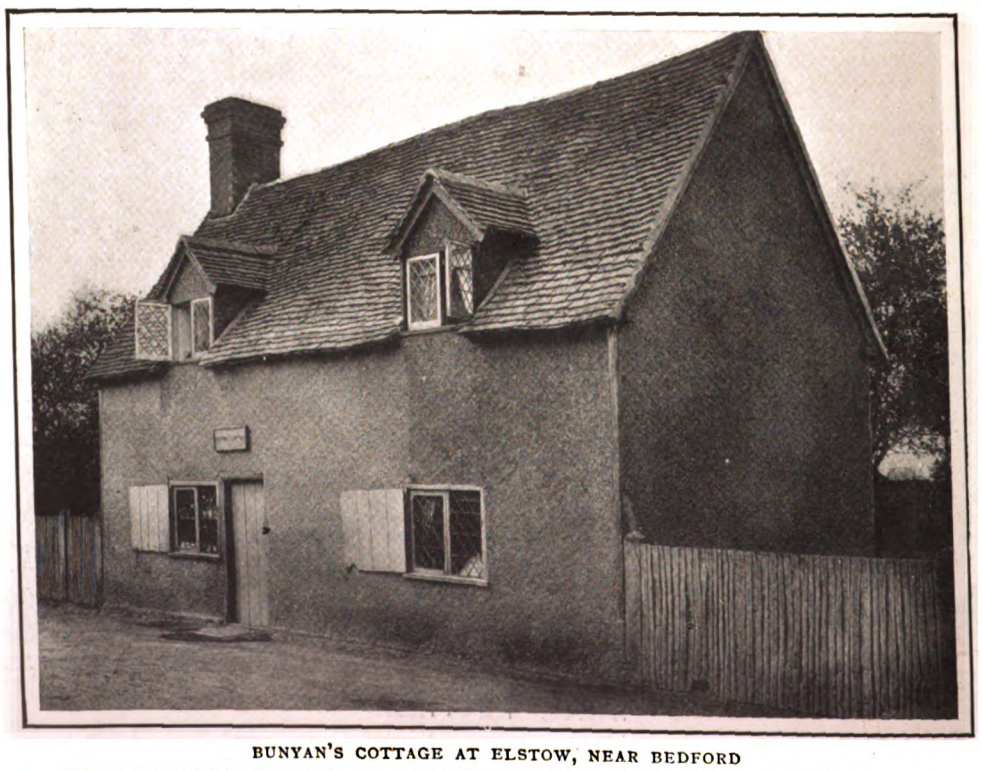
*Campbell-Gray.*

REV. J. H. SHAKESPEARE, M.A.
Secretary of the Baptist World Congress.

| | *Churches.* | *Pastors and Missionaries.* | *Members.* | *Scholars in Sunday Schools.* |
|---|---|---|---|---|
| British Empire— | | | | |
| Great Britain, Ireland, and Channel Islands .. | 2,907 | 2,116 | 394,811 | 570,149 |
| Dominion of Canada, etc. | 985 | 646 | 102,962 | 65,445 |
| India and Ceylon .. | 1,240 | 694 | 122,760 | 42,845 |
| Australasia . | 268 | 200 | 21,013 | 33,670 |
| Other Colonies .. .. | 253 | 114 | 43,751 | 31,719 |
| Foreign Countries | 65,835 | 47,475 | 6,291,491 | 2,035,740 |
| Grand Totals, 1904 . | 71,488 | 51,245 | 6,976,788 | 2,779,568 |

| | *Churches.* | *Pastors and Missionaries.* | *Members.* | *Scholars in Sunday Schools.* |
|---|---|---|---|---|
| Europe .. .. | 4,056 | 3,223 | 518,127 | 664,973 |
| Asia .. .. | 1,422 | 1,001 | 137,777 | 54,192 |
| Africa .. .. | 84 | 151 | 10,176 | 9,300 |
| America .. .. | 65,658 | 46,670 | 6,289,605 | 2,017,433 |
| Australia .. .. | 268 | 200 | 21,103 | 33,670 |
| Grand Totals, 1904 | 71,488 | 51,245 | 6,976,788 | 2,779,568 |

Those who desire to know something of the annals of the Baptists, and the simple faith for which many of those who first embraced it were content to suffer fine, imprisonment, torture, and even martyrdom, will find all the information they can possibly wish for in the pages of the Rev. Charles Williams's "The Principles and Practices of the Baptists," and Mr. Henry C. Vedder's admirable "Short History of the Baptists." It is evident that in the troublous times of the Civil War the Baptists played an all-important part in our political history. John Smyth (in honour of whose memory the members of the Congress are to pay a visit to Cambridge), who returned from Amsterdam in 1614 to found in London the mother church of the general Baptists, and is described as "a great man, a clear thinker, a sound reasoner, singularly frank and bold in speech," flourished before the storm broke which brought Charles Stuart to the scaffold and Oliver Cromwell to the dictatorship. So also did Roger Williams, the "Father of Toleration," in whose book, "The Bloody Tenet of Persecution," one finds the earliest advocacy of the liberty of conscience. Roger Williams migrated to America, where he became Governor of Rhode Island, and there founded the first Baptist Church on the other side of the Atlantic. Amongst other notable Baptists of this epoch may be mentioned Henry Dunster, President of Harvard University, New England, William Dell, Master of Gonville and Caius College, Cambridge, and John Donne, Provost of King's. Greater than any of these, perhaps, was John Milton of immortal memory, whose tomb in London, and whose cottage at Chalfont St. Giles (close to the burial-place of Penn) will doubtless be visited by many of our American friends during the next few days. Like John Smyth, John Milton belonged to Christ College, Cambridge, while two other celebrated Baptists — Henry Jessey and Thomas Horrocks — were graduates of St. John's. One of the oldest Baptist places of worship is said to be that at Hill Cliff in Cheshire. The



BUNYAN'S COTTAGE AT ELSTOW, NEAR BEDFORD
Which is to be visited by the American and other foreign delegates to the Baptist World Congress.



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# Celebrated Baptists of the Seventeenth, Eighteenth, and Nineteenth Centuries.

MAJOR-GENERAL HARRISON
Commander-in-Chief, regicide, executed at Charing Cross, 1660.

JOHN MILTON (1608-1674)
Drawn and engraved by G. Quinton, after a contemporary portrait.

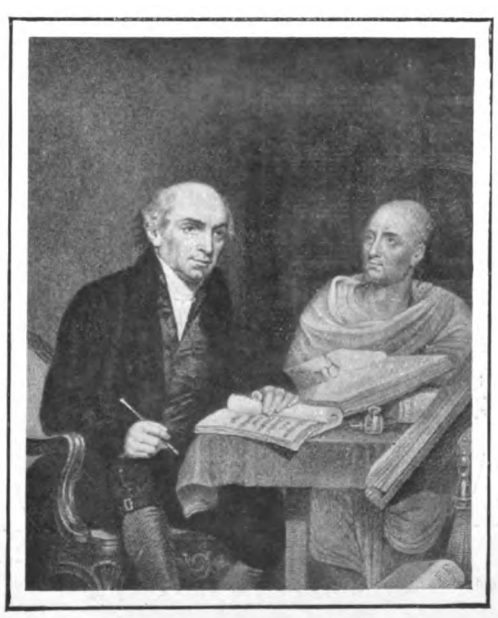
WILLIAM KIFFIN (1616-1701)
Merchant, alderman, and preacher. Engraved by Hopwood.

REV. R. HALL OF ARNSBY (1728-1791)
From the engraving by T. Trotter, after a contemporary painting.

REV. J. RYLAND, A.M. (1753-1825)
President of Bristol College. (Carington Bowles.)

REV. JOHN MACGOWAN, V.D.M. (1726-1780)
Pastor of Devonshire Square. (Carington Bowles.)

REV. ROBERT HALL, M.A. (1764-1831)
Preacher and writer.



THE REV. W. CAREY (1761-1822)
Pioneer of Protestant Missions.

REV. ANDREW FULLER (1754-1815)
Theologian.



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*Elliott and Fry.*

THE LATE CHARLES HADDON SPURGEON
Minister of the Tabernacle.

*Haines.*

ALEXANDER MACLAREN, D.D. LITT.D.
President of the Congress.

*Haines.*

MR. HERBERT MARNHAM
Treasurer.

*Elliott and Fry.*

JUDGE WILLIS, K.C.
President of the Baptist Union.

*Haines.*

REV. JOHN WILSON
Ex-President of the Baptist Union.

*Tattersall.*

REV. CHARLES WILLIAMS
Vice-President of Congress.

*Winter.*

REV. W. T. WHITLEY, M.A., LL.D.
Assistant-Secretary of Congress.

*Haines.*

TIMOTHY RICHARD, D.D.
Baptist Missionary in China.

*Visick.*

R. GLOVER, D.D.
Ex-President of the Baptist Union.

*Lafayette.*

MR. G. W. MACALPINE, J.P.
Vice-President of Congress.

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REV. WALTER MURSELL
Pastor of the Coats Memorial Church.

*Hillick.*

REV. J. R. WOOD
Vice-President of Congress.



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Baltimore, Maryland.

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J. N. PRESTRIDGE, D.D., LOUISVILLE
Vice-President of Congress.

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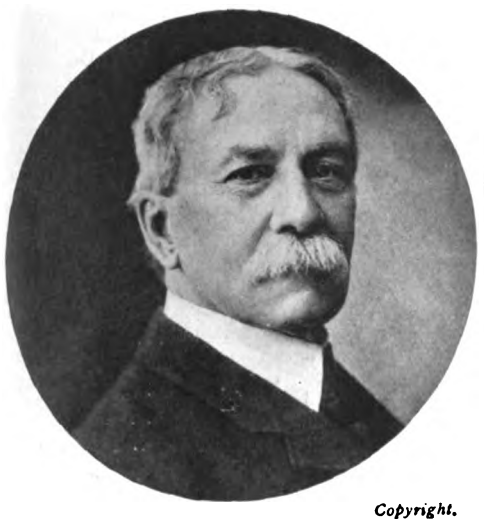
PRESIDENT E. Y. MULLINS, D.D.
Louisville, Kentucky.



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REV. A. H. STRONG, LL.D.
President of Rochester Seminary, N.Y.

*Copyright.*

H. C. MABIE, D.D.
Of American Baptist Missionary Union, Boston.

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MR. A. H. BAYNES, F.R.G.S.
Secretary of the Baptist Missionary Society.

*Varney, Chicago.*

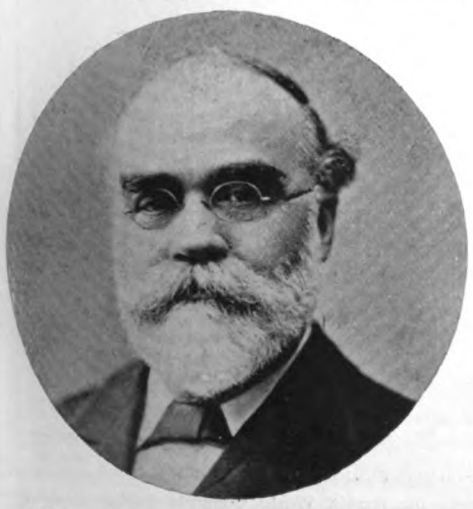
LATHAM A. CRANDALL, D.D.
Of Minneapolis, President of the American Committee.

*Elliott and Fry.*

REV. G. P. GOULD, M.A.
Regent's Park College.

*Davies.*

REV. JOHN McNEIL, B.A.
Pastor of first Baptist Church, Winnipeg.



PRINCIPAL J. T. MARSHALL, M.A., D.D.
Manchester College.

*Morgan and Kidd.*

HUGH D. BROWN, M.A., B.L.
President Irish Baptist College.

*Davies, Aberystwyth.*

REV. T. F. ROBERTS, M.A.
Of University College, Aberystwyth.



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venerable meeting-house, of which an ancient engraving is now reproduced, is that of Shortwood in Gloucestershire. Some of Cromwell's most trusted officers were disciples of John Smyth, and many Baptists were to be found amongst the rank and file. Probably the most celebrated of them was Major-General Thomas Harrison, who became head of the Army in 1653, was imprisoned by Cromwell at Portland in the following year, was arrested later as a Fifth Monarchy Man, was mentioned as a possible successor on the fall of Richard Cromwell, and was executed as a regicide after the Restoration. His descendants still exist. Other more or less well-known Civil War Baptists were Major-General Robert Lilburne (Monk's opponent in 1659), Colonel Robert Overton (who took Monk's side), Major Packer, and Captains Gladman, Malyn, Barrington, Spinage, and Hunter, all of whom Cromwell dismissed in 1657 as opposed to his plan of government. The Baptists of those days relished a dictator *de facto* no more than they did a monarch who claimed man's allegiance in virtue of divine right. They exclaimed with John Milton, the greatest of them all:

"New Presbyter is but old Priest writ large
. . . . . .
Dare ye for this adjure the Civil sword
To force our conscience that Christ set free,
And ride us with a classic hierarchy?
. . . . . .
Peace hath her victories
No less renowned than war; new foes arise,
Threat'ning to bind our souls with secular chains;
Help us to save free conscience from the paw
Of hireling wolves, whose gospel is their maw."

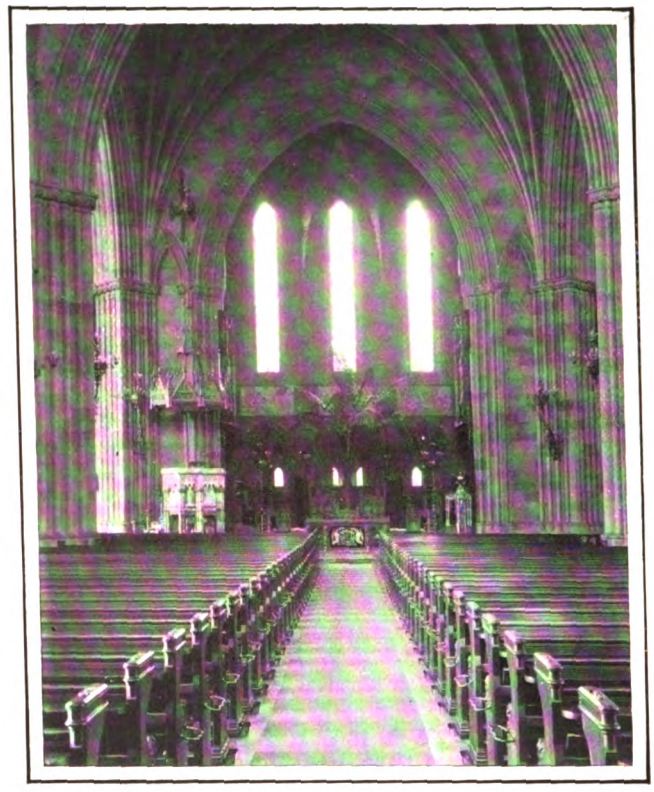
The story of John Bunyan and his books is too well known to repeat here. In our own days a Duke of Bedford has reared a statue to him in the town from which he derives his title, and where our friends from across the seas can still see his old meeting-house, the scenes of his life-long fight for freedom, and the cottage in which he was born, at a time when the coming horrors of the Civil War were only foreshadowed by a cloud no bigger than a man's hand. A view of the modest dwelling at Elstow where Bunyan's parents lived forms one of the illustrations now given.

The list of Baptist worthies, both in and out of the ministry, is a very long one. Portraits of some of the pillars of the Church in the seventeenth, eighteenth, and nineteenth centuries are now given. Famous amongst the earlier Baptists were Thomas Harrison (already mentioned), Hansard Knollys (whose name is still a household word in America), William Kiffin, and Benjamin Keach.

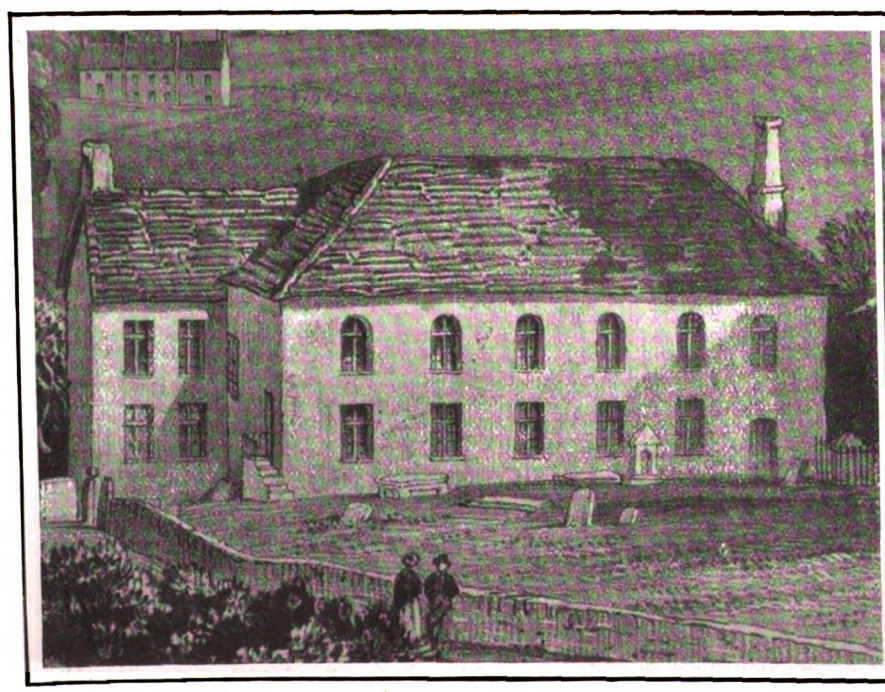
To a later period belong Andrew Fuller, John Ryland, and Robert Hall the elder. The nineteenth century gave the Baptist Church Robert Hall the younger, William Carey, the famous Indian missionary (who began his good work in 1795), and last, but not least, the Rev. C. H. Spurgeon. Amongst our great soldiers it may be mentioned that Sir Henry Havelock was a Baptist, while in the present day at least three Governors of American States belong to the same Church, as well as Dr. Currie, the ex-Ambassador to Spain. It is in the fitness of things that the Congress sermon should be preached in the Metropolitan Tabernacle, and of which an interior view is reproduced by kind permission of Messrs. Passmore and Alabaster. The preacher there on the evening of July 12 will be the Rev. A. H. Strong, President of the Rochester Seminary, New York. The Baptist Missionary Society, founded in 1792, is a vast and powerful body, having ramifications all over the world. Its annual income in 1903 was £86,009, and its army of workers numbers no less than 5,860 men and women.

Amongst the best-known Baptist divines who are expected from America are the Rev. John Newton Prestridge, D.D., of Louisville, the able editor of the *Baptist Argus*; Rev. A. H. Strong of New York; Dr. H. C. Mabie of the Tremont Temple, Boston; Dr. C. R. Henderson of Chicago; Dr. E. Y. Mullins, President of the Southern Baptist Theological Seminary, Louisville (who is to read an important paper on "Modern Theological Thought"); Dr. Crandall, Chairman of the Baptist Committee of the Northern States; and Dr. Curtis Lee Laws, who represents the Committee of the Southern. The delegate of Canada is Mr. W. C. Senior; while the West Indies send Mr. S. G. Washington; South Africa the Hon. T. B. King; and New Zealand Mr. A. F. Carey. Dr Alexander Maclaren (perhaps the most renowned of all Baptist preachers) emerges from his well-merited retirement to welcome his co-religionists from all parts of the globe to one of the most remarkable gatherings that Exeter Hall has ever witnessed.

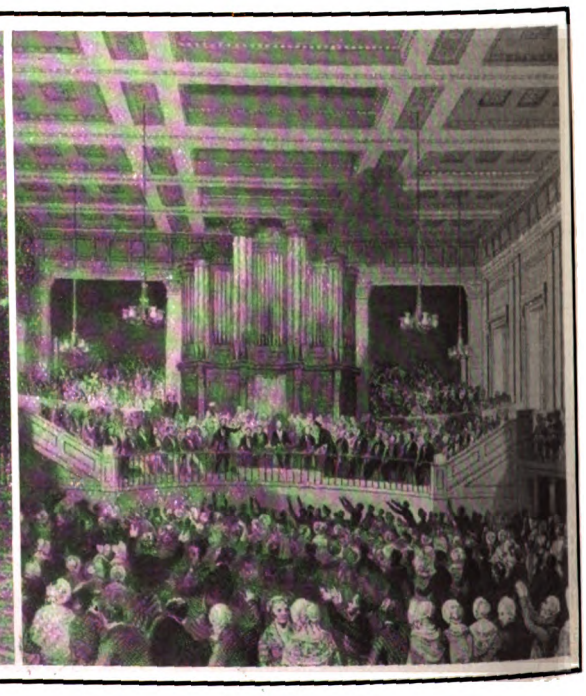
The programme for the Conference is a model for which all future organisers will thank the Rev. John Howard Shakespeare, whose latest achievement is eminently worthy of the old Puritan stock from which he springs. Between 1883 and 1898 he occupied with conspicuous success the almost historic pulpit of St. Mary's, Norwich. In the latter year Dr. Booth resigned the Secretaryship of the Baptist Union, and public opinion at once designated Mr. Shakespeare as his successor. His signal success in the matter of the Century Fund has been followed by the triumph of the World Congress. The numerical and financial strength of the Baptist Church in the United Kingdom has already been alluded to. It possesses such important places of worship as the Metropolitan Tabernacle in London, the splendid church in Victoria Avenue, Harrogate, and last, but not least, the Thomas Coats Memorial Church at Paisley, said to be the finest Gothic edifice erected in Scotland since the Reformation, and which cost over £100,000. It was built by various members of his family



INTERIOR OF THE COATS MEMORIAL CHURCH, PAISLEY.
The finest Baptist place of w rship in the United Kingdom.



A TYPICAL OLD BAPTIST CHAPEL, SHORTWOOD, GLOUCESTERSHIRE.
From an old print



THE INTERIOR OF EXETER HALL
Where the Baptist World Congress meets.



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in memory of the much-respected founder of the thread industry.

The Coats Memorial Church is remarkable for the exquisite carving of the pulpit, the fine quality of its organ, the possession of a surpliced choir of seventy, and the sound theological teachings on the traditional lines of the Old Fathers of the Baptist Faith, which makes the pastorate of the Rev. Walter Mursell as popular as that of his father. It is needless to say that the Baptists are in strorg sympathy with the Free Church Federation movement. The only deputation which will be received at the World Congress will be that of the National Free Church Council. It will be received by the Rev. Thomas Law, and the President, the Rev. Dr. Horton, will speak on the subject. The routine of business will be pleasantly tempered by visits to St. Paul's and Westminster Abbey; the unveiling of a statue of the late Rev. C. H. Spurgeon; excursions to Cambridge (the academic home of Smyth, Dunster, Cromwell, Dell, Donne, Jessey, Horrocks, and John Milton) and Bedford, the birthplace of John Bunyan. The facilities offered by the Great Western Railway for seeing in one afternoon Milton's cottage and Penn's grave will doubtless be largely taken advantage of, and at the close of the Congress the Baptist Missionary Society will organise an expedition to Oxford. The principal features of the Congress programme are as follows:

*Tuesday, July 11, 1905.*

5.0 p.m. AN ADDRESS OF WELCOME. Chairman: The President of the Baptist Union, His Honour Judge W. Willis, K.C.

ROLL CALL OF COUNTRIES,

*Wednesday, July 12, 1905.*

Morning. Chairman: The President of the Conference, Dr. Maclaren.

9 30. Devotional Service and Short Address by the President.

10.30. "The Place of Baptists in the Christian Church."

Deputation from the National Free Church Council.

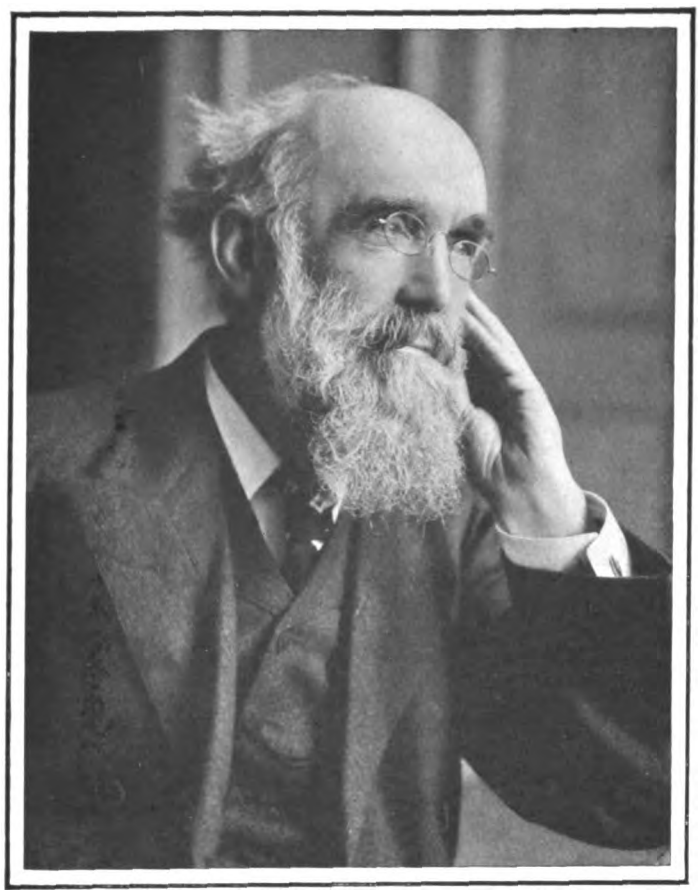
Afternoon. "National Primary Education." Chairman: Mr. Lloyd-George, M.P.

Evening. Congress Sermon at Metropolitan Tabernacle by the President, A. H. Strong.

*Thursday, July 13, 1905.*

FOREIGN MISSIONARY DAY.

Morning. Chairman: Dr. Maclaren.
1. "The Inadequacy of Non-Christian Religions to Meet the Needs of the World."
2. "Woman's Work on the Foreign Field."
3. "How to Create a Deeper Interest in the Home Churches."



JOHN CLIFFORD, M.A., F.G.S., D.D., B.Sc., LL.D.
Deputy-President of the Congress.

Afternoon. MISSIONARY METHODS
1. Australian. 2. Canadian. 3. American.

Evening. 1. "The Awakening of China and Japan, and the Duty of the Home Church." Rev. Dr. Timothy Richard, the great Baptist Missionary in China.
2. "The Attitude of India to-day in Regard to Christianity."
3. "The Claims of Africa."

*Friday, July 14, 1905.*

Morning. Chairman: Dr. Maclaren.
1. "Modern Criticism."
(*a*) Old Testament History.
(*b*) The New Testament.
2. "Modern Theological Thought."

Afternoon. HOME MISSION METHODS.
1. American.
2. Canadian.
3. Australian.
4. South African.

Evening. "Baptist Work on the Continent."
1. Swedish.
2. Russian.
3. German.
4. Italian.
5. French.

*Saturday, July 15, 1905.*

Morning. Chairman: Dr. Maclaren.
1. "The Self-support and Self-propagation of Native Churches."
2. "Higher Education in Missionary Schools and Colleges, Home and Foreign"
3. "The Printing Press and Christian Literature as Missionary Agencies."

Garden Party at Regent's Park College, given by Mr. and Mrs. Pearce Gould.

Evening. Reception by Dr. Maclaren.

*Sunday, July 16, 1905.*

CONGRESS SUNDAY.

Arrangements to be made for members of the Congress to supply London Baptist pulpits.

*Monday, July 17, 1905.*

Morning. Chairman: Dr. Maclaren.
1. "The Place of Denominational Academies, Colleges, Universities, and Theological Seminaries."
2. Unveiling of Spurgeon Statue.

Afternoon. Visit to St. Paul's and Westminster Abbey.

Evening. AUXILIARY AGENCIES.
Sunday School Work.
Woman's Work.
Bible School Work.
Young People's Work.

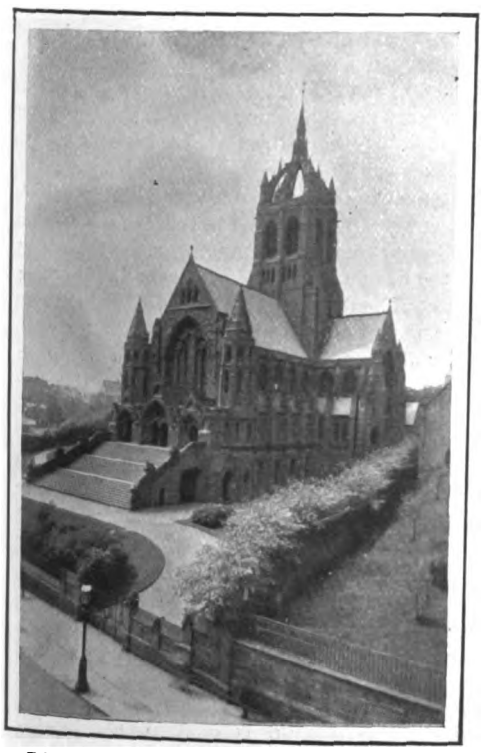
*Tuesday, July 18, 1905.*

Morning. SOCIAL QUESTIONS. Chairman: Dr. Maclaren.
1. "Temperance," by ex-President Alderman George White, M.P.
2. "The Attitude of the Baptists to the Working Classes."
3. "Commercial Ethics."

Afternoon. BAPTISTS AND LITERATURE.
1. "The Secular and Religious Press."
2. Denominational Literature.

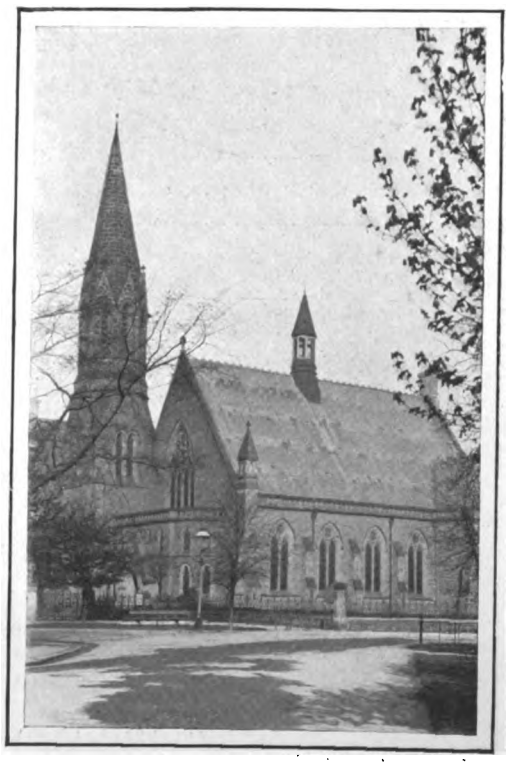
Evening. GREAT CLOSING MEETING in the Albert Hall. Chairman: His Honour Judge W. Willis, K.C.

A. M. B.



THE THOMAS COATS MEMORIAL CHURCH
Paisley. Exterior.

THE BAPTIST CHURCH HOUSE
Southampton Row, W.C.



THE BAPTIST CHURCH
Victoria Avenue, Harrogate.



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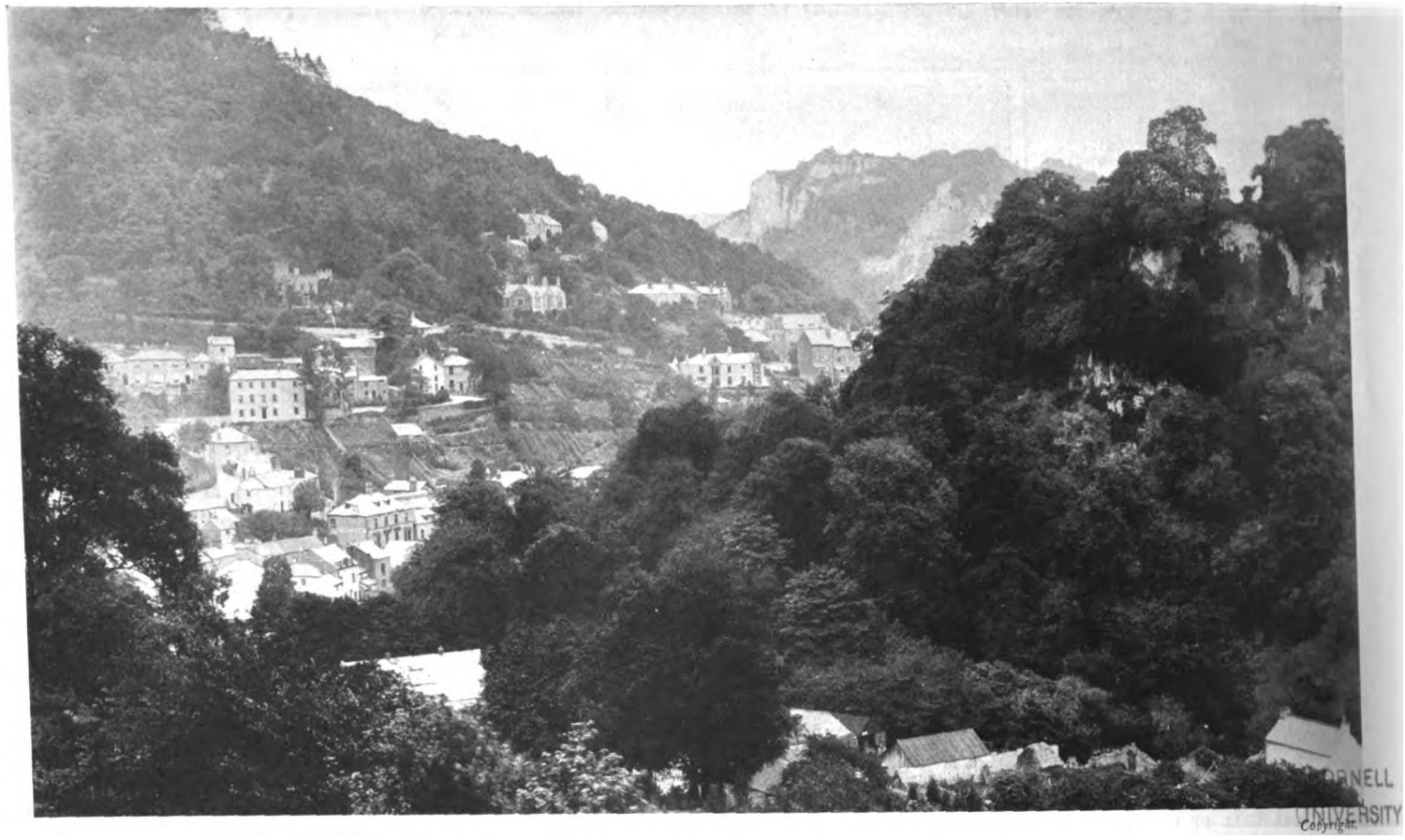
# The Traveller.

## ON THE MIDLAND RAILWAY: THE PEAK DISTRICT.



IN THE PEAK DISTRICT.

A bird's-eye view of Matlock Bath, the famous inland watering-place, picturesquely situated in the Valley of the Derwent. Of the four Matlocks, which lie within easy distance of one another, Matlock Bath is the oldest, the use of the curative springs dating from the year 1698. It is also a convenient centre for excursions to all parts of the Peak district, Buxton, Haddon Hall, and Chatsworth.

THOSE who have never spent a holiday in the lovely Peak district of Derbyshire have still much to learn. Ruskin, who was probably one of the greatest authorities on the picturesque, describes it as the "most educational of all districts of beautiful landscape — a lovely child's alphabet, an alluring first lesson in all that is admirable and powerful, chiefly in the way it engages and fixes the attention." And the centre of this delightful district is Matlock, distant only some three and a quarter hours from the metropolis by the express service of the Midland Railway. Here is scenery, the equal of which is certainly not to be found nearer to home than Switzerland; and mineral springs which give relief to the common ailments to which the English flesh is heir—rheumatism, gout, sciatica, etc. Matlock thus possesses dual attractions—being equally adapted to the health-seeker or those in quest of amusement.

THE WATERFALL AT VIA GELLIA, NEAR MATLOCK.

One of the most beautiful bits of scenery in the vicinity of Matlock is the Via Gellia, on the way from Cromford to Hopton. The highway passes through a lovely vale, famous in the spring-time for its wealth of wild flowers, the lily of the valley growing in the wildest profusion by the roadside.

Long before its scenic beauties became known to the holiday-maker, Matlock—or rather the Matlocks, for there are four of them, named respectively Matlock Town, Matlock Bath, Matlock Bank, and Matlock Bridge—was celebrated for its medicinal waters. On this account it has earned for itself the title "the Metropolis of Hydropathy." Hydropathic establishments, or what our neighbours on the Continent are pleased to call sanatoriums, abound in the neighbourhood, ranging from the almost palatial, like Smedley's—the largest of its kind in this country—down to the simple and unpretentious. Treatment of the most up-to-date kind, including Dowsing Radiant heat and light baths, is offered to those who may be in need of it; though for ordinary ailments, usually arising from overwork and run-down condition, the fine, bracing mountain air is, as a rule, found to be in itself a sufficient cure.

Although split up into four, the district is wonderfully compact, and almost equally accessible for all parts of the Peak. Matlock Town and Bath, however, are the older portions, the waters of the latter being first used as early as 1698. Even so long ago it was extremely popular with the gentry of Derby; and as its fame began to spread visitors were attracted there from other parts of the kingdom. A pretty road connects Matlock Bath with Matlock Bridge, passing on the way the celebrated High Tor, which rises almost precipitously from the bank of the



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winding Derwent to a height of about 400-ft. This is perhaps one of the most remarkable sights of a district justly celebrated for remarkable scenery. The interior of this imposing mass of limestone can be explored by entering the grotto or cavern, for which a small charge is made, while a tunnel of the Midland Railway pierces it at its base. The cavern is a veritable Aladdin's Cave, the roof being studded with crystals, which reflect the light of the torches in myriads of little stars.

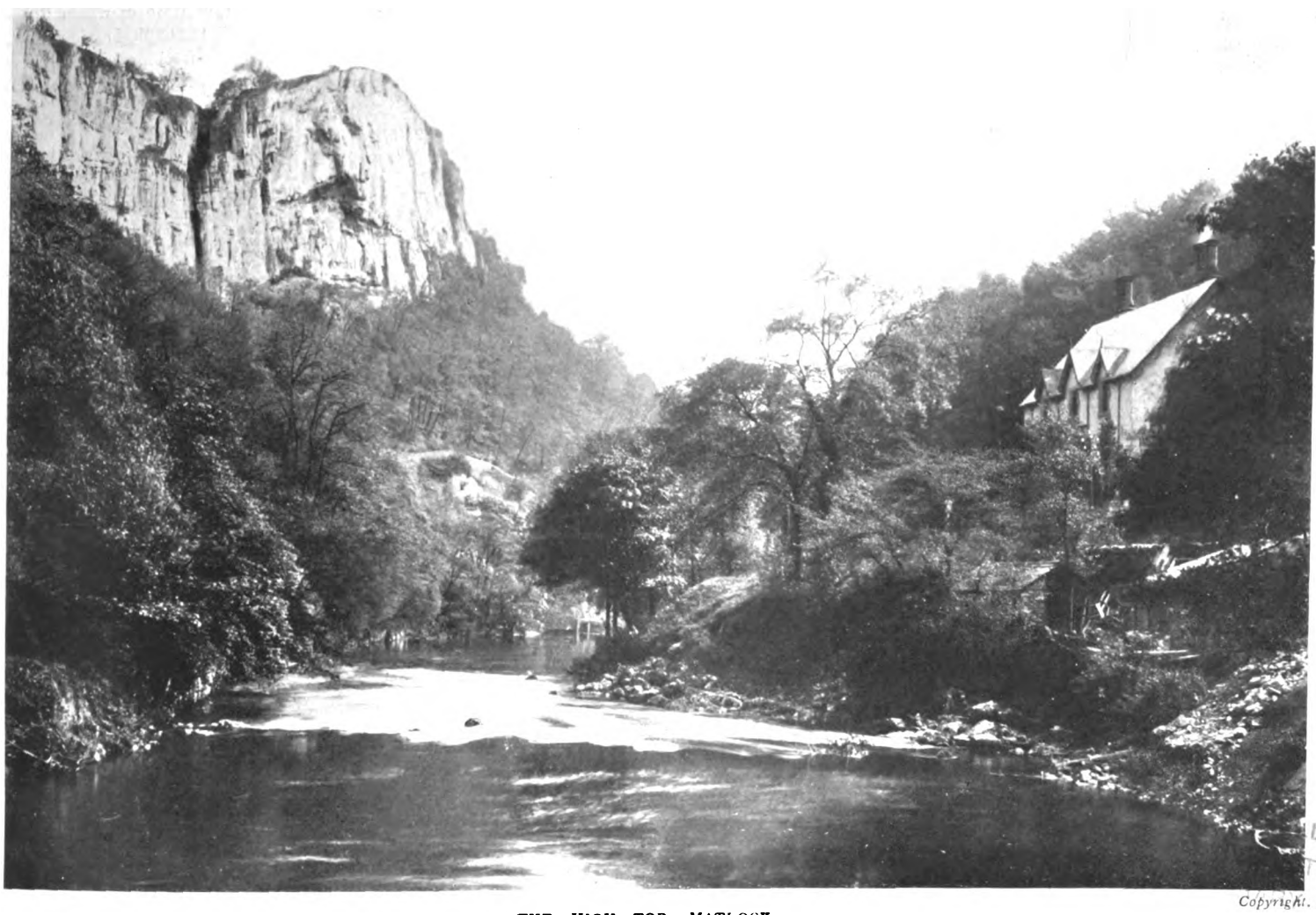
Another remarkable feature of Matlock Bath is the petrifying wells, which have been the object of surprise and admiration of many distinguished visitors, including our late Queen during her childhood. Nor is Matlock Bath without its Lovers' Walks, which consist of a series of winding paths in zigzag fashion on the opposite bank of the Derwent. These charming walks have always been a great source of attraction to the holiday-maker, and afford glimpses of the lovely surroundings. In the way of social amusements there is a pavilion standing in pretty gardens, immediately behind the Royal Hotel, where concerts and other entertainments help to pass away a few hours on a rainy day. On the north side of the town rise the majestic Heights of Abraham and Massow, which may be scaled by the more adventurous. These hills are penetrated by innumerable caverns which are open to the public to explore.

Of late years Matlock Bridge has grown into quite a small town, and continues to increase in prosperity. To reach Matlock Bank, which is situated on the side of a steep hill, some hundreds of feet above the Bridge, we must ascend by the convenient cable tramway, which Sir George Newnes, Bart., presented some years ago to the local District Council. The tramway is one of the steepest in existence on a public road, the gradient in parts being as high as one in five. It is of the utmost convenience to residents and others living in this part of Matlock, of which Sir George Newnes is a native.

Rich as the Matlocks are in scenic beauties in their immediate neighbourhood, they have the additional advantage of being within easy distance of such famous spots as Haddon Hall, Chatsworth House, Wingfield Manor, Hardwick Hall, Eyam Church, and the Plague Cottages, not to mention the several prehistoric remains, such as Abor Low, Robin Hood's Stride, Piper's Stone, Nine Ladies' Circle, etc. All these can be reached within a short time by rail and coach.

For a rambling holiday the tourist could scarce do better than provide himself with one of the circular tour tickets, which the Midland Company issue during the holiday season at absurdly low fares. For a matter of 7s. one can travel from Matlock or any other station on the route, and make a complete circuit of the Peak. The journey may be broken at any station on the round, providing the ticket is left temporarily in the care of the station-master.

The arrangements made by the Midland Railway for this delightful tour have been carefully thought out, and leave little room for complaint. Those making Matlock their centre have the choice of travelling in either direction. Among the many interesting places to be seen are Cromford, where Sir Richard Arkwright first introduced the cotton mill and inaugurated the modern factory system of labour; while the imposing Black Rocks and the famous Via Gellia Valley, with its pretty waterfall, are also in the vicinity. Whitslandwell, near by, contains the Derbyshire home of Florence Nightingale. From Ambergate, the southern threshold of the Peak district, we continue our ramble in a northerly direction, passing through Wingfield, for Wingfield Manor, Stretton, Clay Cross, Chesterfield, and Hope, whence one can reach the interesting village of Castleton, celebrated for its castles and caverns. Here we can see the ruin of Peveril Castle, immortalised by Sir Walter Scott in his novel "Peveril of the Peak." Little was known of the caverns prior to the opening of the Midland line. They are, perhaps, among the most remarkable in Derbyshire, and were twice visited by the late Queen. Both Haddon and Chatsworth are within easy distance. Edale Valley may be explored from the station of that name. A little to the south of the station is a ridge of hills which commands views of the Castleton and Hope Valleys, and the ruin of Peveril Castle. There is also an old Roman encampment, called Mam Tor, and the Odin Mine, evidently worked during the Roman occupation.



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THE HIGH TOR, MATLOCK

Situated midway between Matlock Bath and Bridge, rising to a sheer height of 400-ft. above the level of the Derwent. The base of this remarkable inland cliff is covered with a mass of brushwood, shrubs, and mosses, while the upper portion consists of a bare imposing wall of limestone, which has resisted the storms of ages. The Tor is pierced at its base by the line of the Midland Railway on its way North.



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# *In the Land of Penn and Milton.*

NO very material or lasting benefit was conferred upon the community at large by the Great Plague of 1665; but the quaint little Buckinghamshire village of Chalfont St. Giles must ascribe its latter-day prosperity in large measure to the devastating sickness that gripped the capital in the fourth year of the reign of the second Charles. There are other circumstances, perhaps, which have conduced to the popularity enjoyed by the near neighbour to Stoke Poges, but, after all, it was the Plague that drove Milton from London to the little cottage at the top of the village street, and it is this picturesque half-timbered house, from whose windows one may look out upon an old-world country garden, that is the shrine which draws so many pilgrims into Buckinghamshire.

Beechy Bucks has been very favoured in the last few weeks. Within its borders five rare and valuable editions of Shakespearian plays have been found, some bearing the signature of William Penn, the father of the founder of the great American State which last week sent over eight of her sons to do battle on the historic regatta course at Henley, and it may be said that as a one-day tour the country of Milton and Penn has firmly established itself. In large part this is due to the energy of the directorate of the Great Western Railway, who have inaugurated a motor-car service, by means of which the traveller may visit in one day Beaconsfield and Hughenden Manor, where Disraeli lies buried under the inscription ending, at Queen Victoria's express desire, with the words "Kings love him that speaketh right"; Jordan's Meeting-house, where William Penn, whose name all Americans must know, rests in the shade of the myriad trees that rustle in the breeze above the old-time meeting-house of the Society of Friends; and thence to Chalfont St. Giles itself, with the cottage still preserved as nearly as possible in its original state and open to all, since it was purchased by public subscription in the year of Queen Victoria's Jubilee. Here in the peaceful quiet of the July afternoon, with the bees humming drowsily around the stocks and foxgloves in the gardens, one may imagine the scene as it was when Milton dictated the glorious periods of "Paradise Regained." Perhaps, down in the garden below, his younger daughters played, for we know that they did not finally leave him till 1670, and there is no evidence to show that they were content to remain behind in London and brave dangers before which even their father considered it wise to flee.

Copyright.

PENN'S BURIAL-PLACE.

The cemetery of the Society of Friends, by Jordan's Meeting-house, Chalfont St. Giles.

Before now offers have been made to remove the remains of Penn to America, but they have always been refused, and he lies still in the little graveyard where, unhonoured and unsung, he was laid to rest after a long and turbulent life, and where, too, five of his children rest. Born in 1644, he early joined the Society of Friends, and was several times imprisoned. In 1681 he accepted a grant of land in America in lieu of the income left him by his father, and wished to call his estate Sylvania. But the Merry Monarch willed it otherwise, and to-day the State of which Philadelphia is the capital and principal seaport commemorates the names of the great English Quaker and his greater father.

Chalfont St. Giles is to-day much what it was then. In those days, which seem so far away, and yet are but as yesterday in comparison with the age of the village, the sole connection with the outer world was the Wendover coach that started from the Old Bell Inn in Holborn, a hostelry that has shared the fate of so many of the old coaching taverns, and is now demolished. The Merlin Cave Inn at Chalfont still stands, but the Bell is gone, and the old coach is gone, and in its place a modern motor-waggonette brings sightseers from across the ocean and from nearer home to the pollard-fringed Misburne stream, and the country which is so full of memories of the poets who dreamt of the past, and the pioneers who laid the foundations of the great principalities which are to-day the United States of America.

F. E. R.

MILTON'S COTTAGE, CHALFONT ST. GILES

In which the poet lived during the time of the Great Plague in London, and where the greater part of "Paradise Regained" was written.



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# THE CRICKET SEASON.

## *OXFORD* v. *CAMBRIDGE.*

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THE FIELD DURING CAMBRIDGE'S SECOND INNINGS.

At the wicket may be seen Mr. E. W. Mann, the Cambridge captain. The extraordinary victory of the Light Blues gives them a total of thirty-four wins to Oxford's thirty.

Copyright.

THE DARK BLUES RETURN TO THE PAVILION.

The Cambridge second innings finished late on Friday afternoon, and Oxford were left with 164 to get to win. But in the short time that remained for play, three wickets went down for 15 runs, and on Saturday the remaining seven could only add 108 to the score, and the result was a most unexpected victory for Cambridge.

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THE LUNCHEON INTERVAL AT LORD'S.

As is usual during the Oxford and Cambridge match, there was a large and representative crowd of promenaders on the ground during the luncheon interval, and the combined efforts of the large staff of groundmen and policemen only succeeded in clearing the ground after considerable delay.



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# THE SERVICES.

VICE-ADMIRAL SIR WILLIAM MAY IN H.M.S. "KING EDWARD VII."

Sir William May, who only attained to the substantive rank of Vice-Admiral last week, is Commander-in-Chief of the Atlantic Fleet, and with the principal vessels of his command has been paying a visit this week to Brest. The officers and men of the Fleet have been cordially received and entertained both by their fellow-seamen in the French Navy and by the municipal authorities.



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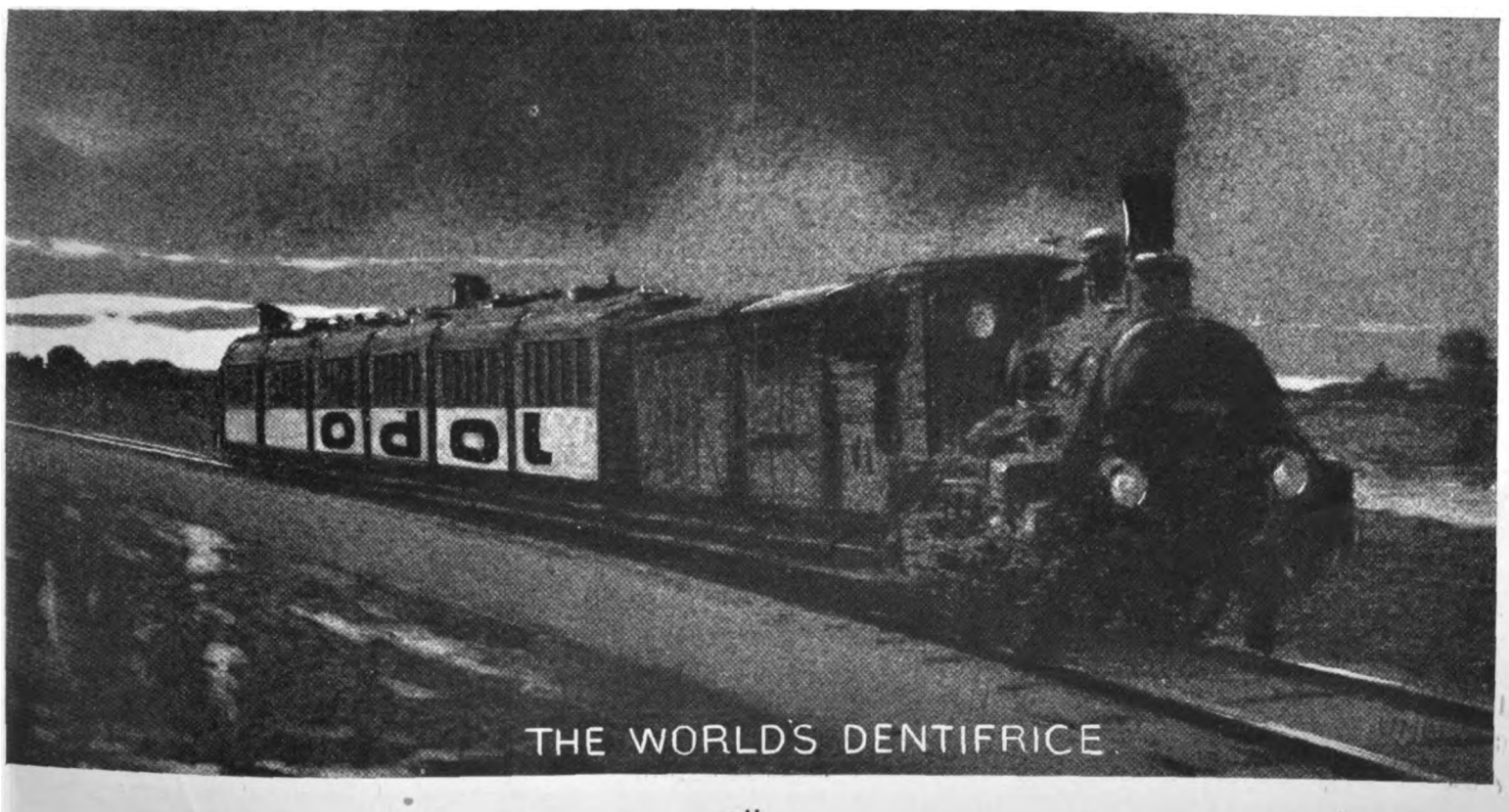
# Plays and Players.

*Foulsham and Banfield.*

MRS. SEYMOUR HICKS IN HER NEW MOTOR.

Mr. and Mrs. Seymour Hicks are taking a well-earned holiday in Cornwall with their two children.



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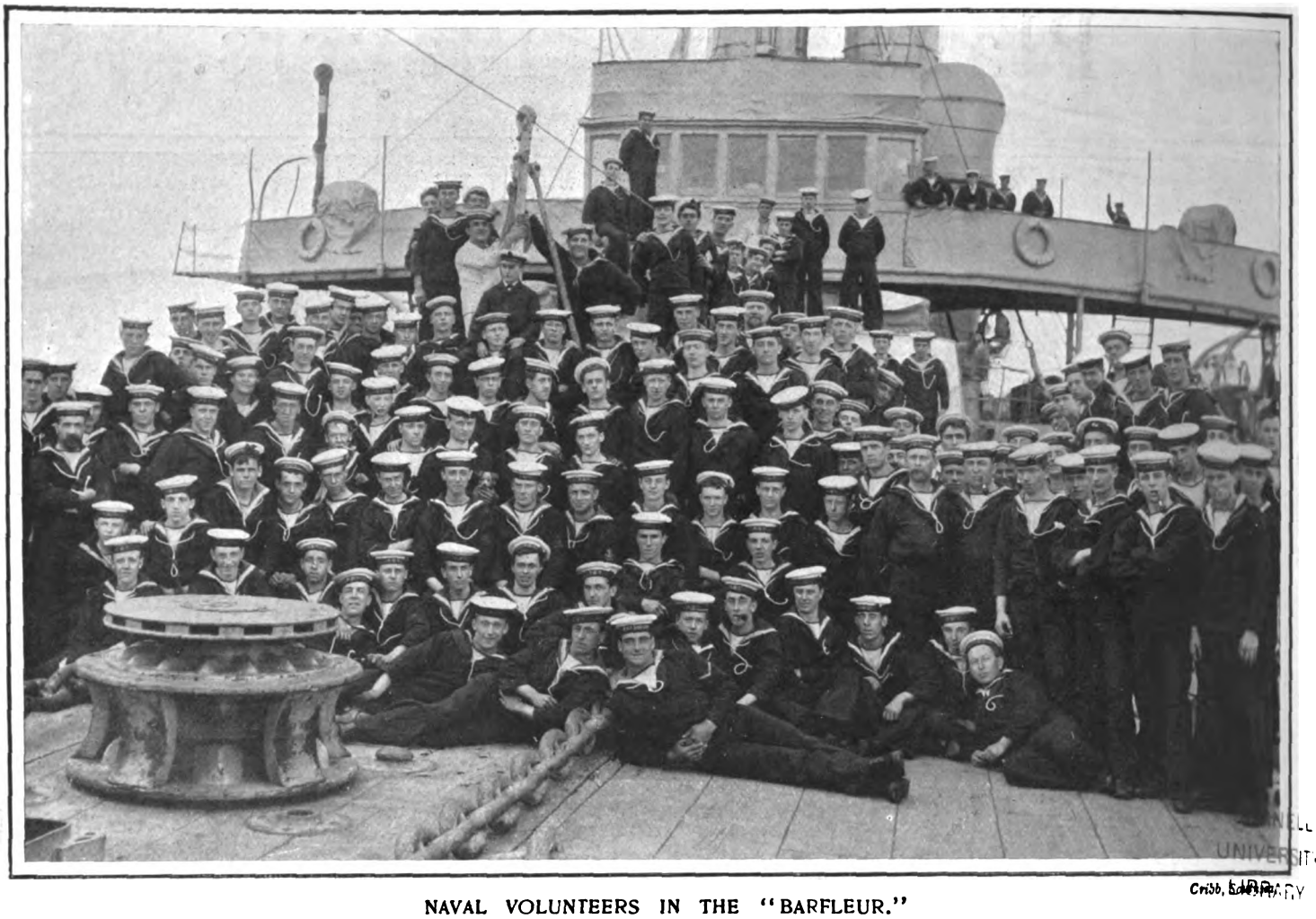
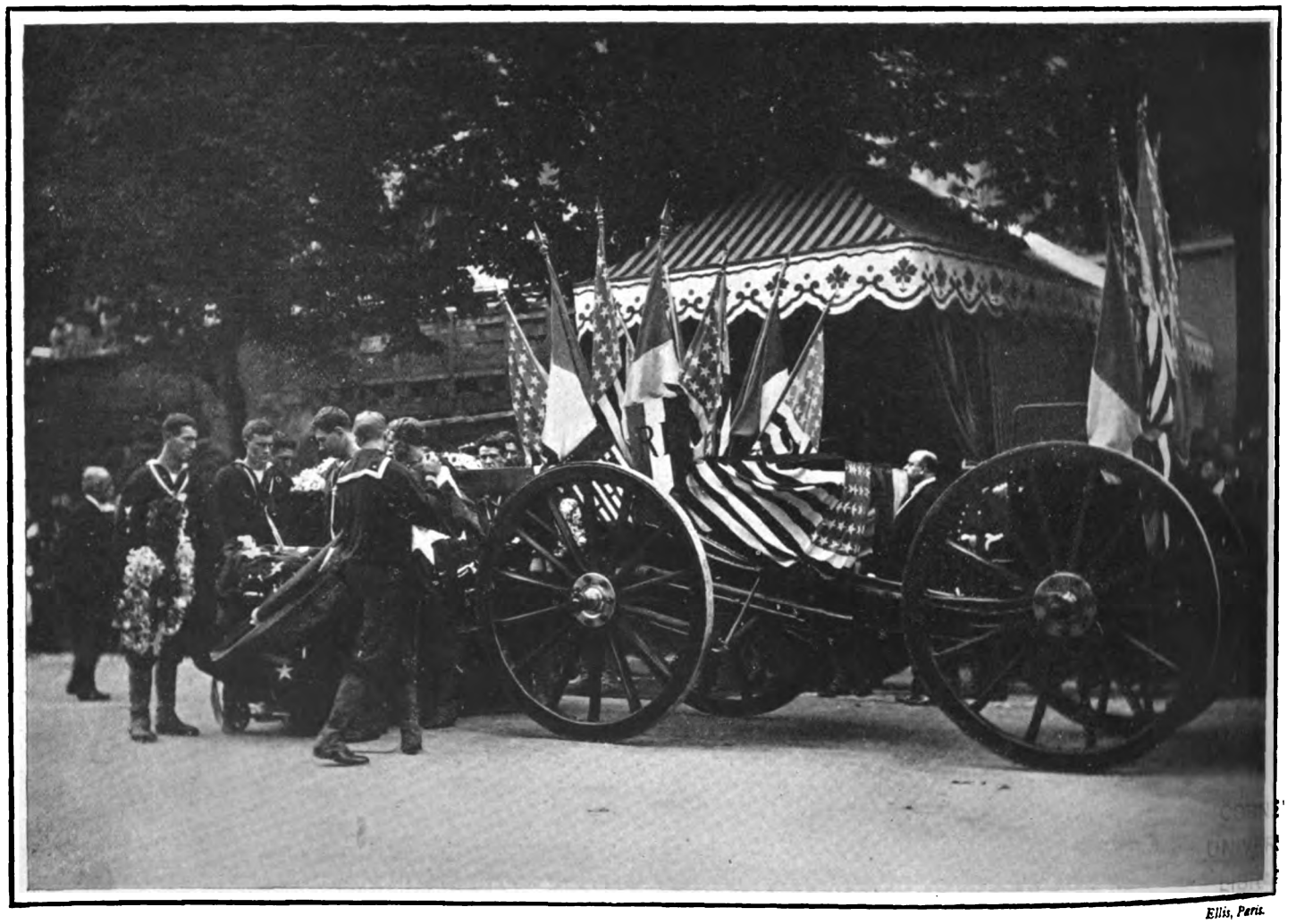


Cribb, Southsea.

NAVAL VOLUNTEERS IN THE "BARFLEUR."

The first cruise of Naval Volunteers belonging to the London division was a great success, officers and men settling down to sea-life readily and easily; and although most of them are City men accustomed to fairly luxurious conditions of life, they found messing on the lower deck a very agreeable way of spending their holiday.



Ellis, Paris.

THE OBSEQUIES OF ADMIRAL PAUL JONES.

Last week the remains of Admiral John Paul Jones, which were discovered in Paris by General Horace Porter after a long search, were transferred to the United States cruiser "Brooklyn," flag-ship of Admiral Sigsbee's special service squadron, and on board that vessel have been carried to America, where they will be given a national resting-place.



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Baptist World Congress, 1905.

# G.W.R.

Special Travel Facilities.

*DELIGHTFUL EXCURSIONS TO*

**MILTON'S COTTAGE & PENN'S BURIAL PLACE, CHALFONT ST. GILES, WINDSOR CASTLE, THE THAMES VALLEY, OXFORD, STRATFORD-ON-AVON,**

**etc., etc., etc.**

**For details, Fares and Time Tables, see Special Leaflets obtainable either at the Secretary's Office, Exeter Hall. 170b, Strand, 24, Charing Cross, or at Superintendent's Office, Paddington Station.**

N.B.—Every American or Colonial Visitor should procure "HISTORIC SITES AND SCENES OF ENGLAND," a beautifully illustrated volume published by the G.W.R. and pronounced by the whole Press to be the best book of the kind ever issued. Price 1s., obtainable at the above addresses.

*The British Medical Journal says:* "Benger's Food has *by its excellence* established a reputation of its own."

# BENGER'S Food

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*Delicious, Nutritive, Digestible.*

BENGER'S FOOD with milk forms a dainty, delicious, and most easily digested cream. Infants thrive on it, and delicate or aged persons enjoy it.

*Benger's Food is sold by Chemists, &c., everywhere.*

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**PURIFIES THE BLOOD AND CURES INDIGESTION,**

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"I must honestly say your Vogeler's Curative Compound has done me a lot of good. My face and neck are quite clear of the **Eczema**, and I feel so much better in every respect since taking the medicine. I used to have indigestion and wind very bad after eating, but I am now quite free from both these ailments."

(Signed) Miss S. Morris,

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Old Shirts made good as New with good Materials in neckband, cuffs, and front, for **14/-** the half-doz.

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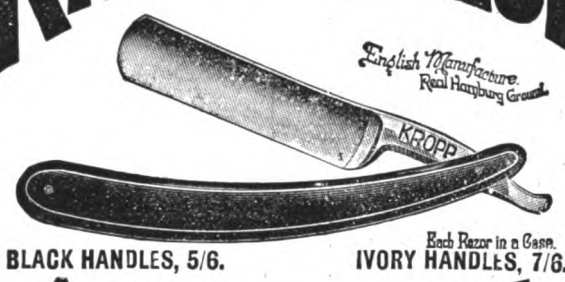


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# LITERARY NOTES.

THE death of Mr. John Hay is a severe blow to the peace of the world and the dignity of American politics. As a soldier, he was Secretary-Adjutant to President Lincoln, and served through the Civil War; as Ambassador he made himself as popular in London as had James Russell Lowell before him. Here, however, we are chiefly concerned with him as a man of letters. He was a leader-writer on the *New York Tribune* for five years; he wrote a delightful volume, "Castilian Days," full of the fascination of Spain, which his countrymen, Washington Irving and John Lathrop Motley, had also experienced; and he wrote, with Mr. John G. Nicolay, a very important life of his old chief, President Abraham Lincoln.

**Mr. John Hay.**

* * *

AND yet, now he is dead, people are talking far more about a little *parergon* of his than of his more dignified labours—"The Pike Country Ballads" and "Little Breeches." These homely, plain-spoken little ballads, with their strong sentiment and freedom of expression, went straight to the hearts of the American people, and soon became quite as popular in England. Whether they were meant to be taken seriously or not is a question that is little likely to be settled. The *pros* and *cons* of the case may be found discussed in the *Academy* of last week. On the one hand, it is said that Mr. Hay wrote them as a skit on the ballads of Bret Harte, just to see how much sentiment his public could stand, and found to his surprise that they could stand all he gave them, and more! Others hold that they were written with serious intent. After all, it does not much matter. There they are, and skits or not, they are capital in their way.

**Little Breeches.**

* * *

COLONEL HAGGARD'S "Regent of the Roués" (Hutchinson) is in many ways the best of his French series, although for some unaccountable reason he has revived the old and exploded legends of the "man with the iron mask," and devotes three chapters to commonplaces about Watteau, Voltaire, and Montesquieu. Colonel Haggard is gradually giving up his literary mannerisms and quaint inversions of phrase, and many parts of his new book are of almost absorbing interest. As far as that man of mystery, John Law, is concerned, he is certainly quite at home, and he tells with considerable humour the story of that brief period of unbridled licence when France, according to the frank confession of the pleasure-loving and selfish Regent himself, was "governed by a rascal and a pander." He might have truthfully added—by a brace of professed Atheists, and a third who hid his free thought by a cardinal's hat. One of the cleverly drawn but somewhat outspoken pen-pictures of the ladies of that short but dissolute period is devoted to the romantic story of the beautiful Circassian, Mlle. Aïssé, whose conduct in many ways contrasts favourably with that of the other *grandes dames* of the Palais Royal.

**The Regent of the Roues.**

MLLE. AISSE.

From "The Regent of the Roués," by Lieutenant-Colonel Andrew Haggard, D.S.O. (Hutchinson and Co.)

* * *

MR. J. M. DENT is making rapid progress with his edition of the "Complete Works of Count Tolstoy," translated from the original Russian and edited by Professor Leo Wiener, and sold at the very cheap sum of 3s. 6d. net each volume. Volumes XVII. and XVIII. have just appeared, and contain the well-known sociological work, "What shall we do then?" and other collected papers, including some of the religious writings. The edition is very handsome, well printed, and illustrated by a frontispiece to each volume; and it gives English readers the opportunity of becoming acquainted with the many-sided mental activity of one of the most extraordinary and original geniuses of our epoch, who made a reputation in England years ago with his novels, but has since developed into the man whom, for all his revolutionary opinions and outspoken plainness, the Russian Government is afraid to touch. He is a little god to the peasantry, and though the Russian censorship can rob his books and other writings of some of their sting, it cannot nullify his influence. Fortunately for his English readers, Professor Wiener has been able to secure the writings of Tolstoy as Tolstoy wrote them.

**Tolstoy.**

* * *

AT the same time Messrs. Constable are continuing their edition of Tolstoy at 2s. 6d. net each volume. This translation is the work of the capable hands of Mr. and Mrs. Aylmer Maude, who have Tolstoy's written approval of their work, and print it in the volume before us, which is Volume XX., containing three plays: "The Power of Darkness," "The First Distiller," and "Fruits of Culture." Between these two excellent editions let buyers choose. At any rate, there will be no excuse now for not knowing one's Tolstoy.

**Another Tolstoy.**

* * *

MR. MURRAY has reprinted John Drinkwater's "History of the Siege of Gibraltar, 1779—1783." The book was first published in 1785. John Drinkwater was a captain in the 72nd Regiment or Royal Manchester Volunteers, and his history was compiled from "observations daily noted down upon the spot, for my own satisfaction and improvement, assisted by the information and remarks of several respectable characters." All to whom the book is unknown will be well advised to make its acquaintance in Mr. Murray's good and cheap reprint, which may be had for half-a-crown, and is well illustrated, some of the plates being reproductions of engravings in the original edition.

**The Siege of Gibraltar.**

* * *

COLONEL W. T. DOONER, formerly commanding 1st Royal Inniskilling Fusiliers and 87th Regimental District, and late A.A.G. Thames District, has sent us his pamphlet on "The Infantry of our Army and Mr. Arnold-Forster's Proposals" (Simpkin, Marshall, and Co.). Colonel Dooner compares the views expressed by Mr. Arnold-Forster in 1902 with the scheme he has officially brought before the country of late, and which he intends, apparently, to carry through; and proceeds to examine that scheme in detail and comment on its probable results on the working of the Infantry. When an officer rushes into print (we hardly reckon letters to *The Times*) we may be sure he has something to say; and this is certainly the case with Colonel Dooner. His pamphlet voices the opinions, we make no doubt, of hundreds of practical soldiers who can tell from their own experience what the effect of the new proposals will be on the working of that arm of the Service; and his opinions, clearly and temperately expressed, should be read and pondered by all who are interested or concerned in the subject. They are too important and technical to examine in this column, and we must content ourselves with mentioning the existence of the *brochure*.

**Infantry and Army Reform.**

* * *

MR E. F. BENSON has moved far, in his new novel, "The Image in the Sand" (Heinemann), from the "Society" stories with which he burst upon a delighted world. Already before, in "The Luck of the Vails," he had touched upon the supernatural. In "The Image in the Sand" he is deep in it. The scene is Egypt, the ancient home of mystery, and very early in the book we find ourselves in an old temple by a lake, where a spiritualistic *séance* is going on, and our heroine enters to find her father present at it, and to be "possessed" at once by the demon just raised. The story is in essence a story of Marguerite and Faust, with the important difference that Marguerite does not fall. The book is full of vague mystery, full, too, of excitement, and in places it sets one's hair standing on end. There is a breadth and a variety about the book that give it importance, and mark an advance in Mr. Benson's powers.

**The Image in the Sand.**

* * *

INTENDING holiday-makers who want to find out where to go this summer (if we have any) could not do better than apply, so to speak, on the spot for all information they require. This is easier nowadays than it used to be, owing to the capital little series of handbooks to various health resorts which are published for their respective corporations, councils, etc., by the Health Resorts Association of 2, Gray's Inn Road, E.C. We have before us Bexhill-on-Sea, Southend and Westcliff-on-Sea, Rhyl, and Malvern. Each little book contains a full and clear account of the attractions of the spot it deals with, and all the other information that can possibly be required is conveyed by the illustrations and—what is quite as interesting in such a case as the letterpress—the advertisements. The handbooks can be obtained free of all cost if a post-card is sent to the town clerks of the places of which particulars are required.

**For Holiday-makers.**

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## *BOOKS TO READ.*

The Rook's Nest, by G. W. Appleton. (Long.)
Rhymes of the East and Re-collected Verses, by Dum-Dum. (Constable.)
Russia, by Sir Donald Mackenzie Wallace, K.C.I.E., etc. New edition. (Cassell.)
Tolstoy's Plays: The Power of Darkness; The First Distiller; Fruits of Culture. Translated by Louise and Aylmer Maude. (Constable.)
The Native Races of South Africa, by George W. Stow, F.G.S., etc. (Sonnenschein.)
Mrs. Alemere's Elopement, by Charles Marriott. (Nash.)
A Tragedy in Commonplace, by M. Urquhart. (Methuen.)
Behind the Throne, by William Le Queux. (Methuen.)



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# NEW ZEALAND

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A NEW COUNTRY of marvellous beauty, with a fertile soil and a splendid climate. No extremes of heat or cold.

No droughts. An abundance of water, yet no rainy season.

An Evergreen Land rich in natural products.

A GREAT SHEEP, CATTLE AND DAIRYING COUNTRY.

Cheap farms with helpful assistance to farmers by the Government. Reduced steamer fares from the United Kingdom to New Zealand for persons with small capital.

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NEW ZEALAND IS THE WONDERLAND OF THE WORLD.

Its Thermal Sights are unique in their extent, beauty and weirdness.

The Mammoth Geyser "Waimangu" (Black Water) hurls an immense mass of boiling water, mud and stones over 1,000 feet high.

Hot Mineral Water and Mud Baths; The Curative Baths of Rotorua, Te Aroha and Hanmer are world famous. Government doctors in attendance.

Baths. Gardens. Games. Music.

and picturesque. Here are lakes of great size and depth—canyons that surpass the greatest of other lands—dense forests with a tropical profusion of ferns and flowers—innumerable waterfalls—monoliths of granite many thousands of feet in height—glaciers, snowfields, and the peerless Sounds, with their 400 miles of inside sailing distance.

TRANSIT is convenient throughout New Zealand. Government railways, Express trains, Pullman and Dining Cars. Excellent coastal steamers. Splendid coaching routes. Hotels, good; charges moderate. Government Hotels, Spas, and Accommodation Houses in many of the principal tourist resorts.

Large Mail Steamers with every modern comfort and convenience leave Great Britain for New Zealand fortnightly. Duration of direct journey, 40 days; via Suez and Australia, 44 days; via Canada, 32 days; via San Francisco, 28 days.

The best time to visit New Zealand is during the summer months, from November to April.

ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS. Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer

HAULING KAURI LOGS THROUGH BUSH, KAURI FOREST, NORTH AUCKLAND.

FELLING KAURI TREE, NORTH AUCKLAND, KAURI FOREST.

WAIRUA FALLS, WAIRUA RIVER, NORTH AUCKLAND.

The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

The LAKES of New Zealand are most pleasing in their charm of colour, contour and environment. Rotorua, Rotoiti, Taupo, and Waikaremoana in the North Island; Manapouri, Wakatipu, Te Anau, Wanaka, Kanieri and Mahinapua in the South Island are the most notable. The Lakes of the South Island are surrounded by mountain scenery of singular beauty and magnificence. Steamers and Power Launches. Good Hotels.

The WEST COAST FIORDLAND is indescribably wild

Fares, Settlement, Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the Agent-General for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

## OKOROIRE.

HOT SPRINGS AND SANATORIUM HOTEL.

**One of the finest Health Resorts in the Thermal District.**

**The first place of interest en route to Rotorua, New Zealand.**

Delightful **NATURAL HOT MINERAL BATHS**, free to Guests. Sufferers from Gout, Rheumatism, Sciatica, Lumbago, Affection of the Eyes, Skin Diseases, etc., are often permanently cured by these waters.

**CLIMATE.**—Beautifully clear and bracing atmosphere, charming surroundings.

**SPORT.**—The Streams in the hotel grounds are exceedingly well-stocked with Trout. Plenty of Game, viz.: Pheasants, Virginian Quail, Wild Duck, Hares, and Deer. **Lawn Tennis, Golf, and Croquet.**

The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

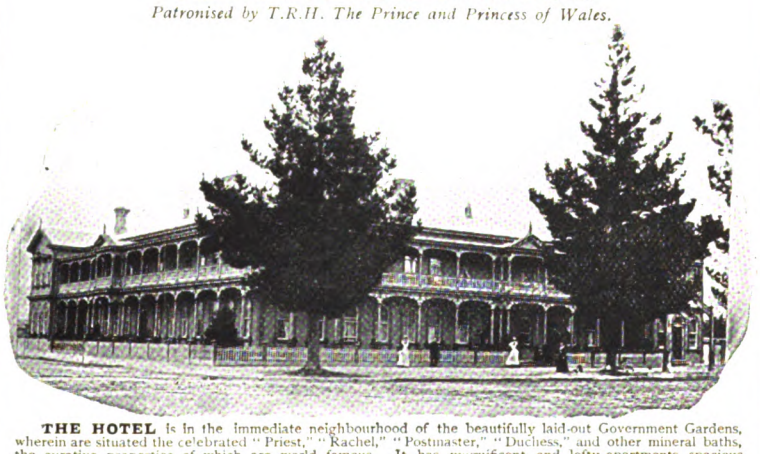
**T. MARTIN,**
**Manager.**

## NEW ZEALAND.

### THE GRAND HOTEL, ROTORUA.

**Situated in the Centre of the Hot Lakes District.**

*Patronised by T.R.H. The Prince and Princess of Wales.*



**THE HOTEL** is in the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

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## THE GEYSER HOTEL,

**WHAKAREWAREWA, ROTORUA.**

**Situated** in close proximity to the **wonderful Geysers** and **Maori Settlement.**

**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged

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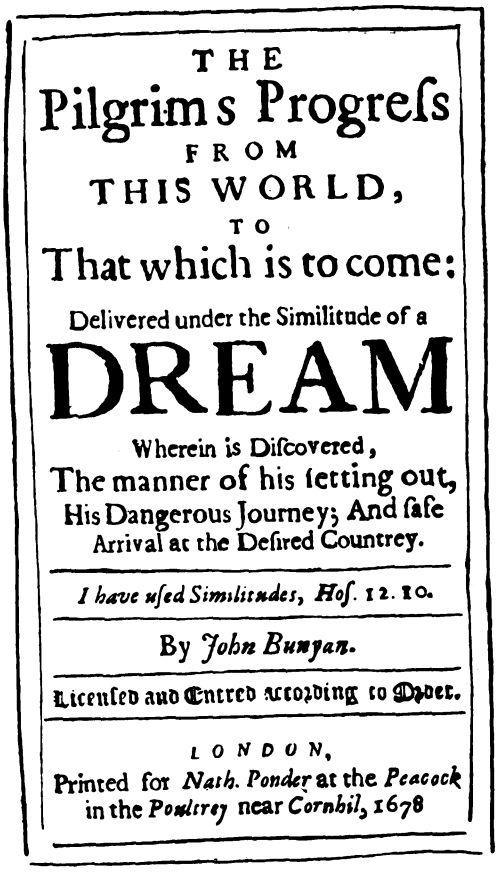
# Leaves from a Collector's Note-book.

## EARLY EDITIONS OF THE "PILGRIM'S PROGRESS"—ENGLISH, AMERICAN, AND DUTCH. BAPTIST RARIORA.

FEW books in the English language can boast of having gone through such a phenomenal number of editions as the *magnum opus* of the once much-persecuted and oft-imprisoned Bunyan, who doubtless never dreamed of the possibility of either his humble birthplace or the scene of his sufferings for the Faith becoming, more than two centuries after his death, the objects of a great international pilgrimage. Bunyan collectors are possibly more numerous in America than on this side of the Atlantic, and it is a curious coincidence that the shop of Messrs. Maggs, noted dealers in Baptist *rariora*, should be almost exactly opposite Exeter Hall, while the "Caxton Head," where a goodly array of Bunyan's books and rare Bibles was lately on view, is in close proximity to the Baptist Church House in Southampton Row. In both of these establishments Baptist visitors to London and the World Congress are sure to find a large selection of the old-world books and prints, which will form so appropriate a memento of their pilgrimage in the footsteps of their great seventeenth century co-religionists. The list of editions of the "Pilgrim's Progress" given by Lowndes is absurdly incomplete, for the author makes no attempt whatever to deal with either the American or Dutch issues of this oft-reprinted and most fascinating volume. Lowndes tells us that only one perfect copy of the first edition of 1678 is in existence. He adds that it is in possession of Mr. H. S. Holford, and is valued at £50. By Messrs. Maggs's permission the title-page of an example of the first edition, which came recently into their hands, is now reproduced. In describing it they published the following note:

"Of First Editions of rare English standard works this is perhaps a most the rarest and most interesting. Only about six copies are known to be in existence, and of these two only are perfect. The present copy is unfortunately imperfect also; it lacks leaf F 1, and the end of the book af er page 180. One or two other leaves are also slightly imperfect. The most important leaf, however, the title-page, is in beautiful condition. The autograph of the original owner is on one of the fly-leaves (William Ridding, His Booke, 1678.) The


THE
Pilgrim's Progress
FROM
THIS WORLD,
TO
That which is to come:
Delivered under the Similitude of a
DREAM
Wherein is Discovered,
The manner of his setting out,
His Dangerous Journey; And safe
Arrival at the Desired Country.
*I have used Similitudes, Hos.* 12. 10.
By *John Bunyan.*
Licensed and Entred according to Order.
LONDON,
Printed for *Nath. Ponder* at the *Peacock*
in the *Poultrey* near *Cornhil*, 1678

BUNYAN'S "PILGRIM'S PROGRESS."
The title-page to the first edition, published in 1678.

only perfect copy recorded as having sold by auction brought £1,475."

In the same catalogue figured several other very scarce copies, including one of the earliest Boston editions, the frontispiece of which is also now given in THE KING. Mr. Gregory of Bath had lately three or four exceptionally good copies of the first eighteenth century editions, and the last catalogue published by Mr. James G. Commin of Exeter contained the following item, which will doubtless greatly interest those of our American visitors who happen to be Bunyan collectors:

"Bunyan (John) Eens Christens Reyse na de Eeuwighyd, Vertoonende onder verscheydene aerdige Sinne-Beelden, de gantsche Staet van een Boetvaerdige ende Godtsoeckende Ziele, in't Engels Beschreven door Mr. Joannes Bunyan, several quaint woodcuts (engraved title repaired, and two leaves missing), 18mo, polished levant morocco, gilt edges, by Riviere, £5 5s. Utrecht, by Juriaen van Poolsum, 1684. The first and exceedingly rare translation into Dutch of the 'Pilgrim's Progress,' published in the same year as the second part, first appeared in England."

It is from Mr. Commin's collection that the frontispiece of the eleventh or first illustrated edition of Bunyan's immortal allegory is now reproduced. In December, 1901, a copy of this, bound in the original calf, was sold at Sotheby's for £36. This edition presents the special interest of having been the last which the author, dying in the same year, lived to see. It is of almost or quite equal rarity to the first. No copy was known to a recent specialist on the subject, and it exists at the British Museum in a fragmentary state only. On the back of the portrait is an apocryphal notice to the effect that the plates were first added to this edition in consequence of the favourable reception of the tenth issue. The Early Baptists do not appear to have been nearly as much or as cruelly caricatured as their Quaker brethren. The reason for this is somewhat difficult to explain. The one great pictorial attack on them is the frontispiece of "The Dipper Dipped"—a coarse satire on adult baptism. The British Museum collection of Baptist literature is far from complete, but that of the Baptist Church House will amply repay a careful inspection. It would certainly be difficult to find any more appropriate memento of the first World Congress in the history of the Baptist Church than some of the *rariora*, the existence and nature of which are now very briefly indicated and described, and which the collector will possibly find in Oxford, Cambridge, Bath, Exeter, and Bedford, as well as in London.

B.

FRONTISPIECE OF THE FIRST ILLUSTRATED EDITION OF THE "PILGRIM'S PROGRESS," 1688

*Copyright.*
JOHN BUNYAN'S MEMORIAL STATUE AT BEDFORD.

FRONTISPIECE OF EARLY AMERICAN EDITION OF THE "PILGRIM'S PROGRESS," BOSTON, N.E., 174-



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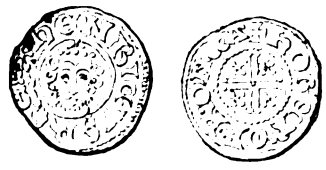
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# Motoring Notes.

FOR the Brighton Meeting, which takes place on July 19 to 22, a large enclosure has been set aside exclusively for members of the Automobile Club and the Motor Union. The enclosure is situated on a terrace 25-ft. above the level of the roadway, and affords a splendid view of the racing for about three-quarters of a mile before the finishing mark. There is a limited number of reserved seats, which are on the front of the terrace, and behind there is a promenade which extends for 250-yds.

* * *

The Automobile Club is endeavouring to secure a mitigation of the smoke nuisance which has been so much in evidence in the London streets of late, and must be held largely responsible for the exclusion of motor-cars from Hyde Park during the crowded hours of the afternoon. A notice has been sent round to all the big garages pointing out the harm that is being done by allowing cars to emit vapour, and members of the club whose cars offend in this respect will have their attention drawn to the fact. Two or three officials of the club have been instructed to make observations in the London streets and send in daily reports on the extent of the nuisance.

* * *

The Motor Union has successfully prosecuted the driver of a four-horse char-à-banc, who deliberately obstructed a motorist and subsequently ran him down. It is worthy of note that the driver, having disabled the car, drove on without stopping to render assistance. The chairman of the Bench remarked that it was one of the worst cases he had known, and imposed the maximum penalty of £5.

* * *

A magnificent 40-h.p. Mercédès has recently been supplied to the King. The body, which was built by Messrs. Hooper, is of the covered type, seating two or four passengers inside, the 10-ft. 6-in. wheel-base of the chassis allowing ample room for the carriage work without any overhang at the rear. A table, electric light, and a speaking-tube for communication with the driver are included among the fittings. The body is painted claret colour picked out with red, and is upholstered in dark blue buffalo hide.

* * *

The full list of entries for the Reliability Trials which will be held by the Motor Yacht Club in Southampton Water on August 2 and 3 has now been published. It is noticeable that the boats entered are larger, and, as a rule, more powerful than those which competed last year, while the new class for vessels with permanent cabin accommodation is well filled. The list contains thirty-six boats, varying in size from an 18-ft. yacht's launch with a 6-h.p. petrol motor up to a 60-ft. Thornycroft-built yacht driven by a four-cylinder internal combustion motor, which derives its explosive mixture from a "producer gas" plant. In the 30-ft. launch class are several boats driven by high-powered engines, such as a 50-h.p. Daimler, whose cylinders are each 134-m.m. by 150-m.m., a 40-h.p. Fiat, a six-cylinder 40-h.p. Maudslay, a 33-h.p. Legros and Knowles, and a 28-h.p. Delahaye. Messrs. Simpson, Strickland, and Co. of Dartmouth have entered two of their famous steam-launches, and it will be interesting to note how these latter compare with the petrol and paraffin boats in point of speed, reliability, economy, and silence. In price the boats range from the £40 of the 6-h.p. 20-ft. Ashton and Kilner launch, up to the £3,000 which is given as the selling price of the big steel yacht entered by Messrs. Thornycroft.

* * *

The Gordon Bennett Race must be accounted a triumph for the great firm of Michelin, as tyres of their make were fitted to the cars that finished first, second, third, fourth, and sixth. In fact, the race was largely a trial of pneumatics, as no car which was shod with faulty tyres had a chance of finishing in good time. Apart from the excellence of the French and Italian Michelins, the success of the Fiats, the Richard-Brasiers, and the De Dietrich was largely due to the splendid organisation of the tyre-refitting stations placed by the firm at different spots on the course. It is stated that halfway through the race Théry's four tyres were entirely replaced and inflated in the space of 5-min. 30-sec.

* * *

Only three French boats have been entered for the British International Cup, so that there will be no necessity for an eliminating race to select the team which will represent France. The three crafts are "Dietrich V.," "Palaisoto I.," a 12-metre boat with a Panhard-motor, and "Hotchkiss." "Dietrich V." is of a very peculiar design, as the propeller shaft is placed horizontally below the keel, and driven by the motor through the medium of a chain.

ON THE LAKE IN BATTERSEA PARK.

The penny ride round the lake in a motor-boat is one of the most popular amusements in the park just now.



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"(Signed) THOMAS SHAW."

"Edinburgh,
"May 31st, 1905.

"Congratulations on winning a Gold Medal in the late Trials here. It was worked for, as I can testify, in the works and the drawing office.
"(Signed) T. M. CAIRNS."

"Wolverhampton,
"June 5th, 1905.

"Naturally I have been interested to see how the marks were awarded for the Scottish Reliability Trials, and congratulate you very heartily upon the result achieved by y ur Ariel car. Quite apart from the valuable business result you secure from the award, it must be gratifying to you to take the Gold Medal in such company.
"(Signed) H. B. HALL."

"Glasgow,
"May 30th, 1905.

"Heartiest congratulations on great success of Ariel, the car for luxury, finish, style, speed, and steadiness; the best car in the entire fleet. It did not need an observer except to prevent its premature arrival anywhere. I'll be delighted to 'observe' an Ariel and its driver again at any time. Kind regards from
"OFFICIAL OBSERVER."

"'Motor World,'
"June 10th, 1905.

"The Ariel Company, like every other firm who have gained a name in the trade, have not attained their high position without exhaustive experiment and trial. To instance one example, I might mention the gear pinions. These were tried in all manner of grades of softness and hardness, but nothing up to Ariel standard was found until they began to toughen them in pitch. In the same connection I might mention the shape of the pinion teeth. The special leaf shape now adopted has only been arrived at after numerous trials of other designs. It is so all through this 'gold medal' car. Every detail has received the same scrupulous study, and the result, as the Scottish trial has indubitably proved, is a credit to English manufacture. We in Scotland can also, however, take some credit for this splendid example of engineering, for the dominant spirit of the Ariel Company is a Scotsman from Aberdeen awa'."

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# *Fashions of To-day & To-morrow.*

THE delightful Henley Week has gone, with all its picturesque groupings of fresh English girls in the prettiest of summer frocks, sunshades, and charming hats. These latter have been a special feature this year, and some of the milliners have excelled themselves in the dainty muslin, chiffon, and embroidered lawn creations—some with floral trimmings, others with simple swathed ribbons and foliage, and others, again, with the so popular Valenciennes tiny frills. Some, of course, were more elegant, with long ostrich plumes, arranged in most becoming styles, and costly lace shapes with osprey and jewelled clasps and buckles; but the simpler hats always seem more suitable for river wear, and also are more in keeping with the dresses worn on this occasion.

The sales are, of course, in full swing, and the tired mothers of large, growing families are, indeed, to be pitied as they struggle from one department to another, going through their long lists of wants—most uninteresting shopping this. I overheard one cheerful woman, accompanied by several hobbledehoy youths, asking in the boot department for "the largest size boys' boots you have, please." A shamefaced "Oh, mother!" was chorused by the painfully blushing youths; and the mother's reply came distinctly and placidly, "Well, Tom, what is the use of wasting time? Your feet are so terribly large." A murmured "I can't help my feet," and the crowd helped me further on my way. I found some delightful model gowns at Kate Reily's of Dover Street on the first sale days, and wished I had not been tempted at some of the other sales before visiting this one. A beautiful Indian blue voile, with tiny and innumerable strappings of glacé silk, with the dearest little bolero, with loose sleeves trimmed with lace, was only 14½ guineas. Another sweet black and white check, most dainty, had a charming inner vest of pleated muslin and lace, and was only 10½ guineas. A lovely white tulle and lace evening gown with pink ruchings on the skirt and bodice was 14½ guineas, and still another gem in white point d'esprit over pink silk, charmingly trimmed with narrow bands of baby velvet and lace wreath motives at intervals. This was 18 guineas, but well worth the money asked. Unlike some model gowns these were all so fresh and clean. Evening cloaks were dreams of beauty, one in three shades of pink soft ribbon, interspersed with fine lace, and an ermine collar and tie; another was in telegraph blue chiffon.

*Bassano.*

*ELEGANT WHITE CREPE DE CHINE DRESS WORN AT A RECENT GARDEN PARTY.*
(Messrs. Charles Lee and Son, Wigmore Street, W.)

Linen gowns at Messrs. Robinson and Cleaver's of Regent Street are going rapidly, so that those who have not secured some of these bargains had better hurry to do so, for nowhere are they to be obtained better or cheaper.

Messrs. Debenham and Freebody's of Wigmore Street have reduced their stock of lovely boas, stoles, and pelerines to most tempting prices, and their well-earned fame for perfectly-cut blouses is a by-word. Some of these at 29s. 6d. are charming, and even those at the low price of 12s. 6d. are equally well cut.

At Messrs. Charles Lee and Son's of Wigmore Street there are some marvellous bargains, which are well worth seeing and buying. Amongst others are some smart gowns from 10s. to 15s. to clear; model gowns originally 15 guineas to 20 guineas are selling at 3 guineas to 4 guineas; blouses and shirts from 5s. to 15s., quite a quarter of the value. The hats are sold from 2s. 6d. to 15s., and the prices of his display of motoring and theatre coats are simply absurd. But Mr. Lee is making these extraordinary reductions because he is going in for extensive alterations, and so is really sacrificing some of his goods.

Our illustration this week is of one of the newest models, and was worn at a very select garden party lately. It is of white crêpe de chine, made in a fully-gauged skirt, the lower part being of drawn net, with insertions and frills of lace, and handsome circular motives of guipure. The bodice is elaborately trimmed to correspond, and is most effective. Messrs. Lee have some beautiful gowns, just made for some special trousseaux they have on order, and I have been fortunate in getting these photographed, and hope to show you some of them very shortly.

Messrs. Peter Robinson of Oxford Street are showing some linen coats that are most useful for cooler evenings at the seaside, or for early morning strolls.

For those who are busy in the West End during the sales, Lyons' Popular Café in Piccadilly is a veritable boon, both for luncheons and teas; for in spite of the thousands that visit this nobly-proportioned palace, the ventilation and accommodation are so truly excellent that on the warmest days you can partake of refreshments there with comfort and enjoyment. In fact, I know of numerous married couples who, tired of the eternal servant worries, have given up housekeeping altogether, and take all their meals there, and so great is the variety of Messrs. Lyons' menus that they have not tired of the food there yet, and they have frequented the restaurant since it opened. This should be good hearing for the shareholders.

R. D.



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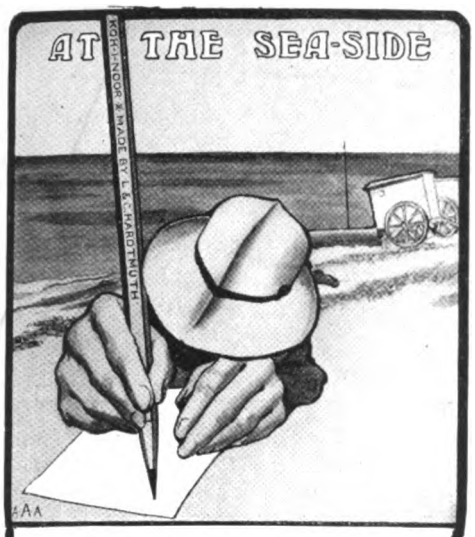


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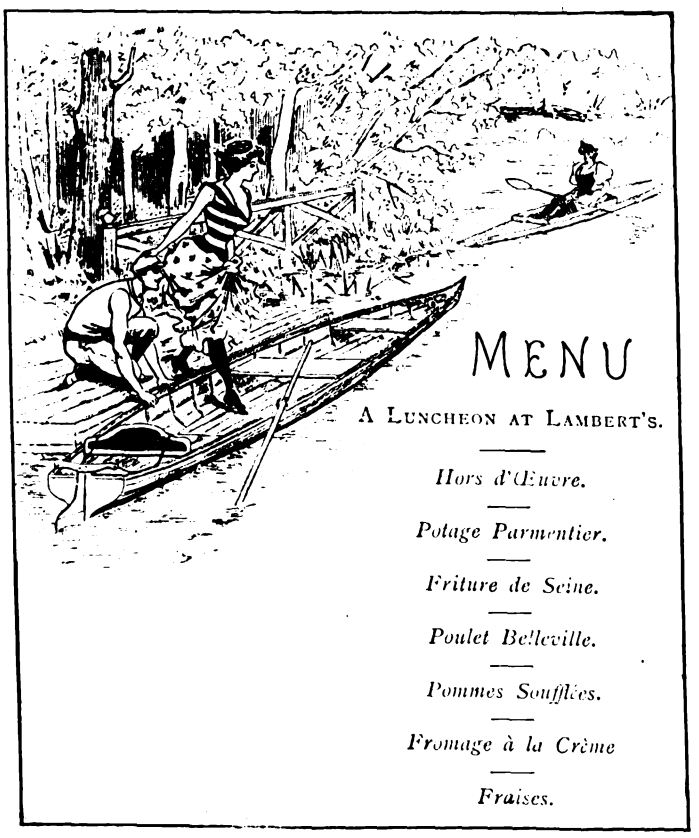
IT seems strange that nobody should yet have hit upon the simple idea of writing a book on Paris restaurants, comprising not only the celebrated and fashionable houses — descriptions of which regularly appear in THE KING—but also the less pretentious establishments, famous for their special dishes, which attract amateurs from afar. Such a book, interesting in many respects, would prove in a conclusive manner that, despite all that has been said and written, culinary art is not on the wane in France. Far from it! The Parisian, be he clubman or artisan, eats comparatively little, but he wants that little good, and knows where to get it.

Some of the "specialities" will not appeal to the untravelled Englishman, who shudders with horror at the mere mentioning of "Snails à la Bordelaise," or "Frogs à la Poulette," and who will be afraid to enter Joanne's noted place in the Avenue de Clichy, with "Tripes à la mode Caen" in big letters over the door. Should you, however, be at all partial to this succulent dish, I strongly advise you to go in, and you will feel grateful ever after. Do not look puzzled when the waiter who takes your order asks you, "Avec ou sans pieds?" All the man wants to know is whether or not you desire an obligato accompaniment of calf's foot. Joanne does things artistically. He knows that tripe must be eaten very hot, and every customer's plate is served on a metal heater with burning charcoal. It is all scrupulously clean, admirably cooked, and costs fifty centimes per portion! The genuine amateur, therefore, consumes two portions, after which he takes the bus home—he feels too heavy to walk. There seem, however, a variety of ways of eating tripe; for whi'st some customers sprinkle the dish with grated cheese, others smother the contents in their plate with mustard or pour vinegar over it. The classical drink is cyder, and the quality served is just the right note, neither too sweet nor too sour. Joanne also does a big outdoor trade, and it is amusing to watch the procession of people coming in to buy their portions and carrying them home in metal cans.

Martin's, in the Boulevard Rochefoucauld, is the home for snails. These are served in the shell very hot and strongly flavoured with garlic. One has to be educated to this, and we are not surprised to see that the company, almost without exception, hails from the South, Marseilles, especially, being strongly represented. But even the Southerner cannot make his dinner off snails. A dozen is about the maximum; after which he winds up with a cutlet and some fruit.

Only those who have explored Paris thoroughly know of the existence of numberless *marchands-des-vins*, where the cooking is excellent and who boast of a really fashionable *clientèle*. Take, for instance, Hubert, in the Rue des Petits-Carreaux. Some twenty years ago Hubert—a capital *chef*—married a cook, a real *cordon bleu*, and in their little room on the first floor they will serve you a Poulet chasseur and an Omelette soufflée which cannot be surpassed. Downstairs is the wine-shop, where cabbies and workmen dine and luncheon at moderate prices; but the room upstairs is reserved for the "quality," who, of course, have to pay for this extra honour. This upstairs room is much frequented by literary men, and by celebrated actors. Coquelin *aîné*, an expert in matters relating to cuisine, has often entertained his friends at Hubert's; and it is rumoured that Mme. Sarah Bernhardt made her appearance there once.




But one of the most amusing places in Paris is undoubtedly the little restaurant of the Père Lambert, in the Latin quarter. Why he should be called Père Lambert has always been a mystery to me. Not only was the man never married, but he is a confirmed misogynist, who hates every woman on the face of this earth—except his mother. They are a queer couple, mother and son, always affable, yet never smiling, both of them splendid cooks. The mother's speciality is Pommes soufflées. She never does anything else; but in the course of years she has acquired a skill in preparing them which is simply marvel'ous. She is a virtuoso in the art. At the Père Lambert's the Pommes soufflées are never served with the meat. In fact, it would not only be a breach of etiquette to order them in this way, but the old lady would be deeply offended. No, they are served as a dish by themselves. Lambert brings them on the table, and, having solemnly removed the cover, stands in an expectant attitude waiting for the applause which generally greets the appearance of the beautiful pyramid, wherein each potato seems to have come out of a mould. If you leave it to Lambert to compile the simple menu, this is what he will give you: A hors d'œuvre—generally a curious sausage from his own little place in Brittany—a soup, a friture de Seine, a delicious fricassé of chicken, the famous Pommes soufflées, a salad, and cheese and fruit. All very simple, but first-class in every way.

Lambert himself is one of the curious types in Paris. Some fifteen years ago he suddenly disappeared. He went to England, and performed the wonderful feat of returning after five years without having learnt a single word of English. He stayed, it seems, in Woolwich; but why he went, what he did, and why he returned remain a mystery to everybody except his mother. He has, however, a great admiration for everything English, especially for King Edward, whose portrait hangs in his bedroom. One day some students, knowing Lambert's woman-hating propensities, played him a practical joke of a not very delicate nature. To their surprise he made no remark, but the old lady, departing from her usual reserve, read them a lecture before all the customers in such sarcastic terms that they are not likely to make a second attempt.

*Filets Manon.*—M. Lambert gave me the recipe of this capital dish. Heat a piece of butter in a saucepan until it is brown. Cut your fillets of beef in slices and cook them in this butter. Remove them, and put in their place slices of foie-gras that must cook for about five minutes. Put the foie-gras on the fillets, one slice on each, and throw into the same saucepan in which both have cooked slices of truffles, add salt and pepper, and let them colour for three minutes. Moisten with a glass of sherry and a spoonful of tomato sauce and some concentrated beef extract. Let it all boil for five minutes on a quick fire, and just before serving add foie-gras the size of an egg that has been passed through a hair sieve. Be careful it does not boil. As a rule the filets Manon are served on fried bread of the same size as the meat and the foie-gras and the sauce is poured round.



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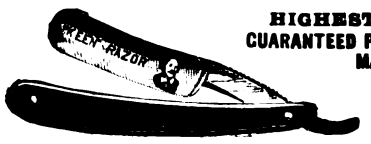


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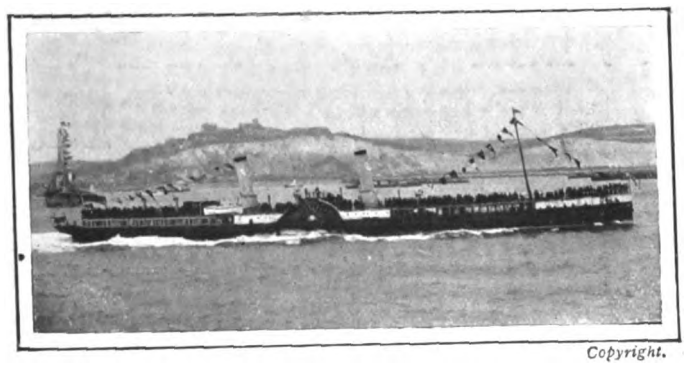
# Here, There, and Everywhere.

HEREFORD, the centre of the lovely Wye Valley, is experiencing one of the finest summers of recent years, and visitors are arriving in large numbers. The Hereford and West of England Rose Show, one of the largest rose shows in the kingdom, has just been completed. A regatta on the Wye, with £200 in prizes, is also being held. An excellent band plays regularly in the Gardens, the Castle Grounds.

THE reading of many guide-books is a weariness to the flesh; but now and then we come across a literary effort which is a pleasure and delight. Such is the *brochure* issued from Bude, with its idyllic chapters about "the thundering shores of Bude and Bors," that romantic corner of East Cornwall ranging from Clovelly to Tintagel. To read it is to long to be there, and the magic touches of a master pen seem to sound the thundering roar of ocean in one's ears, to send the scent of the heather and the wild thyme and the salt sea to one's nostrils, and to make one long for the land of the wild Arthurian legends. The book is also beautifully illustrated, and will be sent by the district committee on payment of postage.



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THE KOH-I-NOOR

One of the handsome steamers of the New Palace Company, which are now running daily between Tilbury, Margate, Ramsgate, and Dover.

"FORWARD" is the motto of the Great Central Railway Company, and in no degree has it been more manifested than in their excursion arrangements. The first company to give to Londoners the opportunity of seeing the Grand National and breakfasting and dining *en route*, as also to offer cheap fares to Doncaster for the Leger Day, inclusive arrangements for Stratford-on-Avon, and other places, they now announce cheap tickets for every Saturday to over 200 of the principal towns and places in the Midlands and the North.

OUR readers should not lose sight of the fact that the last day of September is the date fixed for the closing of entries for the great competition organised by Messrs. Kodak, Limited. Particulars may be obtained from any dealer and at any of the Kodak establishments; but it may be as well to point out that £400 in cash and apparatus will be distributed amongst the successful competitors. The competition is divided into two sections—Open and Novice—the latter being specially arranged in order to offer encouragement to the beginner, without calling upon him to place his pictures in competition with the more advanced productions of skilled workers. All negatives must have been taken on Kodak N.C. (non-curling) film, and the prints must be upon one of the Kodak papers.

ILFORD, LIMITED, announce that a selection from photographs by prize-winners in the recent Ilford £750 competition will be on view at the Modern Gallery, 61, New Bond Street this week from 10 a.m. to 6 p.m. There will be no charge for admission.

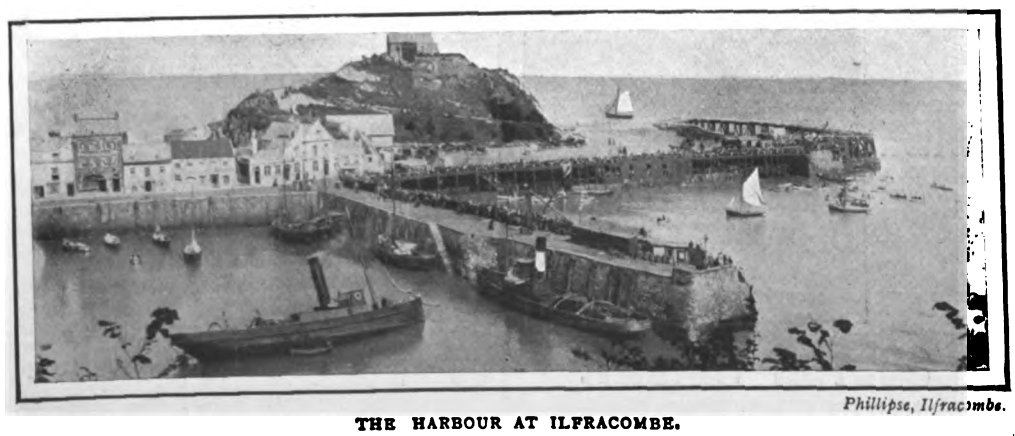
THE Cercle Mozart of Mechlin, Belgium, visited London on Saturday last, July 8, when they gave two grand orchestral concerts at the Naval, Shipping, and Fisheries Exhibition, Earl's Court. The band, which is one of the most distinguished in its own country, numbers sixty performers.

DOVERCOURT BAY has "arrived." To anyone visiting it for the first time this year and seeing the large numbers of people thronging this delightful Essex Coast resort, the fact must be patent that Dovercourt is as popular as any of the larger and more famous seaside places. And much of its attraction is no doubt due to the admirable way in which it caters for its visitors. The splendid Hotel Alexandra can claim equality with any other hotel on the East Coast, either in situation, catering, or luxurious appointments. With its own ballroom and concert-room, tennis and croquet lawns, it lacks nothing to attract the holiday-maker, and send him back afterwards restored bodily and mentally with the most perfect health.

AT Mr. Samuel Coombes's Galleries, 175, Strand, there is an exhibition of drawings by Charles Dixon, R.I., which will doubtless be of interest to the many admirers of this popular artist.

THE reports from Canada indicate that the expectations of another record crop are likely to be more than realised. On the Great Western wheat prairies the weather has been almost all farmers could desire; consequently the crops are making rapid progress, and are now at such a stage that, given the usual weather conditions during the next few weeks, there can be no question as to the magnificent harvest that will be reaped.

MR. TOM BROWNE, R.I., is now holding at the Modern Gallery, 61, New Bond Street, an exhibition of over 200 of his original drawings which have appeared in the principal English illustrated papers.



*Phillipse, Ilfracombe.*

THE HARBOUR AT ILFRACOMBE.

Three fleets of passenger steamers are this summer running daily from Ilfracombe to Cardiff, Swansea, and Bristol, and the town is attracting more visitors than ever. The influx is largely due to the greatly-accelerated service of trains this month introduced on the London and South Western Railway.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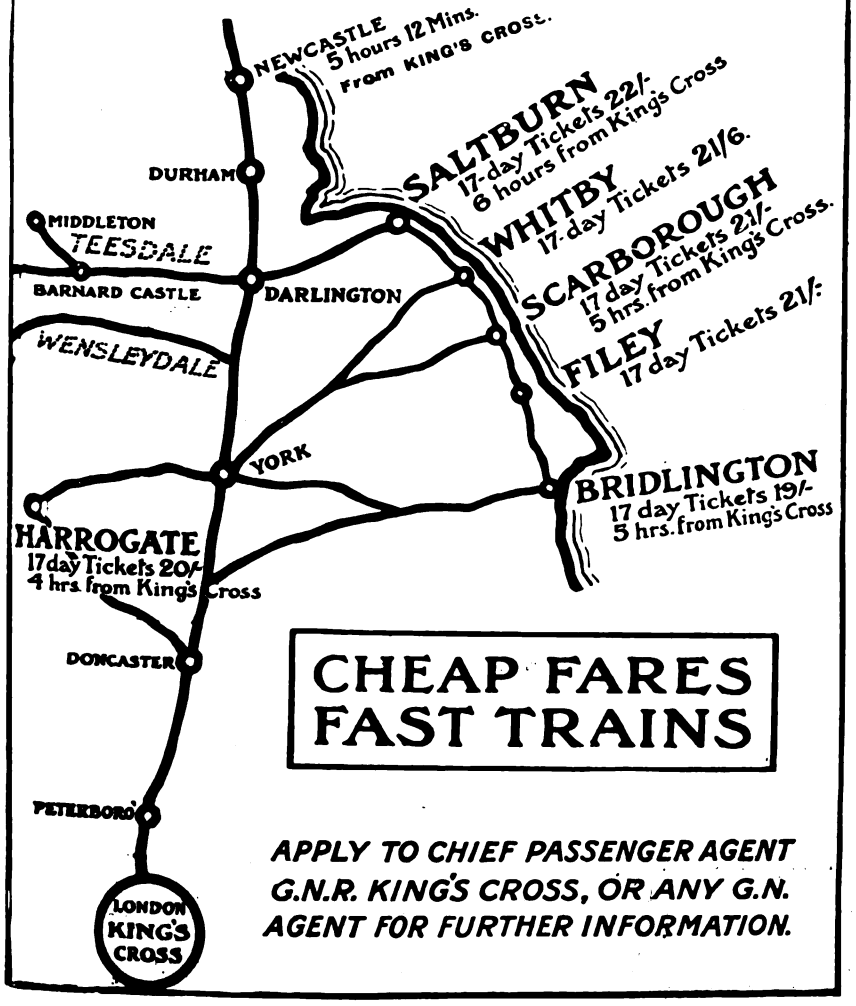


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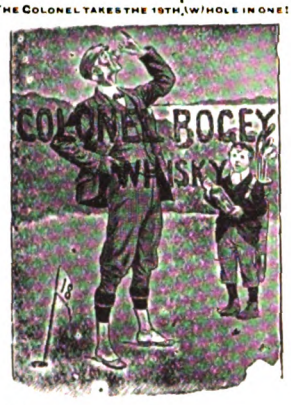


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**SOUTHWOLD** (best position on the Common; close to Golf Links).—To be LET, well Furnished, for July, and August, the pretty and artistic HOUSE known as "Link's Cottage," containing square hall, two sitting and large recreation rooms, servants' sitting room, seven bedrooms (fourteen beds), bathroom; electric light and telephone.—Apply to Mrs. ROBINSON, on Property.

ON THE BOURNEMOUTH LINKS.

**LLANGAMMARCH WELLS, Breconshire.**

## LAKE HOTEL.

The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.

**ST. LEONARDS-ON-SEA.**

## THE SUSSEX HOTEL.

Alight at West Marina or West St. Leonards Stations. High-class Hotel for Families and Gentlemen. Due South, facing Sea. Most select and quiet part of Promenade. Comfortable Public Rooms, consisting of Coffee Room, Reading and Drawing Room, Smoking and Billiard Room. Perfect Sanitary arrangements. Hydraulic Passenger Lift. Electric Light throughout. Warmed in Winter. Table d'Hote, Separate Tables, at 7. Nearest Hotel to New Golf Links. Motor Car Stabling. Petrol supplied.—Under the personal supervision of PROPRIETOR.

THE LINKS, BLUNDELLSANDS.

**GREAT YARMOUTH.**

## ROYAL HOTEL.

This Old Established Family Hotel has been greatly Enlarged and entirely Re-modelled.
THE DECORATIONS, ELECTRIC FITTINGS, AND COMPLETE RE-FURNISHING, by MAPLE & Co., of London.
A Spacious New PALM GARDEN for Outdoor Luncheons and Dinners.
Golf Links within easy distance. Fishing in the Broads.
Tariff extremely moderate.

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MOTOR GARAGE. INSPECTION PIT.
Delightfully situated on Sea Front, two minutes from Golf Links.
Recognised as being one of the most perfectly appointed Private Hotels on the South Coast.
New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

*Week-End Tickets, including 1st Class Return Railway Fare Hotel Accommodation, and Full Board,*
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To be obtained from Thos. Cook, Ludgate Circus, or any of their offices.

Resident Proprietress, Mrs. GIBSON.
Telephone, 8 Bexhill. Telegrams: "Riposo, Bexhill."

## SEATON BEACH HOTEL,

**SEATON, DEVON.**

First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.
Misses E. A. and C. C. SMITH, Proprietors.

**BEXHILL.**

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WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.
SPECIAL TERMS TO GOLFERS.
*Magnificent Coast & Marine Views from Hastings to Beachy Head*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.
*Telegrams: "Sackville, Bexhill."* *Telephone: 10, Bexhill.*

THE GOLF LINKS, CHERTSEY.

**LEIGH-ON-SEA (Essex).**

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 10s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

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## THE BUSH HOTEL.

Moderate Tariff. Special Week-End Terms for Golfers inclusive of table d'hôte dinner. Saturday until Monday morning, **£1 1s.** The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable being on sand.

**DEVONSHIRE'S DELIGHTFUL DRINK.**—**The very best beverage for GOLFERS is WHITEWAY'S PURE CYDER.** Refreshing, cooling, and a panacea for Gout, Rheumatism, and Obesity. Booklets free from WHITEWAY'S, The Orchards, Whimple, Devon, and 22 and 23, Albert Embankment, S.W. Telephone 173 Hop.

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# THE GOLFERS' GUIDE.

THE GOLF LINKS, MUNDESLEY-ON-SEA.


## PNEUMATIC GOLF BALL

TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

**VULCAN WORKS, ST. THOMAS ST., S.E.**

SUNNINGDALE GOLF LINKS.

**ASCOT.**

## THE BERYSTEDE.

SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer)*

"Is it a Private House or an Hotel?" is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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Haskell and other Cored Balls re-covered equal to new, and guaranteed at

Returned in 7 days. **PER 8/- DOZ.** Post Free.

**RE-COVERED** HASKELLS, ARLINGTONS, or WIZARDS

Post Free. **PER 14/- DOZ.** Post Free.

We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

SPECIALLY PREPARED GUTTA for Re-covering Supplied. Terms: CASH WITH ORDER. SPECIAL TRADE TERMS ON APPLICATION.

**A. MACKINTOSH & CO.,**

Golf Ball Manufacturers,

1, BURNT ASH HILL, LEE, LONDON, S.E.

Club Houses can be efficiently and economically lighted by

## ACETYLENE.

*Write* **H. BAKER, 49, Victoria Street, S.W.**

THE LINKS, WHITLEY COMMON.

**CHERTSEY.**

## CROWN HOTEL.

Under Patronage Chertsey Golf Club, and Headquarters Chertsey Trout Re-stocking Association. "Old Times" Coach stops. Ordinary daily. Telephone No. 0196 Chertsey.

H. R. COX, New Proprietor.

**BOSCOMBE.**

## THE HOTEL BURLINGTON.

WINTER GARDEN, 300ft. long.
MAGNIFICENT GOLF LINKS.

Most Moderate Tariff, specially revised, on application to Manager, or to the BURLINGTON and BUCKINGHAM PALACE HOTELS, LONDON.

*Telephone 750.*

**BOURNEMOUTH CENTRAL.—Brinkles,** Residential Hotel.—Beautiful Grounds. Nearest to Golf Links. Most Central, top of Richmond Hill, on now favourite East Cliff. Swimming Bath, Covered Fives Court, Tennis, Croquet, Library, Billiards. Moderate Terms *en pension*. Separate Tables. Tariff on application.—Mrs. C. M. CARRELL. Telephone, 01052.

**DEAL, adjoining Sandwich.**

## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

| | First Class. |
|---|---|
| Friday to Monday ... ... | £2 12 6 |
| Friday to Sunday ... ... | £2 0 0 |
| Saturday to Monday ... ... | £2 0 0 |

These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.

**CONWAY.**

## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.
Tennis, Croquet, and Putting Lawns, Boating, Fishing.

*Illustrated Booklet and Tariff on application to—*
Mrs. C. A. BAILEY.

Telephone, 25. Telegrams: "Oakwood Conway."

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## "SPALDING WHITE" GOLF BALL.

**James Braid used it in the Open Championship.**

**32s. per dozen. Postage 4d. extra.**

**A. G. SPALDING & BROS.,**

**53, 54 and 55, FETTER LANE, LONDON, E.C.**

**ALDEBURGH-ON-SEA.**

## WHITE LION.

THE OLDEST FAMILY HOTEL.
Facing the Sea, with a frontage of 200ft.
Two new wings added, furnished by MAPLE & Co.
Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.
MODERATE TARIFF.
*Special Terms for Golfers and Families during the Winter months.*

Perfect Sanitary arrangements.
Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

**CLACTON-ON-SEA.—"The Towers" Private Hotel.**—Accommodation for over 100 guests. Large lawns for tennis, bowls, and croquet. Close to golf links. "The Towers" occupies the best position on the cliffs, facing sea, due south. All public rooms and most bedrooms overlook the sea and the private lawns.—Under the direct supervision of the proprietors, EMMERSON & HARRIS.

THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**

Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit.

Apply MANAGER.

Telegraphic Address—"ATLANTIC, WESTON-SUPER-MARE."
National Telephone, No. 11.

**BARTON-ON-SEA, HANTS.**

## BARTON COURT HOTEL.

Nine-and-a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms.*

Telegrams—"BARTON HOTEL, NEW MILTON."

**FRINTON-ON-SEA.**

## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

MAGNIFICENT GOLF LINKS ADJOINING THE HOTEL.

Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

ROBERT G. SETTERFIELD.

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# LONDON & NORTH WESTERN AND CALEDONIAN RAILWAYS.

**ROYAL MAIL WEST COAST ROUTE.**

**CORRIDOR TRAINS. LUNCHEON, TEA, and DINING CARS.**

QUICKEST TRAIN SERVICE, LONDON, BIRMINGHAM, BRISTOL, LIVERPOOL, AND MANCHESTER TO GLASGOW (CENTRAL).

ADDITIONAL AND ACCELERATED TRAINS JULY, AUGUST, AND SEPTEMBER, 1905.

| | | | | | | | | | A | B | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LONDON (Euston) ... | dep. | a.m. 5 15 | a.m. 9 55 | a.m. 10 0 | a.m. 10 0 | a.m. 10 5 | a.m. 11 30 | p.m. 2 0 | p.m. 7 45 | p.m 8 0 | p.m. 8 50 | p.m. 11 35 | p.m 11 50 |
| EDINBURGH (Princes Street) | arr. | p.m. 3 0 | p.m. 6 10 | p.m. 6 15 | p.m. ... | p.m. ... | p.m. 7 55 | 10 30 | a.m. ... | a.m. ... | a.m. 6 40 | a.m. 7 35 | a.m. ... |
| GLASGOW (Central) | , | 3 0 | | 6 15 | ... | ... | 7 55 | 10 20 | ... | ... | 6 25 | ... | 7 50 |
| GREENOCK ... ... | | 4 20 | | 7 3 | ... | ... | 9 18 | 11 8 | ... | ... | 8d 1 | ... | 9 49 |
| GOUROCK ... ... | ,, | 4 34 | | 7 15 | ... | ... | 9 33 | 11 22 | ... | ... | 8c18 | ... | 9 10 |
| OBAN ... ... | ,, | 9a 5 | Runs from July 24th to August 19th inclusive. | | ... | ... | ... | 4 45 | ... | 8 50 | 12 0 | 2c10 | ... |
| PERTH ... ... | ,, | 5 30 | | | ... | 8 0 | ... | 12 25 | 4 40 | 5 20 | 8 35 | 8d50 | ... |
| INVERNESS | ,, | ... | | Runs up to July 22nd and after August 21st. | ... | ... | ... | 5c10 | 9 8 | ... | ... | 1 50 | ... |
| *via* Dunkeld | ,, | ... | | | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| DUNDEE ... ... | ,, | 7b15 | | | ... | 8 40 | ... | 1 5 | ... | 6 35 | ... | 9d45 | ... |
| ABERDEEN ... ... | ,, | 9 5 | | | ... | 10 20 | ... | 3 5 | ... | 7 15 | ... | 11d25 | ... |
| BALLATER ... ... | ,, | ... | | | ... | ... | ... | 8c55 | ... | 9 45 | ... | 2 0 | ... |
| INVERNESS— *via* Aberdeen | ,, | ... | | | ... | ... | ... | 7c35 | ... | 12 5 | ... | 6 0 | ... |

**A**—Passengers by the 7.45 p.m. from Euston will arrive at Inverness at 8.35 a.m. up to August 14th. This train does not run on Saturday nights.

**B**—Saturdays excepted.

*a*—Arrives Oban 7.30 p.m. on Fridays. *b*—Arrives Dundee (West) 6.50 p.m. Wednesdays and Fridays. *c*—Sundays excepted. *d*—On Sunday morning arrive Greenock 8.15 a.m., Perth 8.45 a.m., Dundee 9.15 a.m., and Aberdeen 11.30 a.m.

**A Special Train will leave Euston at 6.20 p.m. up to August 14th, Saturday and Sunday nights excepted, for the conveyance of horses and private carriages to all parts of Scotland. A carriage for the conveyance of dogs will be attached to this train.**

For further particulars see the Companies' Time Tables, Guides, and Notices.

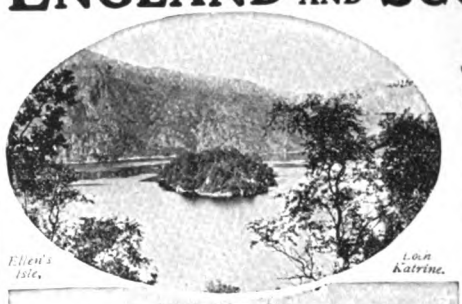
FREDERICK HARRISON, General Manager, L. & N. W. Railway.
R. MILLAR, General Manager, Caledonian Railway.

*July, 1905.*

# TRAVEL BY WEST COAST ROUTE

BETWEEN . .

# ENGLAND AND SCOTLAND.

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Hundreds of Pleasure Tours Daily by Rail, Coach and Steamer, on London & North Western and Caledonian systems.

**FISHING, SHOOTING, GOLFING, &c., &c., &c.**

**ACCELERATED TRAIN SERVICE:**

LONDON (EUSTON), BIRMINGHAM, LIVERPOOL, AND MANCHESTER

WITH

GLASGOW (CENTRAL), EDINBURGH (PRINCES ST.), ABERDEEN, INVERNESS, OBAN, AND THE NORTH.

Descriptive Guide Books of West Coast Route on application to Mr. R. TURNBULL, Euston Station, London.

**For Tourist Programmes and "Summer Tours in Scotland," "Oban and the Land of the Gael," "Through Scotland" Descriptive Guides, apply to Mr. G. Calthrop, Caledonian Railway, Glasgow.**

**Frederick Harrison, General Manager L. & N.W. Ry.**
**R. Millar, General Manager Caledonian Ry.**

# NEW EXCURSION FACILITIES.

**EVERY SATURDAY** during JULY, AUGUST & SEPTEMBER, CHEAP EXPRESS EXCURSIONS for 3, 6, or 8 days will be run from **MARYLEBONE STATION,** to over 200 of the PRINCIPAL TOWNS and PLACES in the MIDLANDS and the NORTH.

ALSO for 3, 8, 10, 15 or 17 days to CLEETHORPES, SCARBOROUGH, FILEY, BRIDLINGTON, HARROGATE, BLACKPOOL, SOUTHPORT, NORTH-EAST and NORTH-WEST COAST WATERING PLACES, and DOUGLAS (Isle of Man).

For particulars of the above arrangements and bookings on EVERY SATURDAY, SUNDAY, MONDAY and THURSDAY, see A B C PROGRAMME to be obtained at Marylebone Station and Company's Town Offices.

SAM FAY, *General Manager.*

# Wesleyan Methodist Conference, Bristol.

The direct route to BRISTOL from London, the North, the West, and South Wales is by the

# G.W.R.

For fares, etc., write to Superintendent of the Line, Paddington Station, London, W., or apply to any Stationmaster.

By enclosing the amounts shown to defray postage, etc., you can obtain the following beautifully illustrated travel-books—

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**SOUTH WALES, THE COUNTRY OF CASTLES, 3d.**

AND

*THE HISTORIC SITES AND SCENES OF ENGLAND, 1/-*

in which the antiquities of **BRISTOL** are dealt with.



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# THE METHODIST CONFERENCE AT BRISTOL.


# THE KING

*AND HIS NAVY & ARMY*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 442. SATURDAY, JULY 22nd, 1905. PRICE 6D.

*Elliott and Fry.*

MR. NORVAL WATSON HELME, M.P.

Liberal Member for the Lancaster Division of Lancashire.

(*See page 523*)

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 442. Saturday, July 22, 1905.**

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephones*—*No.* 2,748 GERRARD, AND 7961 CENTRAL.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND EASTBOURNE.—King Edward has been down to Eastbourne several times since his accession, and his stay at Compton Place last week-end was quite in the nature of a private personal visit. The Duke of Devonshire's Sussex residence is neither so grand nor so ancient as Chatsworth or Bolton, but it is situated in the lovely scenery of the Sussex Downs, which are looking quite their best just now, and its confines border on the picturesque golf links which make Eastbourne attractive to so many holiday-makers. Compton Place has only been in the Cavendish family for three generations, having been previously in the possession of the Comptons. The only daughter and heir of the seventh Earl of Northampton married the grandfather of the present Duke of Devonshire, and it is through her that the seat took its place among the many other properties of the Cavendishes.

THE KING AND WIMBLEDON. — Among the archives of the local authorities at Wimbledon is a note to the effect that there was paid "for mending ye ways when ye Queene went from Wimbledon to Nonsuch . . . 2d." The ways are kept in better general order now, and no special disbursement was needed on Saturday last to prepare the road along which the King and Queen passed to the opening of Queen Alexandra's Court, the handsome block of buildings where homes are provided for the widows and daughters of officers. In view of this week's visit to Bisley, too, there was something peculiarly appropriate in choosing last Saturday for the drive to Wimbledon. Just five and forty years ago Queen Victoria and the Prince Consort drove to Wimbledon Common to open the first meeting of the National Rifle Association. Apart from Bisley, the King has been this week at Newmarket again for the Second July Meeting, and at the end of the week proposes to spend one day at Sandown. At the end of the month there is Goodwood, and Cowes Week, with the visit of the French Fleet, will complete King Edward's list of engagements before his visit to Marienbad, where he will undergo the cure, and incidentally meet a number of brother monarchs, among them the Emperor Francis Joseph, the Shah, and possibly Queen Margherita of Italy.

*Copyright.*

THE KING AT WIMBLEDON.

On Saturday last the King and Queen paid a semi-private visit to Wimbledon to open Queen Alexandra's Court, the new home for widows and orphans of officers, which has been erected partly at the Queen's expense.

THE KING'S LETTER.—Should nothing happen in the meantime to prevent it, there will be offered for sale on Monday next a letter written by the Kaiser's mother to King Edward in 1858. It may well be that many people will wonder how these things come into public hands, and many would be surprised to learn the enormous lengths a certain class of collector will go in order to obtain documents bearing Royal signatures, or any sort of souvenir of a member of a reigning family. King Edward since he came to the throne has been especially pestered in this way. As is well known, he smokes a special brand of cigars, with a distinctive band, and to one of these a most amusing story attaches. At Marienbad there was a wealthy American staying at the same time King Edward was there last year. This person followed the King about, dogging his footsteps with a tenacity that would have been creditable if only he had been a detective watching over the Royal person. One day King Edward, reflectively preparing to smoke, slipped the band off his cigar and dropped it into the gutter. Like a hawk the American pounced upon it, and fastening his treasure around his own cigar walked away, and in half-an-hour was showing the weed to friends as one that had been given him by the King. Since that time King Edward has taken to destroying his cigar bands.



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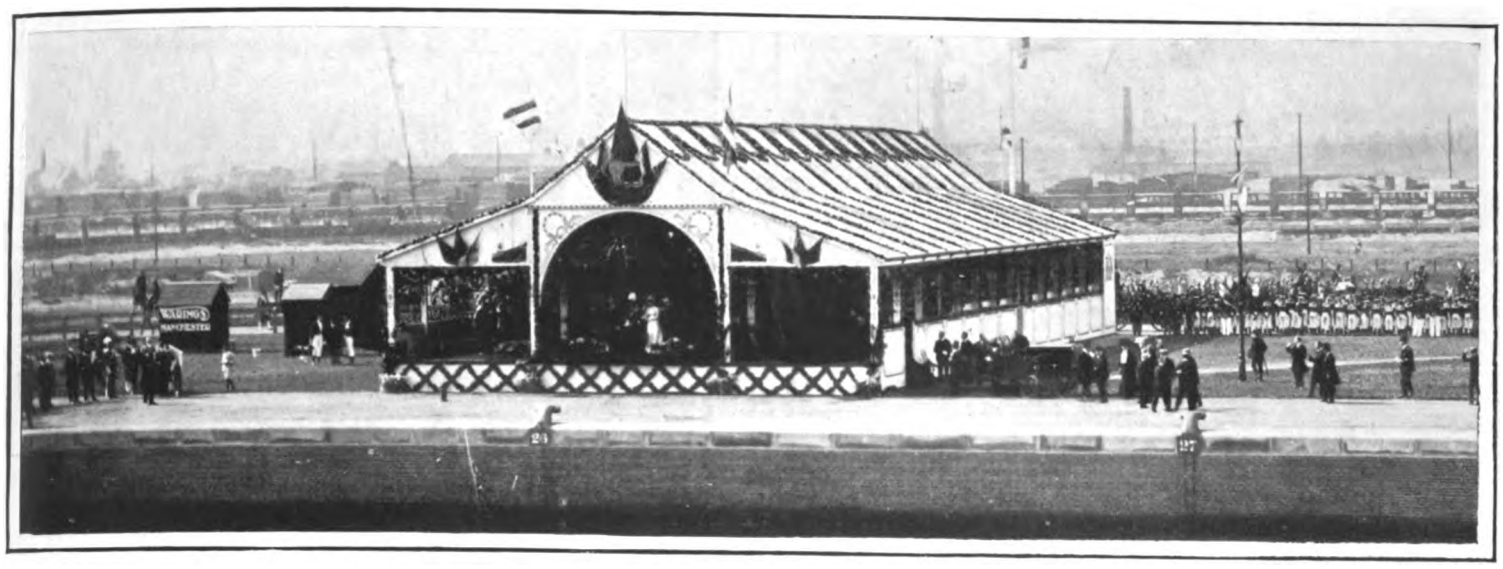
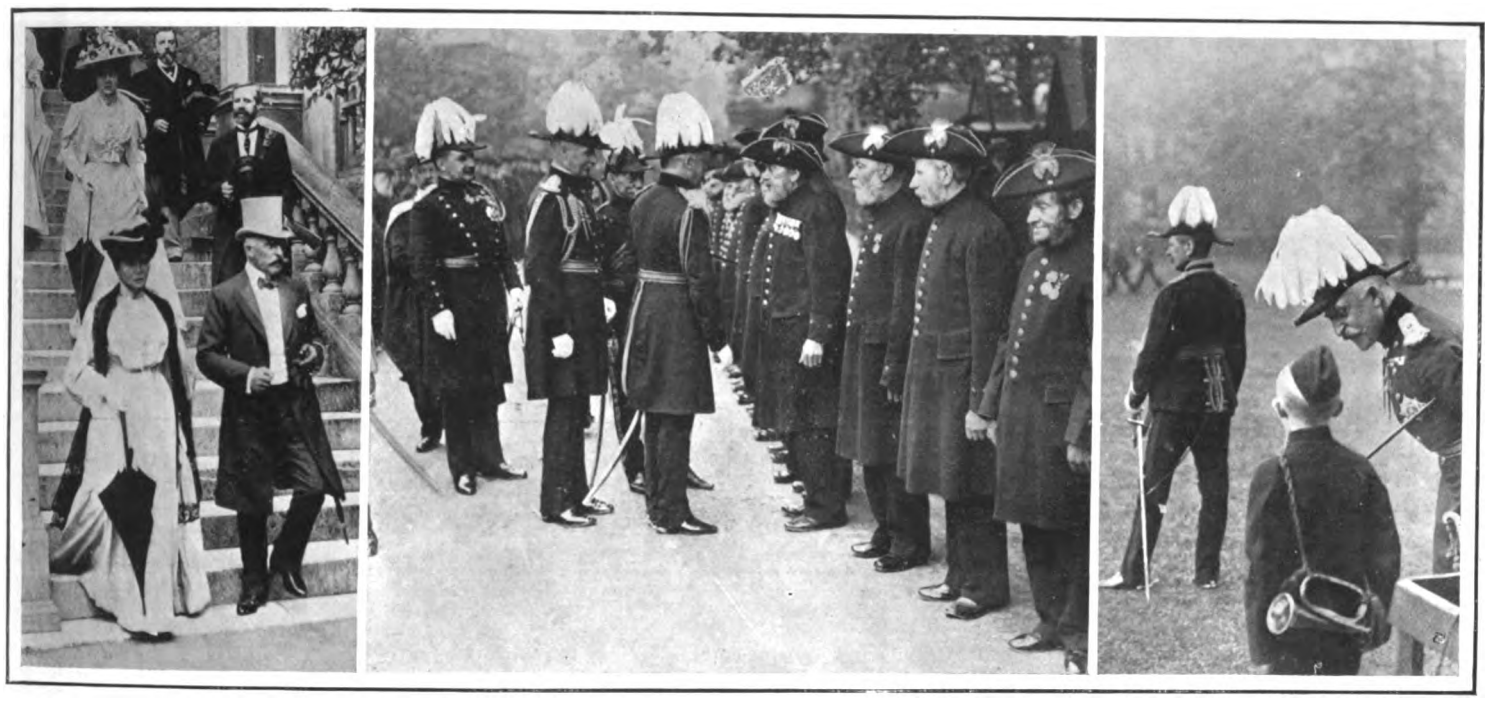


*Lafayette, Manchester*

THE KING AND QUEEN AT MANCHESTER.

The opening of the new dock by the King. As soon as the new dock was open, two steamers passed in, drawing up alongside the railway pavilion, which had been beautifully decorated for the occasion by Waring's.



*Illustrations Bureau.*

THE DUKE OF CONNAUGHT AT NORWOOD AND CHELSEA.

Last week the Duke of Connaught paid visits to the Royal Normal College for the Blind at Norwood, and to the Duke of York's School at Chelsea, where he inspected both the veterans and the youngsters.

*Redfern, Sheffield.*

THE KING AND QUEEN IN SHEFFIELD.

Although they only spent a few hours in Sheffield, the King and Queen had a very varied programme to get through, including the opening of the new University buildings and luncheon at the Town Hall.



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*Chusseau Flaviens.*

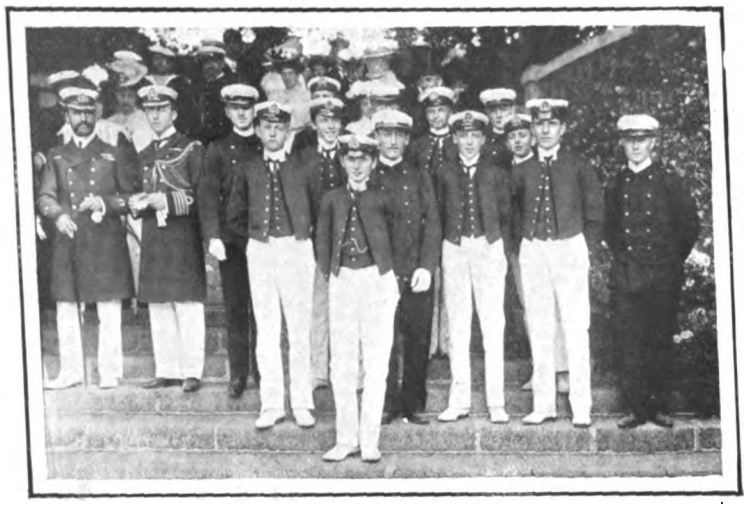
ADMIRAL MAY IN BREST.

Admiral Sir William May leaving the Prefecture Maritime after the garden party.

*Chusseau Flaviens.*

THE FRENCH NATIONAL FETE.

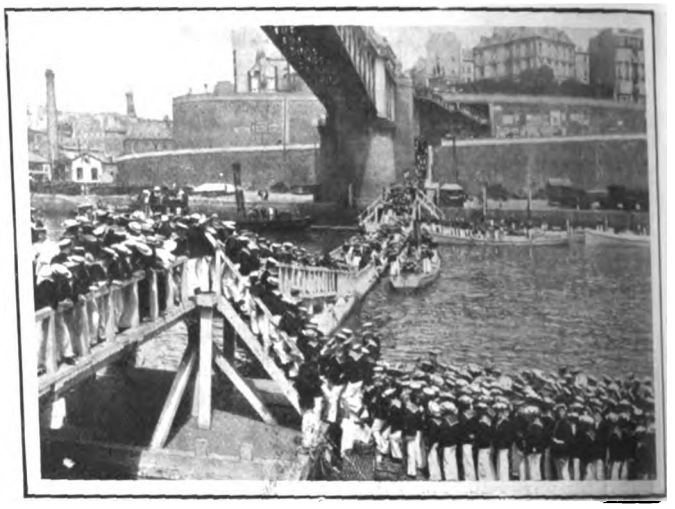
President Loubet and his staff at the review at Longchamps on July 14.



*Chusseau Flaviens.*

FELLOW-MIDDIES.

Officers from the British and French vessels at the Prefecture Maritime.



Cribb.

BRITISH SEAMEN.

Officers and bluejackets going ashore for the banquet and review on July 14.

J. Russell

THE RECENT HOUSE PARTY AT ADMIRALTY HOUSE, PORTSMOUTH.

Those shown in the above illustration are, reading from left to right: Back row—Mrs. Hayhurst, Mrs. Sloman, Miss Neville, Flag-Lieutenant Hayhurst, and [illegible] Hawkes. Middle row—Miss Douglas, General Sir William Nicholson, Lady Douglas, — Mr. Sto, and Admiral Neville. Front row—Admiral Sir D. H. Bo[illegible] Admiral Sir A. Douglas, Princess and Prince Arisugawa, Viscount Hayashi, and Captain Osawa.



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ETON *v.* HARROW.

The great public school match at Lord's this year ended in a draw, the two last Eton batsmen having to keep their wickets up half-an-hour to avert defeat for their side.

*Copyright.*

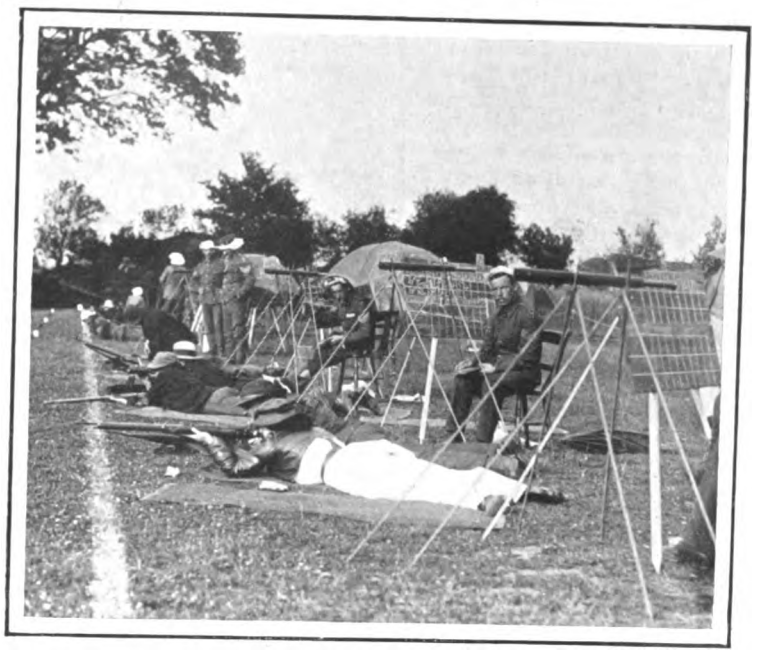
THE ASHBURTON SHIELD.

Harrow boys watching their team firing the last few shots in the public schools competition at Bisley. Fifty teams were entered for this event this year, and some very good scores were made.

*W. A. Rouch.*

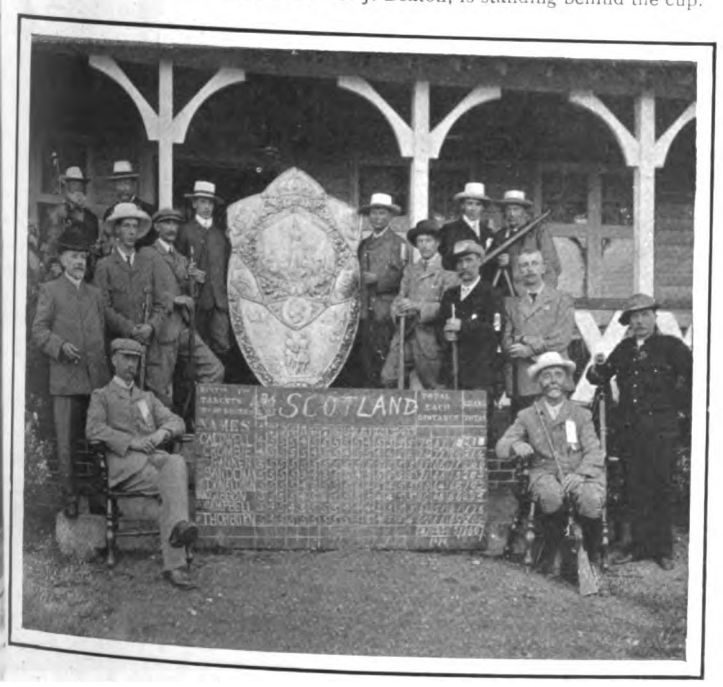
CROQUET AT ROEHAMPTON.

A team of the ten best players who competed for the Croquet Association's Champion Cup. The winner, Mr. R. C. J. Beaton, is standing behind the cup.



LADY SHOTS AT BISLEY.

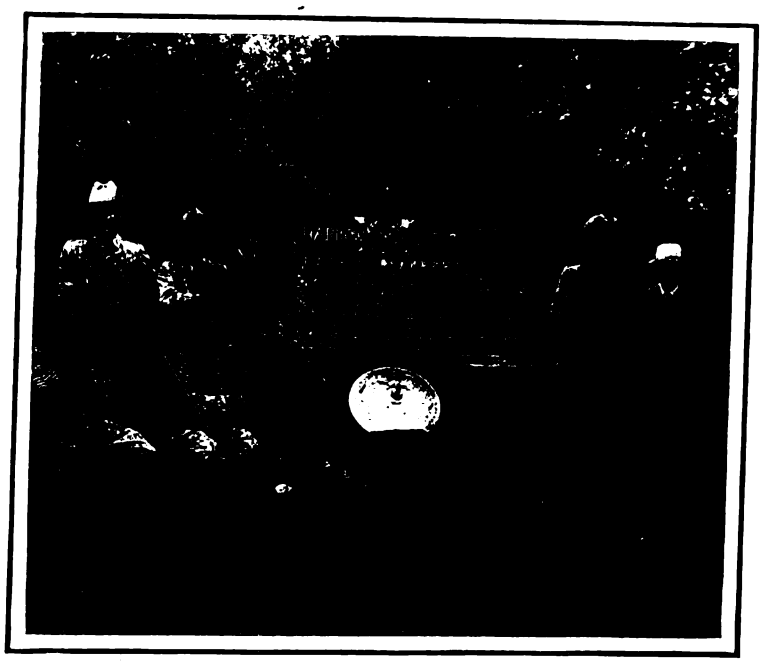
There have not been so many ladies in the firing line at this year's meeting, but Mrs. Way, the Transvaal lady shot, has done well.




*Gibbs, Knaphill.*

THE SCOTTISH EIGHT

Winners of the Elcho Shield with a total score of 1,607, of which Mr. G. Crombie made 214.



*Gibbs, Knaphill.*

THE HARROW TEAM

Winners of the Ashburton Shield with a score of 473. Rugby were second, and Bedford third.



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OLD CITY SIGNS.—Near the Royal Mint there existed but a few days ago a quaint old hostelry bearing the sign of the Hoop and Horseshoe, one of the least common of public-house names. But the all-devouring maw of "improvement" has swept the inn away, and with it go memories of the time when Richard Wagner first landed on English soil, and of the first night he spent in the new country. Arriving late in the evening at St. Katherine's Dock, with a purse none too plentifully lined, he found his way to the quietest and most respectable house he could. The study of old London signs, not only inn boards, but business signs, is a most interesting pursuit, and the wonderful collection at the Guildhall Museum is a history of the trade of the metropolis which the meanest intelligence can grasp. In the days when Board schools were not, and "the man in the street" was not practised in reading halfpenny paper headlines, signs were very necessary as an indication of the business carried on in the shop, and even to-day there are some old houses still known by the names given them when a sign was the only indication understanded of the people.

SAGHALIEN.—The name that for a decade or more has been a synonym for a penal settlement must now be erased from the maps. The Japanese have no sooner set foot on the island of Saghalien than they find a new name for it, and Kabafuto is the designation they give to their regained territory. We may say regained advisedly, for it is but half a century since that Russia, by a policy of combined treachery and bluff, wrested the island from the then baby Empire. Since those days many fish have been caught in the waters around the island; but Japan bided her time. Slowly but surely she is regaining all the lands out of which Russia has "bounced" her, and she is doing it by a straightforward, honest policy of aggression that is in striking contrast to the underhand means by which the territory was filched from her.

AFRICANDER RIFLE SHOTS.—The only lady rifle shot who has come home for Bisley is a South African. She is a Johannesburger. This is what one might expect, for, owing to the numbers and character of the black population, many of the white women learn to shoot for protection. Mrs. Way, whose tent at Bisley is a centre of interest, is a Boer, and a very clever one. In this she resembles the late Mrs. Colenbrander, who was not only a big-game hunter, but a beautiful and charming woman. She, it will be remembered, was one of the privileged few who accompanied Cecil Rhodes to the Indaba in the Matoppos. Before the Raid, owing to the lawlessness of Kaffirs on the Rand, Englishwomen practised revolver-shooting under the direction of the late Drummond Dunbar. So eager was one lady that, before he could say "three" as a signal for starting, she fired, and shot away the little finger of his right hand.

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MISS EVELYN THORNHILL

Grand-daughter of Sir William Howard Russell, C.V.O. From a photograph by her cousin, Mr. Lewis Longfield.

THE SHAH IN PARIS.—From Contrexéville to Paris is not a very far cry, and no doubt during his stay in the Ville Lumière his Majesty of Persia will meet many people by whom he has been surrounded at the German Spa. Although he is staying incognito in Paris, the Shah has arranged to emerge from his seclusion for a short time in order to pay visits of ceremony to M. Loubet. From Paris, all being well, he will pass to Havre for the regatta, from Havre to Ostend, and thence to the Hague, where he will pay a State visit to the Queen of Holland. And persistent rumour has it that the middle of August may find him, like King Edward and the Emperor of Austria, visiting beautiful Marienbad. For, after all, King Edward has decided against Nauheim. The old love has not yet lost her fascination for him, despite the somewhat serious inconvenience its growing popularity gives him.

SIR JAMES FERGUSSON.—Sir James Fergusson, who was received recently in connection with the presentation of sleeve links by the Grenadier Guards, is a notable figure in English public life. Now in his seventy-fourth year, he has been soldier, Member of Parliament, Colonial and Indian Governor, and Cabinet Minister. He was Guardsman in the stirring days of the Russian War, from which he returned wounded and a captain, since when he has served his Sovereign in India, Australia, New Zealand, and London. His last post was the Postmaster-Generalship in Lord Salisbury's second Administration. As a talker, Sir James is entertaining as well as interesting. Not only does he know the Empire as few English politicians know it, but he was intimately acquainted with most of the famous men of the last century. His second wife was a South Australian, and one of his sons married Miss Gettia Williams, a pretty New Zealander.

A MATTER OF BIRTHPLACE.—The pother made in Finsbury as to the birthplace of the rival candidates was rather childish. It might have been offensive, but for the fact that Canadians are familiar with questionable election devices in their own country. There is nothing new in a Parliamentary candidate who is a Canadian. The Dominion has sent us seven members of the House of Commons not including Dr. Macnamara and Mr. Ian Malcolm, who were born across the water by accident, and three who will contest seats at the next General Election. What is new is the use to which such a simple fact has been put. A man is neither the better for being born in Finsbury, nor the worse for being born in Canada. To have suggested anything of the kind was a tactical mistake, which one may hope, will not happen again. It does not tend to Imperial harmony.

THE DUKE OF SAXE-COBURG-GOTHA.—The coming of age celebrations for the Duchess of Albany's son have naturally been marked by a certain formality in consequence of his being a reigning Duke. But as nearly all those who have been present as the representatives of foreign monarchs are blood relations of the young Duke's, there has been a family gathering at Gotha for the occasion. The departing Regent, Prince Ernst of Hohenlohe Langenburg has held the reins of Government well during his Regency, and has done much to make the youthful ruler popular in the Dukedom. Now that he has resigned his power into the hands of the Duke he will to some extent retire into obscurity. Among the guests at Gotha during the week have been the Duke of Connaught and Prince Arthur, who must by now be almost as much at home in Germany as in England, and Prince Eitel Fritz, the young Duke's fellow student. It was a graceful act on the part of the King to send his second son as his representative.



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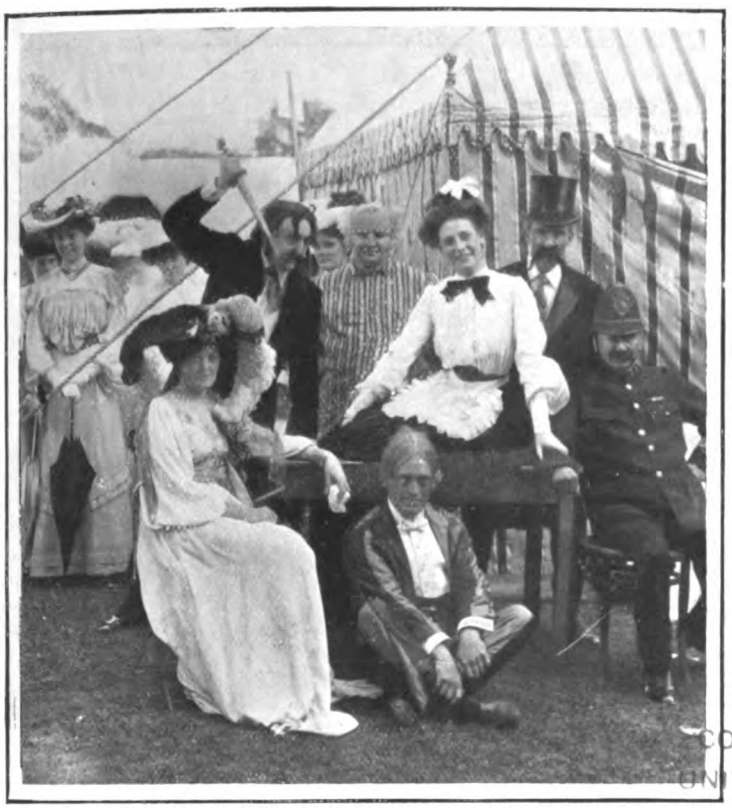
# THE THEATRICAL GARDEN PARTY.



THE THEATRE ROYAL COMPANY.

Miss Irene Vanbrugh, Miss Nancy Price, Mr. Cyril Maude, Mr. Lennox Pawle, Mr. G. P. Huntley, Mr. Arthur Williams, and Mr. Eric Lewis.

THE GREAT CRICKET MATCH

Ladies *v.* Gentlemen. Miss Vane Featherstone goes in for cricket *à la* Jessop.

THE THEATRE ROYAL, ROYAL BOTANIC GARDENS

Where Mr. G. Bernard Shaw's new and original tragedy, "Passion, Poison, and Petrifaction; or, The Fatal Gasogene," was produced. The ladies and gentlemen whose photographs appear above took part in the play.

*(From photographs by Bassano, Ltd*



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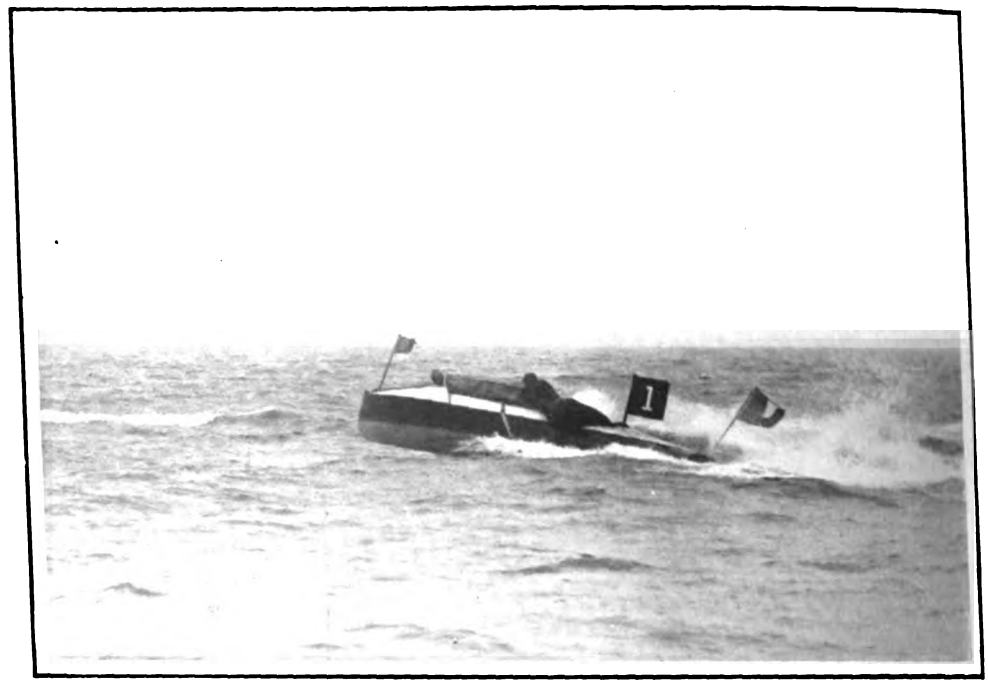
# The Motor: On Highway and Seaway.

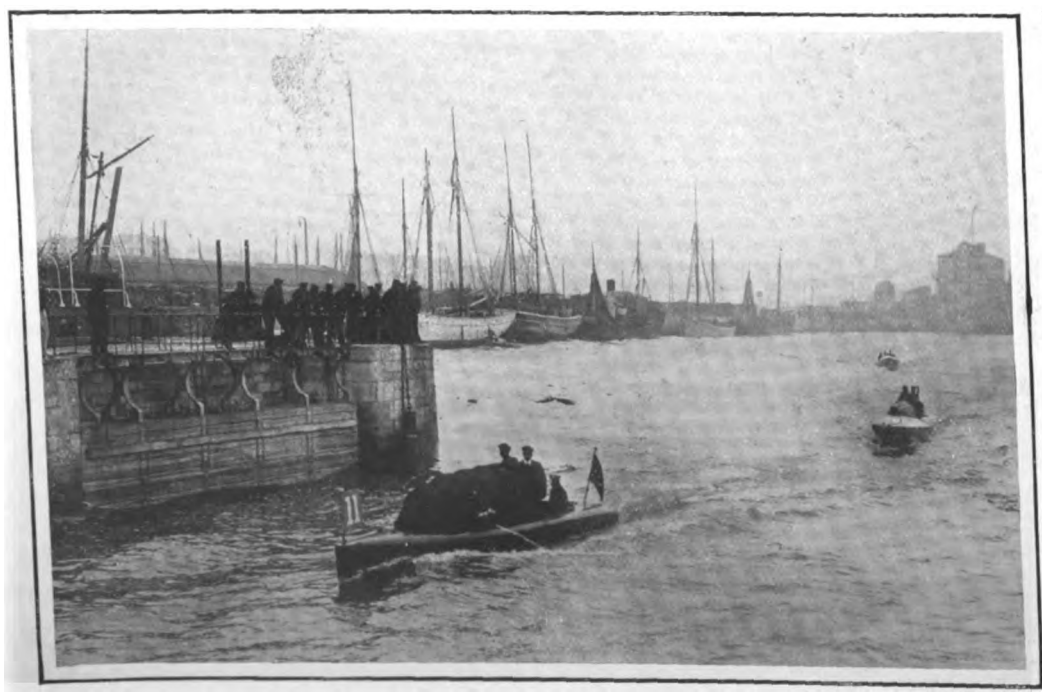
IT is usual among some agents and makers, especially those who deal in the more expensive types of car, to decry what is called the "standard" body. Where the total cost of the car is a matter of little importance to the buyer, he may possibly obtain greater satisfaction by having the carriage-work built in accordance with his own particular fads and fancies; but it is a mistake to believe all the hard things that are said of the bodies turned out in series by the makers themselves or their appointed coach-builders. The cheap French tonneau, costing from £20 to £25, is often a very poor piece of work, though I have known some that looked well after a year's hard running. The medium-priced bodies, however, which are turned out in hundreds by French firms of good reputation, are usually excellent value for the money, and will stand a vast amount of hard wear. The reason is not far to seek. All the bodies are made to one precise pattern, and the work is probably spread over the entire year, instead of each order varying from the others in important details, and the rush coming only in the spring and summer. As a result there is a marked economy in manufacture, and no temptation to hurry the work. The high-class standard body, as sold by the makers or any big agent, will cost from £40 to £75, whereas very few special bodies can be obtained for less than £100, and from my own experience I can say, without hesitation, that the former represent by far the better value for the money. It is apt to be forgotten by the inexperienced that the maker of the chassis supplies the wheels, springs, and framework of the complete car, and the price charged for the body is over and above these expensive portions of an ordinary carriage.

Those who complain so bitterly of the dust nuisance may be reminded that road dust was a constant source of annoyance long before the motor car appeared on the scene. A correspondent points out that in 1830 this old trouble was graphically described in "Our Village," by Miss Mitford: "Woe to white gowns! Woe to black! Drab was your only wear. If we happened to meet a carriage coming along the middle of the road, what a sandy whirlwind it was! What choking! What suffocation! No state could be more pitiable, except, indeed, that of the travellers who carry this misery about with them. I shall never forget the plight in which we met the coach one evening last August, steeds and driver, carriage and passengers, all in dust." The coming of the railway laid the dust, in a sense, for the highways became deserted and grass-grown; but contemporary records prove that the evil was as great in the early part of the nineteenth century as it is to-day. Nor can the modern car be blamed solely for the modern revival. It is the pounding and grinding of horses' hoofs and the crushing action of iron-tyred wheels on the surface of poorly-made roads that creates the dust which the pneumatic tyre raises into the air. The responsibility for the nuisance may, therefore, be fairly divided between the various classes of traffic, if we except a strong east wind, which causes more inconvenience than all the cars in the kingdom. Reform in road construction is bound to come in the near future, and the next generation will bless the motor for having given it good and clean highways, under a central and economical system of administration.



"LA RAPIERE"

Winner of the cross-Channel race from Boulogne to Folkestone and back on Saturday last.



COMING TO THE STARTING-POINT. *Topical*

The scene in Boulogne Harbour at nine o'clock on Saturday morning.

Some of the leaders of the motor industry in this country have been giving their views on the subject of motor-racing in the columns of the *Motor*, the *Car*, and other papers. It is interesting to note that although their opinions are somewhat divergent, they one and all seem to consider that racing as at present conducted has lost a part at least of its former value. Mr. Austin, the manager of a firm which gained its reputation by building reliable touring vehicles, and has only comparatively recently taken up the manufacture of racing machines, has a high opinion of the educative value of motor-racing, as in no other way can a maker discover "the extreme limits to which he may go in dimensions and design of a road vehicle." He also states that the winning of a race improves the business of the successful firm. Mr. Rolls thinks that useful lessons are still being learnt by the builders of racing cars every year, but is unable to see that the firms who have not the luck to get "placed" get anything to compensate them for the thousands they have spent on the race, the delay in the regular output of the works, the disappointment of customers, and the cancellation of orders. "Racing in its present form," says Mr. Rolls, "cannot continue much longer."

Mr. Edge favours the Tourist Trophy form of competition, and is inclined to think that racing with very high-powered cars will die out, useful though it has been in the past. Mr. Jarrott "cannot say that automobile racing at the present time is of very much value, because the rules under which it is carried out necessitate the building of vehicles which in themselves assist very



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little in the construction of the commercial touring vehicle." Mr. Jarrott is even more emphatic than Mr. Rolls as to the disorganisation of regular business that results from motor-racing, and his words fully bear out what I have often asserted in this column. He says that the sums spent in racing are added to the cost of the commercial models, and that if automobile racing ceased to exist the factories could give more time to the perfection of their touring vehicles, and there would be no delay in deliveries. Mr. Jarrott is known to have a fondness for motor-racing as a sport, but as agent for a foreign firm which builds racing machines he doubtless knows where the shoe pinches. Mr. Sturmey thinks that racing is played out, and of very little value nowadays to the motor-car-builder. As to its effect on the design of touring cars, he is of opinion that the influence is "productive of harm rather than of good." Mr. Sturmey, like Mr. Edge, has some faith in races of the Tourist Trophy order, if rules can be devised whereby "freak" machines are eliminated.

Lord Windsor's defence in the House of Lords of the order excluding motor-cars from Hyde Park during certain hours of the afternoon was particularly unconvincing. He impliedly admitted that electric carriages were free from all cause of offence, but considered that it was unfair to place upon the police and park keepers the responsibility of discriminating between the different types of motor vehicles. If by now the police are really incapable of distinguishing an electromobile from a petrol-car they must be far more lacking in intelligence than is generally supposed. Lord Windsor's scepticism as to the damage that his order may do to the trade indicates that he has entirely failed to grasp the situation. The popularity of the motor is due to the fact that, besides having peculiar advantages of its own, it can be used exactly in the same way as a horsed carriage.

RADIATOR.

*Bean, Singapore.*

THE MOTOR IN THE STRAITS SETTLEMENTS.

Mrs. Dare, the first and only lady motorist in Singapore, with her Malay chauffeur.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE BECKENHAM LADIES' MEETING.
Mrs. Bartlett putting on the 15th green.

THE Parliamentary Tournament was brought to a close last week with the match of thirty-six holes between Sir Edgar Vincent, M.P., and Mr. A. B. Tennyson of the House of Lords. The match was played over the interesting course of Sunningdale, and the result was an easier win than had been expected for Sir Edgar Vincent, by 6 up and 5 to play. Mr. Tennyson's defeat was mainly due to the fact that he failed to hit his tee shots—certainly one of the strongest features of his game. As a rule, Mr. Tennyson is a very long driver, and it is not often that he shows weakness in this part of his game; but against Sir Edgar Vincent, to whom he had to concede the heavy handicap of 8 strokes per round, it was particularly important that, if he were to have a chance of success, the margin of error in his game should be reduced to the lowest limits possible. Unfortunately, however, though playing a brilliant game in the intermediate departments, his uncertainty off the tee made it impossible for him to keep Sir Edgar Vincent well in hand.

Sir Edgar Vincent, the new winner of the Parliamentary Tournament, though not an old golfer, judged by the number of years he has played the game, has made extremely rapid progress. During all this year he has acquired a steadiness and accuracy which have made him a formidable opponent in all matches and tournaments wherein his handicap odds have had to be allotted to him. Almost from the opening of this year's Parliamentary Tournament the prediction was freely made that Sir Edgar Vincent, judged by the extraordinarily good form which he showed on the opening day at Deal, would become the eventual winner of the handicap. This prediction has now been verified, with the natural result, of course, that he will have to pay the penalty of his substantial success by receiving the scrutinising attentions of his fellow-members on the handicap committee. Since the beginning of May Sir Edgar has played a good deal of golf, and in all of his matches he has clearly established the fact that his game is sound, steady, very often brilliant, and, as a rule, straight and accurate. His most notable match before the final with Mr. Tennyson was the part he took in the Amateur Championship of France, played at La Boulie two months ago. He won all his matches with a fair amount of ease, and it was only in the last few holes of the final round that he was deprived of victory by Mr. Crosfield. Sir Edgar Vincent, who is essentially one of our "open-air" members of Parliament, is, of course, well known for his interest in the Turf, while his list of outdoor recreations includes yachting, cycling, and driving in a motor-car.

* * *

The Stock Exchange Golfing Society have just concluded their first handicap match tournament, which was begun in April last. There was an entry of 210 players, involving the playing of eight heats, with thirty-six holes for the final match. Throughout the tournament the play was extremely interesting and well contested in the majority of matches, showing that among the members of the Stock Exchange there is a large fund of excellent golfing talent available. The final was played at Sunningdale

Miss Bishop driving at the 3rd tee.

THE BECKENHAM LADIES' MEETING.
Mrs. Michael at the 4th tee.

Miss Fenn driving towards the 15th green



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# *On the Links.*

last week between Mr. E. A. Smirke and Mr. Hugh S. Castle, both scratch players. After a very good match, Mr. Smirke, who has played twice in the Amateur Championship, gained a victory by 4 and 3 to play. In the afternoon Mr. Castle was 7 down, with 13 to play, and made a gallant effort to stave off defeat. The match—illustrations of which are given this week—was followed by a large number of spectators.

* * *

The London Solicitors' Golfing Society held their summer meeting at Ashford Manor last week, and a very interesting gathering was the result. The President's Cup was won by Mr. Leslie Blunt with a net score of 77, and Mr. O'Brien Taylor and Mr. H. C. Meyers tied for the prize given for the best nine holes.

* * *

During the first three weeks of August there will be a series of prizes competed for at Baden-Baden, with the somewhat high-sounding titles of "The Grand International Amateur Handicap Challenge Cup," open to all comers, "The Open Amateur Championship of Baden," and "The Open Amateur Championship of the Black Forest." There will be other competitions arranged for, and in expectation of a good attendance of players a number of improvements have been carried out on the links, with the object of making them longer, as well as more varied.

* * *

All over Switzerland at present arrangements are being made for the British golfer bent upon spending his holidays abroad. Tournaments are being organised among all the clubs in places where the British tourist is fond of passing a month or two every autumn; and the advantage of golf even among the mountains of Switzerland is that though the male members of the party may prefer to enjoy the genial exhilaration of mountaineering, the ladies can always vary their amusement by taking part in two or three of the open tournaments for handsome prizes. It is generally found, therefore, that the open meetings arranged for lady competitors are well attended by players representative of America, the British Isles, and Europe.

THE FINAL ROUND.

A portion of the crowd following the finalists in the Stock Exchange Tournament - going towards the 3rd green.

THE STOCK EXCHANGE TOURNAMENT.

This tournament, begun in April last with an entry of 210 players, was won at Sunningdale last week by Mr. E. A. Smirke (scratch), who beat Mr. Hugh S. Castle (scratch) by 4 and 3 to play. Mr. Smirke has played twice in the Amateur Championship.

THE STOCK EXCHANGE TOURNAMENT.

Mr. Hugh S. Castle, the runner-up, playing out of the rough at Sunningdale.

In France also there will be a good deal of open competition play throughout August and September. From Dieppe, Boulogne, and Le Touquet announcements are forthcoming of the great autumn prize gatherings. This fact shows that all those abroad who cater for the health and the amusement of British visitors have found it to be, not only expedient, but absolutely necessary, if the attractiveness of resorts was to be sustained, to give visitors an opportunity of indulging in the favourite pastime followed by them at home. It is a late development in the features of foreign watering places, but no one can doubt its wisdom from the point of view of the municipal and other authorities abroad who take the enlightened view that their own prejudices and tastes must give way to the fancies and needs of their visitors.

* * *

The final arrangements for the professional foursome for £400 between Vardon and Taylor *v.* Braid and Herd are now completed. As at present fixed, the match will be played over three English greens and one in Scotland. The three English greens are Deal, August 2, Lytham and St. Anne's, August 16, Sunningdale, August 23, while St. Andrews, on August 9, is chosen for the second round. It is possible, however, that the people who are using St. Andrews at this time of the year may not be very willing to give up the crowded green for a whole day's play to the foursome, and make an appeal to the loyalty of golfers as a body. If there should be a whisper of unwillingness, it should be easy for the authorities governing the foursome to secure a private course in Scotland quite accessible to the large towns. In any case care should be taken beforehand to see that there will be no unwillingness shown to the inroad of the foursome at St. Andrews during the busiest golfing month of the year.

* * *

The Bromley and Bickley Club have brought two interesting competitions to a close in the final for the Huson-Morris Challenge Cup and the Madden Championship Challenge Trophy. In the first-named competition, the final was played between Mr. E. F. Evans and Mr. G. C. Bower. At the end of thirty-six holes the two players were all square, and other nine holes were played in order to decide the tie. These also were halved, and the decision of the tie was carried to the remaining nine holes, when



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# *On the Links.*

Mr. Evans won the match by 3 and 2 to play. Mr. Evans was also one of the final players for the Madden Trophy, his opponent being Mr. S. C. Wyatt, who eventually won by 3 and 2 to play.

* * *

Prince and Princess Gustavus Adolphus, in the course of their honeymoon sojourn at Adare Manor, County Limerick, the seat of the Earl of Dunraven, played a good deal of golf on the Adare Manor links. McGrath, the local professional, acted as their coach, and their Royal Highnesses are described as having improved their golf a great deal during their short stay in Ireland.

## GOLF IN THE HIMALAYAS.

SIMLA is, doubtless, one of the most fascinating spots in the East; but often as it has been described, I doubt whether anyone has written of its unique little golf course. In the Himalayas, when you are not climbing up at an angle of 40-deg., you are sliding down at an angle of 45-deg., and one can picture the pioneers of golf sitting perched on the top of Jakko, vainly scanning the surrounding ocean of hills and valleys for so much level country as would make a single green.

It says a great deal for the ingenuity of these ardent golfers, that, at last, they did spy out a shelf of land some few acres wide and over 6,000-ft. above sea-level, twelve miles away from Simla, at Naldera, in the Native State of Koti.

Not the least part of a day's golf at Naldera is the journey to reach it—no express trains or special tickets in Koti. You must mount a hill pony, or trust yourself in a rickshaw with five stalwart Jampanies, or rickshaw runners. The first part of the way from Simla to Naldera lies along the great Hindustan-Thibet road, a ledge blasted out of the mountain-side, and not above 6-ft. wide in places, where an endless string of laden mules pick their way along, bringing their wares to Simla bazaar, driven by wild shaggy hillmen from Kulu, whose close skull caps, long tangled elf locks, and monkish-looking robes of grey homespun give them the look of wayfarers from some legend of the Middle Ages. Branching from the Thibet road, the way to Naldera winds along the face of the hills, through thick woods that overhang the roads, and by little mountain streams where the Jampanies halt to drink, each falling out of line in turn and as quickly catching up their places again without the sahib being conscious of a check. A little further on the road runs along a ridge that falls away on either side, the cliffs dropping down almost out of sight, whilst opposite the great silent mountains rise, splendid in their solemn loneliness. It is said that rain falling on this ridge drains, on the one side, to the Punjab, and on the other to the Persian Gulf. Along this ridge the rickshaw spins softly over a carpet of pine needles that are sweet and keen to smell in the clear hill air; and so the track runs on from one wooden hamlet to another, where, in the little patches of garden, women are working, dressed, for the most part, in pink pyjamas, lemon-yellow head shawls, and a profusion of silver and metal necklaces and ear-rings. At last one seems to have climbed to the shoulder of the ridge, and here the road runs through a desolation of the boulder-strewn hillside where no living thing seems to exist, only here and there a tall gaunt tree where the hill-folk have hung their rough-cut hay to dry on the lower branches. There is a legend that this was once the site of a city great and prosperous, whose people incensed the gods by their sins till, in vengeance, city and people were hurled into the valley below. A little

GOLF IN THE HIMALAYAS.
A couple of Pahari tramps crossing the golf course at Naldera.

GOLF IN THE HIMALAYAS.
Some of the movable impediments that get in the way of the golfer on the Naldera course.



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# *On the Links.*

## GOLF IN INDIA.

The above are a few instantaneous photographs taken by Lieutenant H. Whale, I.M.S., of officers of the Gurkha Brigade playing golf in India. The Gurkhas have been manœuvring this winter at Hoshiarpur, in the Punjab jungle, half a day's journey from the nearest station. To pass the spare time, which hung heavily on their hands, they made this course. The bunkers include several sandy pits, from 20-yds. to 40-yds. wide, and high hillocks covered with bushes. Bogey for the nine holes is 44, and this score allows for very few mistakes indeed. The greens are really "browns," or hard-beaten sand, daily swept and rolled by coolies. Caddying is done by the Gurkha orderlies seen in the photographs, who take a keen interest in the game. (1) Lieutenant H. Whale, I.M.S., approaching the 9th green. (2) Captain Maxwell, 4th Gurkhas, driving at the 1st tee. (3) Lieutenant St. J Sime, 4th Gurkhas, approaching the 3rd hole. (4) Lieutenant Hogg, 4th Gurkhas, driving at the 4th tee. (5) Lieutenant McGillivray, I.M.S., putting on the 6th green. (6) Colonel Macintyre, 4th Gurkhas, driving at the 8 h tee. (7) Lieutenant St. G. Scott, 4th Gurkhas, approaching the 5th hole.



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# *On the Links.*

GOLF IN THE HIMALAYAS.
A view of a hazard on the Naldera golf course near Simla.

beyond this gloomy spot the spur comes to an end. Before the point is reached the track—for it no longer deserves to be called a road—suddenly doubles back and zigzags down the side of the khud (cliff) to where, in the shelter of a ravine, lie a few huts and a little temple decked with red flags, and sacred to the gods of the hill people. Beyond this the hillside seems in some long-past age to have slipped in such a way as to leave a slanting ledge or shallow basin, where beyond the edge nothing is to be seen but the blue hills beyond far-distant valleys. This is Naldera, and a prettier spot you would not find for any purpose but a golf course. On the crest of the hill is a thick wood of deodars, and here is the same carpet of pine needles, the same scented air, a view that never palls over the hills and valleys of the Himalayas. The road runs through the course, and the turf is kept close cropped by herds of nomad sheep and cattle. In this strange spot a sporting little course has been devised, as may be imagined from the illustrations. The pond where the cattle are drinking makes an excellent hazard, and the only wayfarers who have to guard themselves at the call of "fore" are such as are shown—a typical Pahari couple tramping along in fair weather and foul, or wild-looking horsemen on their rough ponies that scurry along at a kind of run—men and animals equally unkempt and shaggy, clothes and horse all of the same dun mousy colour.

At first sight the wooden pagoda among the deodars might be taken for a picturesque club-house, as indeed I did so take it the first time I saw Naldera, whereas it is in fact a temple sacred to those same hill gods who so ruthlessly destroyed the legendary cities of the Masobra ridge.

Perhaps Naldera is the only golf course actually planned round a Pagan temple. Certainly I think few can rank beyond it as to remoteness from all British surroundings. It lies in the lands of one of those "kings in a small way"—the Simla hill Rajahs, who hold to this day the power of "la haute justice, la moyenne, et la basse"—the old Scottish "pit and gallows," subject only to the consent of the British Raj in case of a death sentence.

GOLF IN THE HIMALAYAS.
The first impression of the golfer will be that this is the Naldera club-house; in reality it is a wooden temple adjoining the course, sacred to the rites of the hill gods.

THE COURSE AT NALDERA.
A general view of the golf course at Naldera, near Simla, showing the character of the ground, and the natural hazards.

In the summer the Viceroy has his camp at Naldera, when the heat and dust of Simla become wearisome; but in midwinter, when these pictures were taken, it is the perfection of romantic solitude and beauty, where in the valleys below life runs on much as it may have done in England 500 years ago.

ADAM FITZADAM.

## *FIXTURES.*

**July 22.**—Hanger Hill ("Bogey").
**July 29-31.**—Lytham and St. Anne's, Summer Meeting.
**July 31.**—Irish Open Amateur Championship, at Dollymount.
**August 1.**—Royal and Ancient, Calcutta Cup.
**August 3.**—Hunstanton, Foursome Competition.
**August 4.**—Seaford, Summer Meeting.
**August 4.**—Royal West Norfolk, Summer Meeting.
**August 5.**—Ipswich, Wood Cup.
**August 5.**—Rye, Monthly Medal.
**August 5.**—Hythe, Summer Meeting.
**August 5.**—Royal Ashdown Forest, August Meeting.
**August 5.**—Frinton, Summer Meeting.
**August 5-7.**—Rochester, Royal Marine Challenge Shield.
**August 7.**—Bushey Hall, Bank Holiday Competition.
**August 7.**—Hanger Hill, Bank Holiday Competition.
**August 7.**—Hunstanton, Residents' Cup.
**August 7.**—West Cornwall, Ladies' Summer Meeting.
**August 7.**—Royal Liverpool, Summer Meeting.
**August 7.**—Royal Isle of Wight, Summer Meeting.
**August 7.**—Buxton and High Peak, August Meeting.
**August 7-8.**—Littlehampton, Open Summer Meeting.
**August 8.**—Enfield, Ladies' Summer Meeting.
**August 12.**—Hanger Hill, Medal.
**August 13.**—Boulogne *v.* Le Touquet.
**August 22.**—Hunstanton, Ladies' Competition.
**August 26.**—Hanger Hill ("Bogey").
**August 30-31.**—Hunstanton, Summer Meeting.



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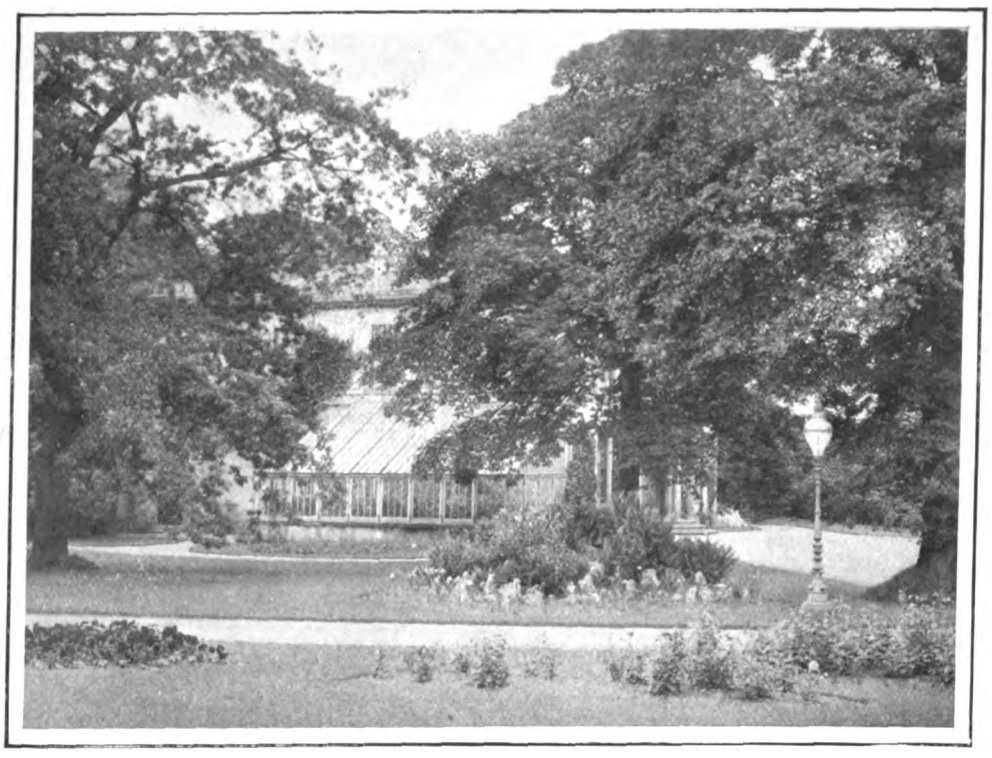
# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. LII.—Mr. Norval W. Helme, Liberal M.P. for the Lancaster D.vision of Lancashire, and a prominent member of the Wesleyan Methodist Conference at Bristol.**

AT the present moment Lancashire sends no less than twenty-three representatives to Westminster. Of those elected in 1900, seventeen were Conservatives and six Liberals. From a time-worn Parliamentary Guide just a century old, one learns that when Mr. John Dent and Mr. Peter Patten sat for John of Gaunt's ancient stronghold, as their predecessors had done ever since the twenty-third year of King Edward I., the members from Lancashire were six all told. In 1805 "the cotton industry, for which this borough is famous," seems to have introduced "a new interest, different to that which prevailed in former times when the slave trade flourished here"; but although Mr. Dent opposed Mr. Wilberforce's great reform as "contrary to that policy by which the nation had been enriched" (an opinion, by the way, shared by a large proportion of the worthy citizens of Bristol in those days), he had redeemed his character by bringing in a Bill for the suppression of bull-baiting, while Mr. Patten was the author of a vote of censure condemning the Addingtonians on no less than six different heads. The manufacture of oil-cloth was as yet unthought of, and no one dreamed of the halcyon days when its pioneer should be ennobled and, as Lord Ashton, endow the scene of his great commercial success with a park, a town hall, a kursaal, and a statue of the great Sovereign to whom he owes his title. Lancaster continues to thrive exceedingly, although politically it is now merged in the division of which it is the capital. From time immemorial there have been Helmes in Lancashire-over Sands, and a generation ago James Helme moved to Lancaster, and there founded a prosperous business in connection with what is now the staple industry of the town, and of which the sitting member for the County Division of Lancaster is to-day the head. When a son was born to him fifty-five years ago he received the name of Norval, after a maternal relative, who, it may be as well to say at once, was in no way related to the famous shepherd of the Grampians. In due course Norval Helme went to the Lancaster Grammar School, which had been responsible for the up-bringing of two of the most famous educationalists of the nineteenth century, William Whewell, Master of Trinity College, Cambridge, and Sir Richard Owen, the naturalist. After profiting largely by Dr. Lee's excellent tuition, Mr. Helme went into his father's business, and in 1877 married Mary, elder daughter of the late Thomas Wilson of Caldbeck, Cumberland. Their two sons have been educated at The Leys School, and Trinity College, Cambridge, and both are now graduates of that University. Like their father before them, they have elected to follow a commercial career.

Mr. Norval Helme's apprenticeship to public life began in the ancient corporation which boasts an unbroken existence of seven centuries. He became an Alderman of Lancaster, and served as Mayor in the year of Queen Victoria's Diamond Jubilee. He has also represented Lancaster in the County Council, and for some time prior to the last Dissolution was president of the Lancaster Liberal Association. But the whole of Mr. Helme's time has not been given up either to the exigencies of business, municipal duties, or politics. Like his father and grandfather before him, Norval Helme belongs to the Wesleyan Methodist Church, for the well-being of which he has laboured indefatigably for the greater part of his life. He has been a successful Sunday school teacher and superintendent from his youth up, and his special knowledge on the subject of education in its broadest sense, developed on the Technical Committee of the County Council, enabled him to render useful service in Parliament when the Education Bill of 1902 was before the House of Commons. He served on the small Liberal advisory committee of which the Right Hon. James Bryce was chairman. If Mr. Helme has not spoken too often in the House of Commons, he can fairly claim the credit of having successfully piloted the Bill for the prevention of the indiscriminate sale of firearms to children. For twenty years Mr. Helme has never missed attending, in an official capacity, the annual Conference of his co-religionists. He is a member of the executive committee of the Million Fund, and the committees of Foreign and Home Missions. He is also a trustee of the Connexional Buildings — the great central Church House of Methodism, which will shortly arise on the site of the demolished Westminster Aquarium, almost in the shadow of the adjoining Abbey. The estimated cost is not less than £150,000, exclusive of site, and when finished the metropolitan home of the Wesleyan Methodists will take rank with the Epworth Memorial Church in America amongst the great ecclesiastical edifices of the world. Mr. Helme is not a little proud of the fact that the Liverpool District for Foreign Missions, of which he is the treasurer, can boast of an annual contribution roll amounting to £10,000. Before he entered Parliament Mr. Helme did a good deal of useful work on the asylums and other committees of the Lancashire County Council. He is a Justice of the Peace for the county.



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SPRINGFIELD HALL, LANCASTER

The residence of Mr. Norval Watson Helme, Liberal Member for the Lancaster Division of Lancashire.

During the last quarter of a century North Lancashire has oscillated pretty regularly between the two political poles. Represented by Lord Winmarleigh, Lord Hartington, Colonel F. A. Stanley, now Earl Derby, and Colonel Martin, the seat was won for the Liberal Party by Mr. Williamson, and on his elevation to the Peerage in 1895 Colonel Foster restored it to the Tories with a majority of 634. In 1900 Mr. Norval Helme provided the surprise *par excellence* of the General Election, as far as Lancashire was concerned, proving very conclusively the fallacy of the axiom that no man is a prophet in his own country. Up to the very eve of the Dissolution Mr. Helme declined any suggestion of fighting the Liberal battle in person, and it was not till the prospect of a default seemed inevitable that he consented, *malgré lui*, to enter the arena. His canvass was necessarily a short one, but the prediction of those who knew him, that he was the one man alive who might send the pendulum back once more, even in the face of the then all-powerful "khaki ticket," was verified. Norval Helme became member for Lancashire (North) by a majority of 44.

Since then London has seen more of Mr. Helme and Lancaster less, but he has contrived to discharge his responsibilities as far as the Executive Council of the Free Churches and the needs of Methodism are concerned, although he has seen too little of Springfield Hall and its beautiful old-fashioned gardens on the outskirts of the town of castles and sieges. Mrs. Helme is president of the local Women's Liberal Association, but neither she nor her daughter can be described as very militant politicians.



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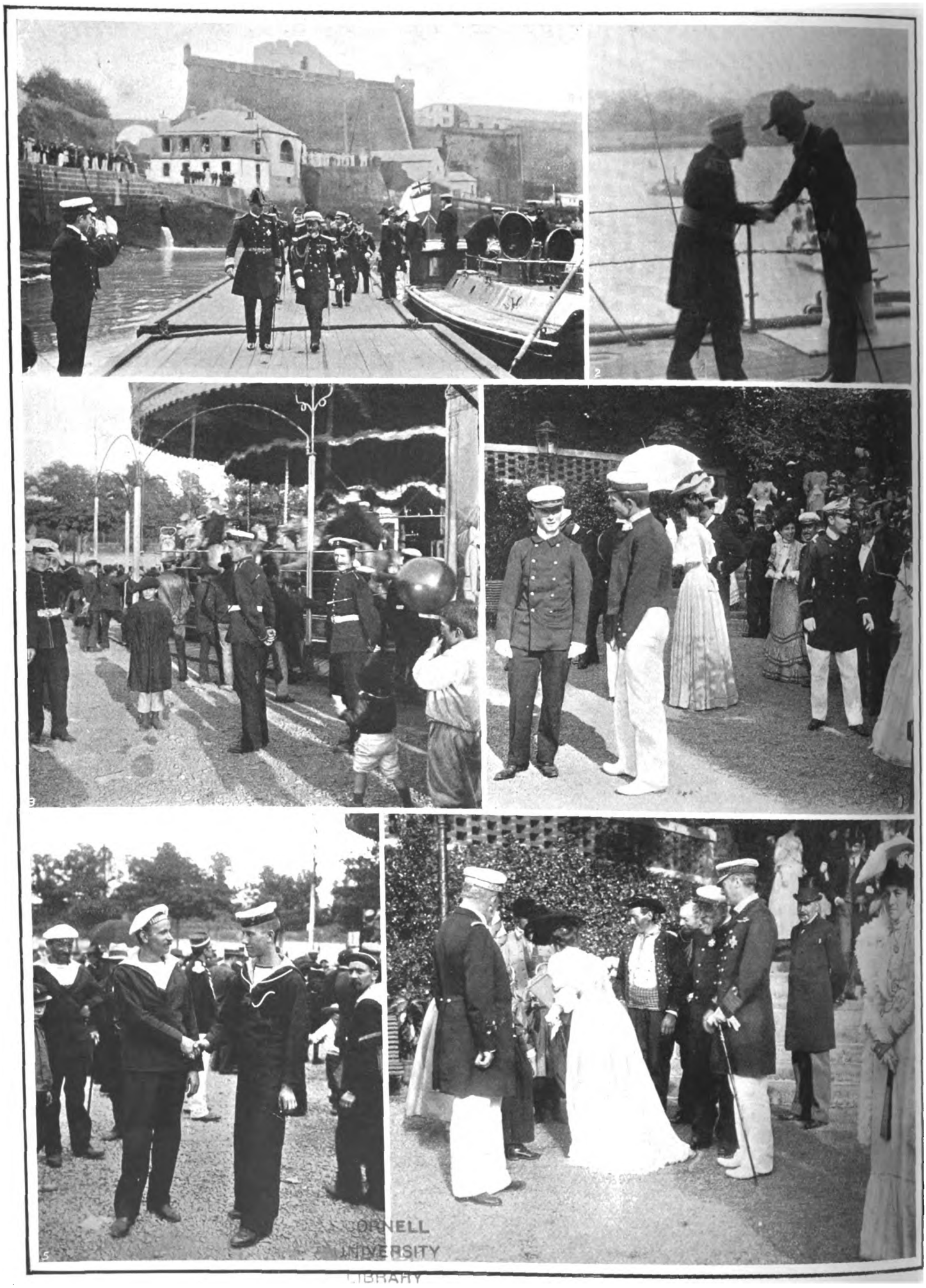
# THE FÊTES AT BREST.



SCENES IN AND AROUND THE FRENCH NAVAL PORT.

(1) Vice-Admiral Sir William May landing at the jetty on his way to pay official visits at the Prefecture. (2) The meeting of the Admirals. Vice-Admiral Caillard and Sir William May on the quarter-deck of the "King Edward VII." (3) British seamen and marines on the roundabouts at Brest Fair. (4) The garden party at the Prefecture Maritime. (5) L'Entente Cordiale in the flesh. (6) Lady May and the Breton peasant women in the grounds of the Prefecture Maritime.

(*Photographs by Chusseau-Flaviens.*)



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# THE FÊTES AT BREST.

BRITISH PICKET-BOATS ALONGSIDE THE JETTY.

During the visit of the British Fleet to Brest, a standing invitation was given to all the townspeople to visit the vessels lying in the roadstead, and large numbers availed themselves of the opportunity. The passage from the jetty to the British war-vessels was always successfully accomplished, and the visitors have all expressed themselves as delighted with the attentions shown them by the midshipmen who constituted themselves a corps of guides for the ladies.
*(Photographed by Hutin, Trampus & Cie.)*



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# Under the Burgee.

JUDGING from the state of chaos into which the arrangement of regattas has fallen, the revival of a "fixtures conference," as promised at the annual meeting of the Yacht Racing Association, should be welcomed alike by club committees and all those yachtsmen who like to take in as many regattas as possible in the course of a season. As at present managed, committees are confronted with the probability, if not almost a certainty, of clashing with some other club's regatta, no matter what date they select for their fixture; while, on the other hand, the racing fleets become scattered, and all the regattas suffer from paucity of entries. Poor entries result in a decline of interest, and the sport suffers accordingly.

It must have been with extreme regret that the committee of the Royal Irish Yacht Club determined upon abandoning the annual regatta at Kingstown. This regatta has hitherto been managed in alternate years by the Royal Irish and the Royal St. George Clubs, both of which have fine quarters at Kingstown, and for many years it has ranked as one of the most important fixtures in the British Isles. So also was the Queenstown Regatta, held under the flag of the Royal Cork, the oldest yacht club in existence; but that was abandoned some years since, and the offer of a cup by the King three years ago failed to revive it. It now looks as though there is a possibility of the Dublin Bay fixture following, and one is led to wonder if the Belfast Lough regattas would long survive. Is the Royal Irish committee's action to be construed as a mild protest against the proposed race from the Clyde to Cowes, which would take yachts right past the port? It has always been recognised that the lack of entries at all the Irish regattas was coincident with the decline of the sport on the Clyde, and it was believed that a revival of racing in Scotch waters would be followed by a corresponding improvement in the sport at the Irish ports. This hope has not been fulfilled this year.

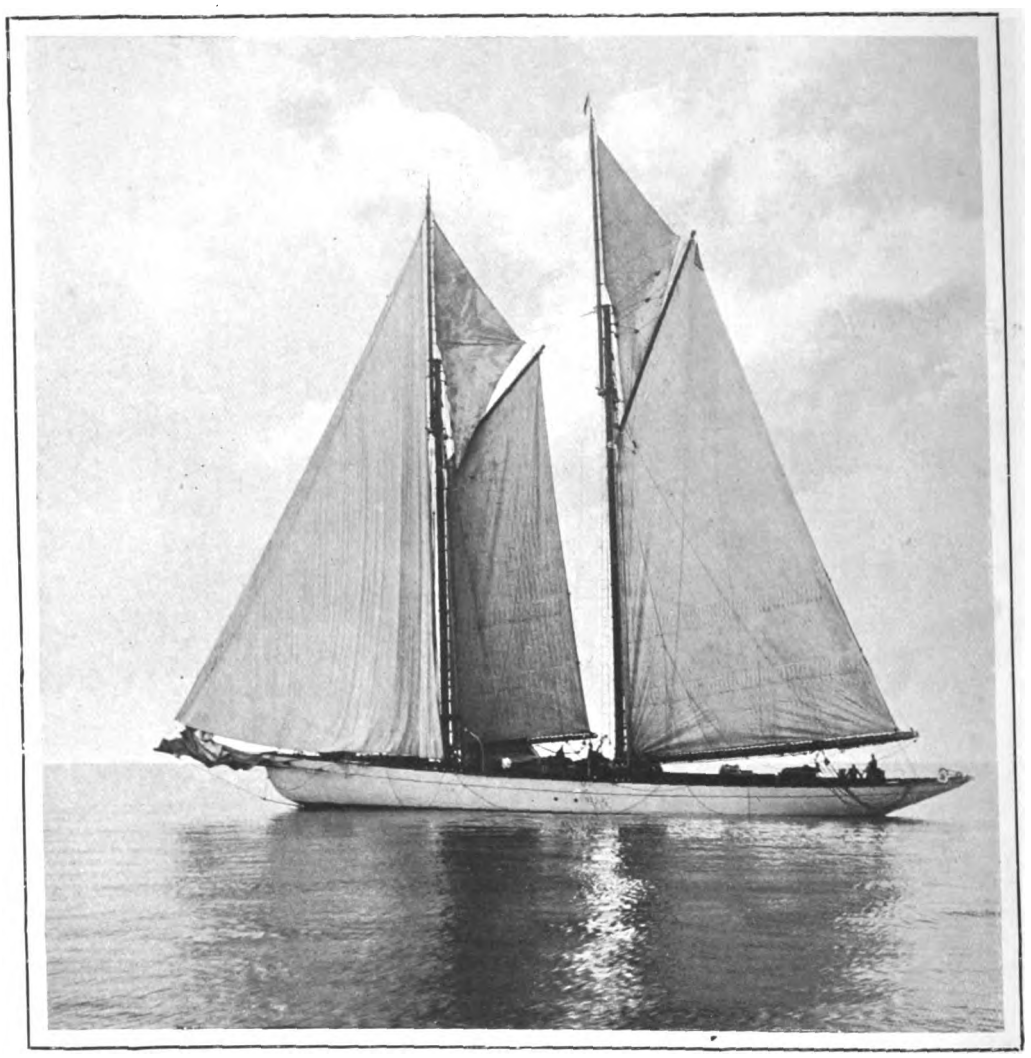
Certainly, one can hardly point to any marked revival on the Clyde yet. A few more yachts than might otherwise have been present were attracted North by a special race, the strangest feature of which was the fact of the race in question being arranged by a Southern club. As a return compliment, apparently, the Clyde clubs offered prizes for a race back to Cowes, thus holding out an inducement to the yachts to neglect both the Royal Ulster and the Royal Irish Regattas.

It is just possible that the total abandonment of the Kingstown fixture may serve a good purpose ultimately, by directing attention more forcibly to the necessity of giving the whole question of arrangement of dates serious consideration, if many of our old regattas are to survive.

Another series of regattas that seems to be in danger of collapsing is the Plymouth Week. For many years these have closed the season, and some owners had finished their engagements for the season before the dates of these fixtures, the entries for which have consequently been gradually declining in numbers. This year the Plymouth clubs determined upon trying an alteration of dates, and fixed upon next week for their annual week. It was known early in the year that an effort would be made to attract yachts to the Clyde, and the Plymouth clubs, believing that any yachts going North would return in what has hitherto been regarded as the orthodox manner—by taking in the Irish regattas on their way South—naturally hoped to catch them all on their return. These clubs, however, did not reckon upon the Clyde to Cowes race, and are therefore in much the same position as the Irishmen, and the best they can hope for is the presence of the 52-footers, admittedly the most interesting class, or, to be strictly accurate, the only "class" out, yet one class does not make a regatta programme. In view of the unsatisfactory division of the racing fleets during the earlier portion of the season, the Cowes Week by comparison assumes an even greater importance, for here at least there is no clashing date, and all the scattered divisions of fleets meet. This year, given fine weather, the Cowes Week should be more than up to the average of more recent seasons. It will be interesting to see some of the famous old 90-footers in commission, and it is to be hoped that an effort will be made to arrange a match in which old fliers like Satanita and Ailsa would have an opportunity of meeting. Such matches would serve to remind us of what the sport was like in the palmy days of the big class racers.

There have been more than an average number of mishaps already this year to hollow spars, and in some quarters there is a disposition to advocate their abandonment, at any rate, for masts. The question is not merely that of constant expense incurred in replacing sticks, although this has, of course, to be taken into serious consideration, but there is also the delay caused by such accidents, and the consequent loss of racing engagements which an owner has to submit to. Under present circumstances, whenever there is a hard blow, owners have to face the possibility of a "carry away," and they are, therefore, to be pardoned if they hesitate now and again to run the risk of losing a week's racing or more by turning out on a heavy day.

CORINTHIAN.



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HILDEGARDE

Schooner, 284 tons Thames measurement, owned by Mr. E. R. Coleman. She is of steel construction, and was built in 1897 at Wilmington, U.S.A., by Messrs. Harlan and Hollingsworth, from designs by A. S. Chesebrough.

## *FIXTURES.*

July 22.—Ostend Regatta. Closing day.
July 24.—Ostend to Flushing.
July 25.—Flushing to Antwerp
July 26.—Antwerp to Bath and back.
July 26 to 29.—Plymouth Week.
July 31 and August 1.—Island S.C. Annual Regatta Cowes.
August 5.—Royal Southampton Yacht Club.
August 7.—Royal Lond on Yacht Club.
August 8 to 11.—Royal Yacht Squadron. Cowes Week.
August 12.—Royal Portsmouth Corinthian Yacht Club.
August 15-18.—Royal Victoria Yacht Club. Ryde
August 19.—Royal Southern Yacht Club.
August 21-22.—Royal Albert Yacht Club. Southsea.



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# YACHTS OF THE YEAR.

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NORLANDA

Schooner, 103 tons. This vessel was launched early in the present season. She was built at Gosport from designs by C. E. Nicholson to the order of Mr. F. Milburn.



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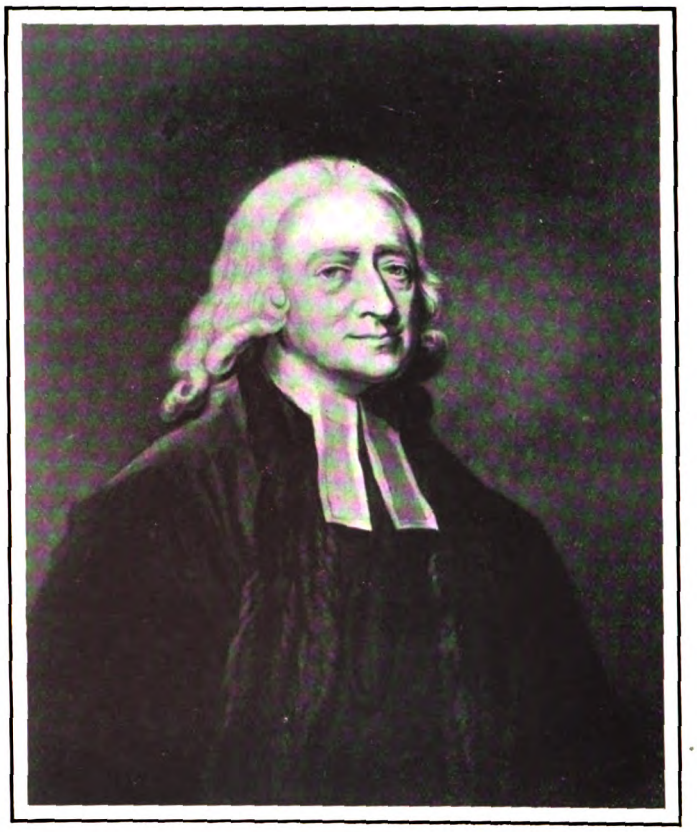
# *The 161st Methodist Conference at Bristol.*

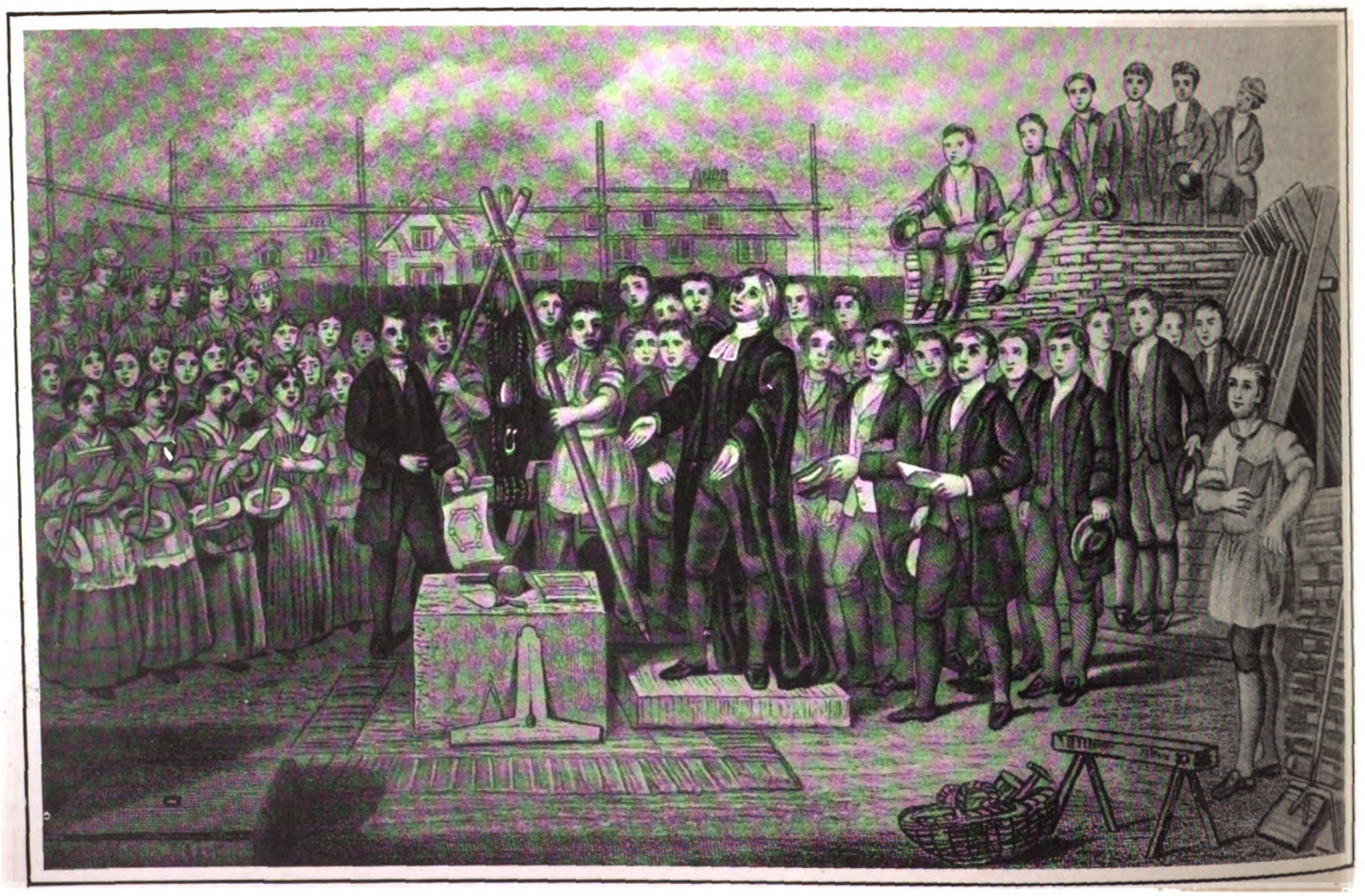
## JULY 19—AUGUST 2, 1905.

FOR the fourteenth time since John Wesley went to his rest the Methodist Conference takes place in Bristol, a city which during five centuries at least has played an all-important part in the history both of the Old World and the New. To many Methodists on either side of the Atlantic Bristol is regarded as a very Mecca of the Faith. Neither London nor Newcastle entered more extensively into the life and work of John Wesley than Bristol, where he built, as long ago as May, 1739, his first chapel, that at Kingswood being commenced almost immediately after. It was here, too, he began, on April 2 in the same year, his career as an open-air preacher, and originated the class-meeting system in which the Methodist Church still finds a tower of strength. From 1749 to 1771 the Methodists of Bristol enjoyed the pastoral oversight of the Rev. Charles Wesley. The oldest "class-ticket" in existence comes from Bristol; it was in Bristol that Charles Wesley first printed his hymns, and that the beautiful portrait of his brother and leader was published. Nor do the Methodists of America, who have consecrated the splendid Epworth Church to the immortal memory of John Wesley, forget that it was in Bristol his eloquence converted Captain Webb, who, after labouring as a local preacher in Bristol, became the pioneer of the powerful Methodist Church which now flourishes exceedingly in every part of the United States. Of the 10,000 letters which John Wesley is supposed to have written, many were dated from Bristol; it was in Bristol that he overcame persecution and buffeting; Bristol figures constantly in his diary, and it was there he loved to hold those Conferences which have ever since done so much to promote the unity of Methodism. The Conference of 1905, after the lapse of more than a century, derives a peculiar and striking interest from the fact that it takes place virtually on the same spot where John Wesley, in 1790, held the last "annual gathering" honoured by his presence. Vivid details of the intimate connection of Bristol with the annals of Methodism will be found in John S. Pawlyn's "Bristol Methodism in John Wesley's Day," and in Mr. R. Burrough's excellent account of the "Centenary History of Old King Street Chapel, 1795—1895."



JOHN WESLEY
From a photograph of the famous Bristol portrait.

In the "Homes, Haunts, and Friends of John Wesley," Bristol occupies a conspicuous place, and it may surely be hailed as a happy omen that the Bristol Conference of 1905 coincides almost exactly with the appearance, under the auspices of the Religious Tract Society, of the Rev. Richard Green's "John Wesley, Evangelist," which will henceforth rank as one of the great standard works on the first phases of the Methodist Faith. From this well-written volume — by permission of the publishers — are reproduced the historic Conference Seal and the Bible—doubtless



THE LAYING OF THE CORNER STONE OF THE FIRST METHODIST CHAPEL AT BRISTOL.
John Wesley performing the ceremony, May 12, 1739.



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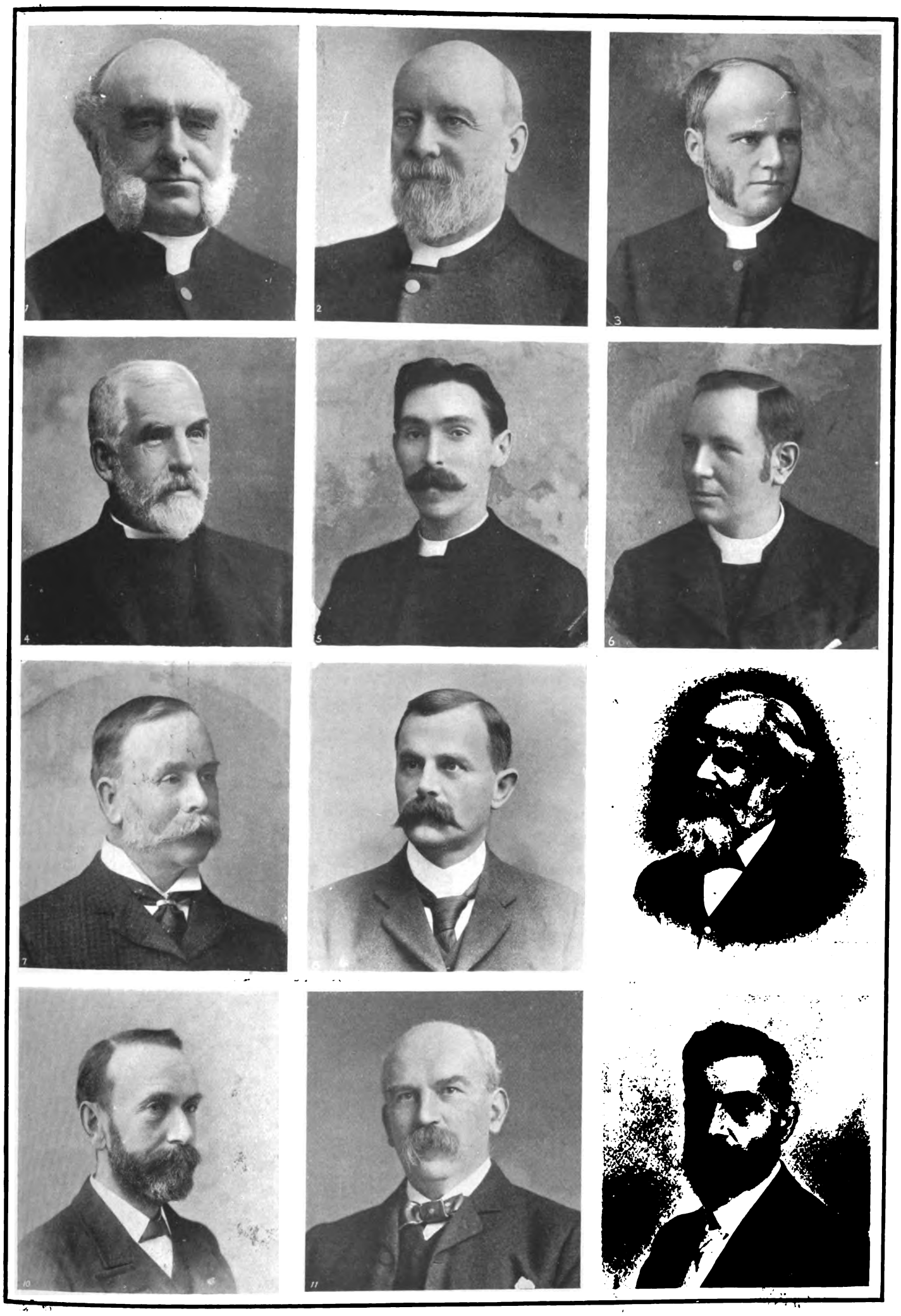

## THE WESLEYAN CONFERENCE AT BRISTOL.

(1) The Rev. C. H. Kelly, President-Elect. (2) Rev. Silvester Whitehead, last year's President. (3) Rev. J. Scott Lidgett, M.A., President-Elect of the Free Church Council. (4) Rev. Thomas Rippon, Chairman of the Bristol and Bath District (5) Rev. W. Herbert Parkin, General Secretary to the Conference Arrangements Committee. (6) Rev. Dr. Guest, Secretary of the Conference Hall Committee. (7) Councillor P. Endres Gan , Member of the Hall Committee. (8) Mr. S. E. Hosegood, Joint-Treasurer of the Con erence. (9) Mr. H. C. Perry, Joint-Treasurer of the Conference. (10) Alderman Charles E. L. Gardner, J.P., a promin.nt Bristol Methodist. (11) Alderman W. Howell Davies, J.P., a well-known Bristo. Methodist. (12) Alderman C. J. Lowe, J.P., a leading Bristol Methodist.

*(From copyright photographs.)*



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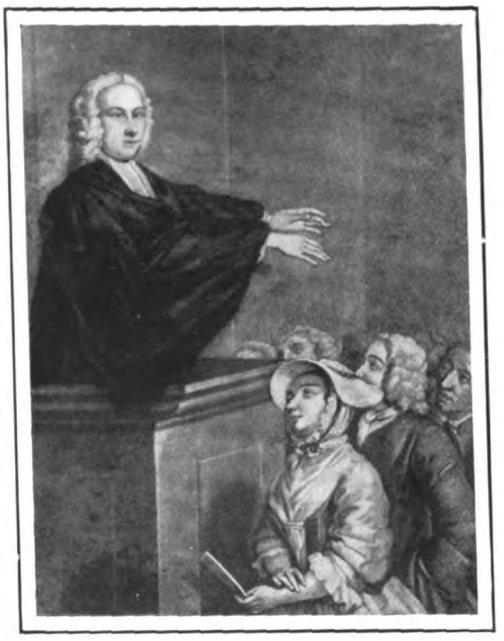
once used by John Wesley in Bristol—which will now pass as the insignia of his high office from the outgoing President, the Rev. Silvester Whitehead, to his successor, the Rev. C. H. Kelly. "There is a pleasure in remembrance," and those who attend the Conference of 1905 will assuredly not be displeased to look upon the features of those who, since John Wesley's death, have one after another received their badges of authority in Bristol. The Bristol Presidents of the past are as follows: 1794, Thomas Hanly; 1798, Joseph Benson; 1802, Joseph Taylor; 1808, James Wood; 1814, Adam Clarke; 1819, Jonathan Crowther; 1825, Joseph Entwistle; 1831, George Marsden; 1838, Thomas Jackson; 1846, William Atherton; 1856, Robert Young; 1867, John Bedford; 1877, William Burt Pope; 1890, William F. Moulton.

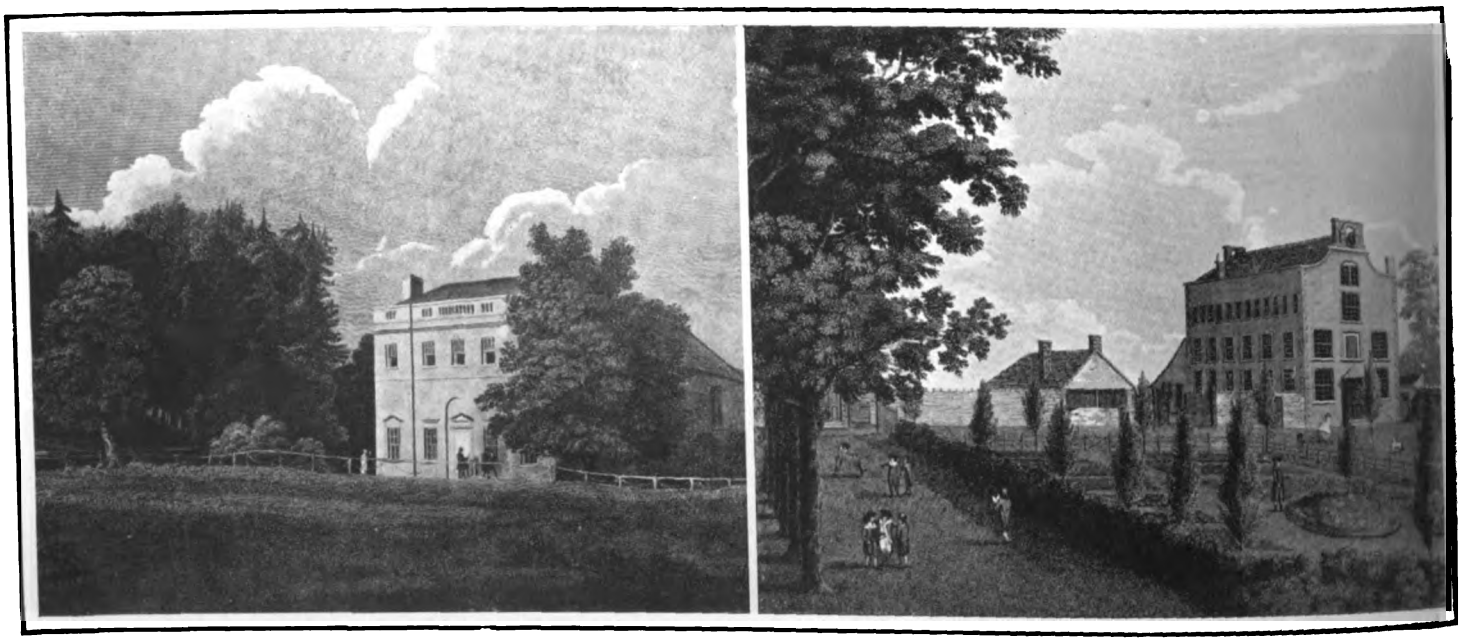
Apart from the Presidents of her Conferences, Bristol must be credited with the possession of an unusually large number of Bristol "worthies." Bristol during the nineteenth century was the scene of the labours of four very distinguished divines, viz., Joseph Benson, Samuel Romilly Hall, W. Morley Punshon, and Samuel H. Waddy. With their portraits is published an illustration of the interior of Portland Street Chapel, and reproductions from photographs by Mr. Thomas Righton of Newbury, who makes a special feature of Methodist subjects, and whose interesting and instructive Methodist postcards circulate over every part of the world. For the American Methodist Portland Street Chapel is a shrine, a place of pilgrimage, second only to City Road Chapel, London, for its history and associations. It was erected and opened in 1793 by the "New Planners," who, after Wesley's death, asserted and secured the right of Methodist ministers to administer the sacraments in their own chapels, and it is now enriched with mural tablets and other memorials of the greatest interest. It is the last resting-place of Captain Thomas Webb, the founder of organised Methodism in America. The portrait in the glass of one of the windows, showing the scarlet-coated officer, with the open Bible beside him, and his sword on the table as he expounds the Scripture, is very quaint. He was one of the founders of the chapel, and in the crypt beneath the chapel an inscribed stone indicates the spot where his remains were laid to rest on December 24, 1796. The vestry contains a very fine engraving of the Romney portrait of John Wesley, and portraits of Samuel Bradburn who preached at the opening of the chapel in 1793, and of Thomas Roberts, who read the Liturgy on the occasion.



THE REV. GEORGE WHITEFIELD.
From a contemporary print, after the painting by John Woolaston, jun.

THE REV. G. WHITEFIELD PREACHING AT LEEDS, 1749.
From a rare contemporary print.

Of late years the important Bristol and Bath District has been singularly favoured in its chairmen. At the Conference of 1880 Dr. Bowden, whose memory is still cherished in the West, was appointed to the chair of the district. His successors were the Rev. George Fletcher, now Governor of Richmond College; the Rev. William Perkins, one of the General Secretaries of the Wesleyan Missionary Society; and the Rev. John S. Simon, who now holds the position of Governor at the Didsbury Theological College. The present Chairman is the Rev. Thomas Rippon, who, by his fidelity to all the duties of his office, worthily maintains the high traditions of the district. Mr. Rippon takes the keenest interest in all historical questions relating to Methodism in his district, the membership returns for which, as presented to the May Synod, 1905, are as follows: Full members, 14,865; on trial, 1,827; junior members, 2,713. In Bristol itself, including the suburb of Clevedon, there are 10 circuits, 31 ministers, 4 lay agents, with a total membership of 5,413; on trial, 966; junior members, 984. During recent years new chapels have been built in the King Street, Redland, Portland,



TWO FAMOUS WESLEYAN SCHOOLS.
The Methodist Academy at Woodhouse Grove, near Leeds. The Methodist School at Kingswood, near Bristol. Erected 1748.



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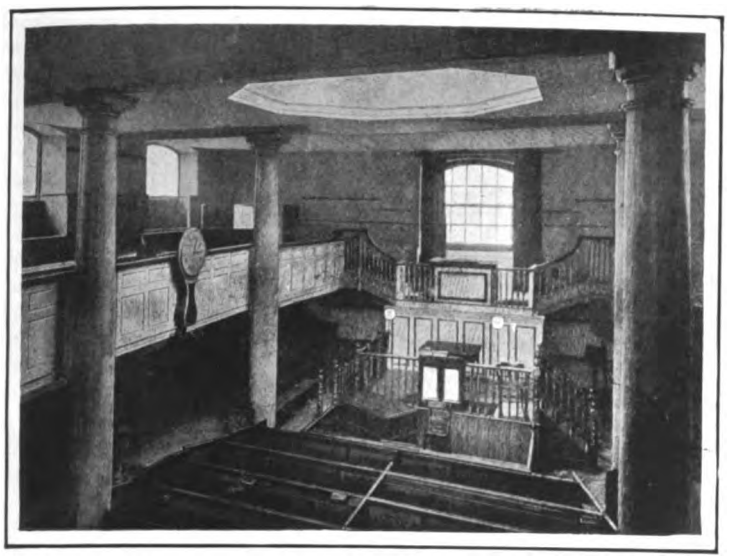


*Cassell.*

THE OLD ROOM IN THE HORSE FAIR, BRISTOL.
The oldest existing Wesleyan place of worship.

*Righton.*

THE PULPIT END OF THE PORTLAND STREET CHAPEL.
A place of pilgrimage for American Methodists.

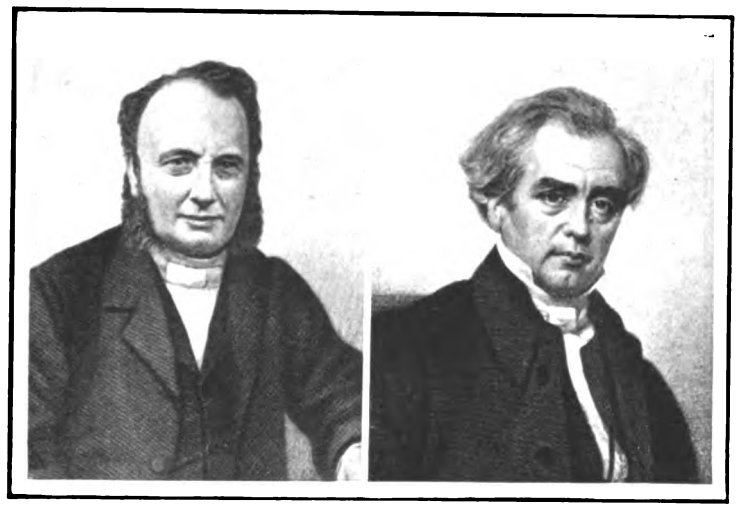
Wesley, Bedminster, and Kingswood circuits, and the recently-established Central Mission is full of vigour and promise.

The Rev. W. Herbert Parkin, Resident Minister of the Bishopston Wesleyan Circuit Church in King Street, Bristol, who will discharge the onerous and responsible duties of Conference Arrangements General Secretary of the Bristol Conference, emulates both the energy of Mr. Rippon and his intense love of all that concerns the historical aspect of Methodism. In addition to the portraits of the Rev. Thomas Rippon and the Rev. W. Herbert Parkin, those of the Treasurers, Mr. S. E. Hosegood and Mr. H. C. Perry, and several prominent members of the Executive Committee, are also given. The official programme of the proceedings at Bristol is as follows:

CONFERENCE PUBLIC SERVICES.

*1. Official Services:*

Induction of President, Thursday, July 20, Conference Hall, Victoria Rooms.
Open Session of Conference, Friday, July 21, Conference Hall, Victoria Rooms.
Sacramental Service, Friday, July 21, Victoria Wesleyan Church.
President's Sermon, Sunday, July 23, Conference Hall, Victoria Rooms.
Ex-President's Sermon, Sunday, July 23, Conference Hall, Victoria Rooms.
Conference Prayer Meeting, Thursday, July 27, Conference Hall, Victoria Rooms.
Public Examination of Candidates for Ordination, Thursday, July 27, Bristol (Old Market Street), Bath, and Gloucester.
Conference Love Feast, Sunday, July 30, Old Market Street.



TWO FAMOUS METHODISTS.
Rev. Samuel Romilly Hall. Rev. S. H. Waddy.

Recognition of Returned Missionaries, Tuesday, August 1, Cotham and Weston-super-Mare.
Ordination Service, Wednesday, August 2, Bedminster.

*2. Other Public Meetings:*

Wesley Guild, Wednesday, July 19, Colston Hall.
London Mission, Thursday, July 20, Colston Hall.
Local Preachers' Convention, Thursday, July 20, King Street.
Class Leaders' Convention, Friday, July 21, Old Market Street.
Women's Auxiliary, Friday, July 21, Victoria.
Children's Home, Saturday, July 22, Colston Hall.
Temperance Meeting, Saturday, July 22, Colston Hall.
Midnight Evangelistic Meeting, Saturday, July 22, Colston Hall.
Public Services (3), Sunday, July 23, Colston Hall.
Home and Foreign Missions (provisional arrangement), Monday, July 24, Colston Hall.
Bermondsey Settlement, Tuesday, July 25, Trinity, Redland.
Army and Navy, Tuesday, July 25, Bath.
Seamen's Mission, Thursday, July 27, Wesley.
Fernley Lecture, Friday, July 28, King Street.
Working Men's Meeting, Saturday, July 29, People's Palace.
Lord's Day Observance, Monday, July 31, Knowle.
Holiness Meeting, Wednesday, August 2, Portland.

It must be remembered that Bristol is connected quite as closely with the career of George Whitefield as it is with that of John Wesley. This fact explains the reproduction by way of illustration of two very scarce engravings of Whitefield in the act of preaching. He first came to Bristol in 1736. It was there he met Dr. Benson of Gloucester, who ordained him. John Wesley was then in Georgia, and when Whitefield resolved to go out and join him, it

*Righton.*

THE VICTORIA CHAPEL, BRISTOL.
Where the principal services of the Conference will take place.

*Copyright.*

THE VICTORIA HALL, BRISTOL.
The principal scene of the Wesleyan Methodist Conference of 1905.



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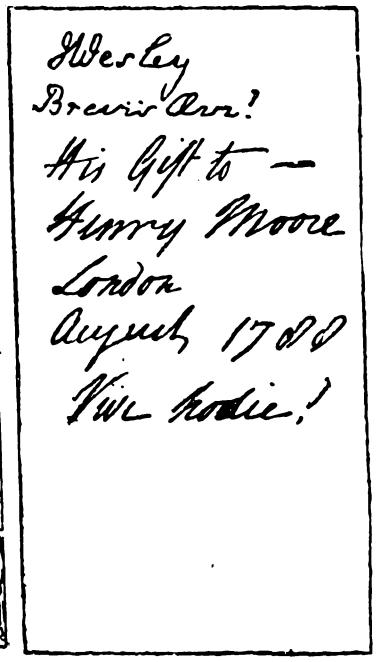
was at Bristol that he bade farewell to his friends. In 1739 Whitefield was again amongst them, preaching in the Glasshouse Yards, at Baptist Mills, and in the Bowling Green, and endeavouring to collect money for the Orphan House he had founded in Georgia, despite interdicts and persecution.

Before leaving once more for America Whitefield bade Wesley come to Bristol and carry on the work so auspiciously begun. "Hesitating at first," writes Mr. Pawlyn, "he was decided by casting lots, and arrived at Bristol on Saturday, March 31, 1739, where he at once joined Whitefield at the house of Mr. Greville, an influential grocer in Wine Street . . . The following day Wesley heard Whitefield preach at the Bowling Green, Hanham, and Rose Green, and 'could scarce reconcile himself at first to this strange way of preaching in the fields.' The same evening, however, overcoming his scruples, he 'proclaimed in the highways the glad tidings of salvation, speaking from a little eminence in a ground adjoining the city to about 3,000 people.' Thus Wesley passed the Rubicon, and commenced his marvellous career as an open-air Evangelist. Barely six weeks later Wesley laid the foundation-stone of the first Methodist Chapel in the world on a piece of ground in the Horse Fair. It was opened a few months later, and is now in the possession of a congregation of Welsh Calvinistic Methodists.

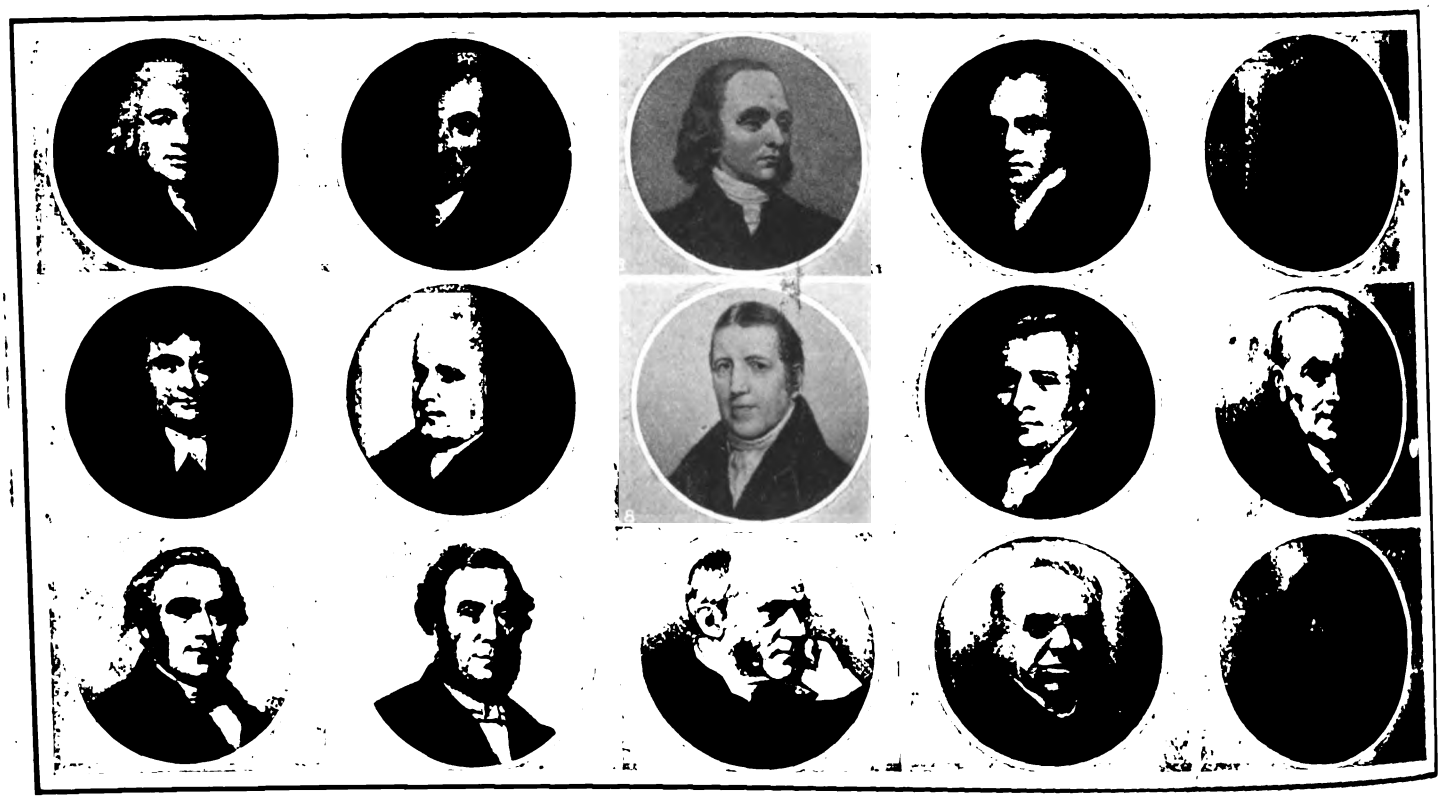
The first Wesleyan Conference was held in London, and the second in Bristol during the succeeding year, so the Bristol Conference of 1905 takes place on or near the 160th anniversary of the Bristol Conference of August 1—August 6, 1745. The site of the first Bristol Conference was the humble preaching-room in the Horse Fair. In those days John Wesley's most hopeful follower could never have dreamed of a representative assembly which will fill the Victoria Hall to overflowing, or of the possibility of Methodism possessing a central home like the Westminster Church House of the near future. The results which Methodism has lately achieved both at home and abroad are the practical outcome of the good work done by those who have inherited the zeal and the ardour, as well as the strong faith, of such men as Whitefield and Wesley. The long line of Bristol Conference past-Wesley Presidents, beginning with Thomas Hanly and ending with Charles Kelly, forms an unbroken chain which links together the days of Whitefield and Wesley with this twentieth century Church, when Methodism is more powerful than ever, and the federation of the Free Churches has added most materially to its strength and influence. The story of its "first phase" has never been so well told as it has in the eloquent pages of "John Wesley, Evangelist," by Mr. Green.

THE OFFICIAL SEAL OF THE METHODIST CONFERENCE.
Kindly lent by the Religious Tract Society.




JOHN WESLEY'S FIELD BIBLE.
Delivered to each succeeding President of Conference, as a badge of office.

While at Bristol many of those who attend the Conference will doubtless take an opportunity of visiting Bath, a city which has also witnessed many remarkable incidents connected with the gradual development of Methodism. It was at Bath (then in the heyday of its prosperity as the great centre of fashion and frivolity) that Wesley administered a well-merited rebuke to the omnipotent Master of Ceremonies who had even dared to disobey the wishes of a Royal Princess, and it was there that he continued to preach in the face of threats and ridicule. Bath was also the scene of the labours of Selina, Countess of Huntingdon, whose personal influence was almost as great as that of Wesley and Whitefield. Although a century has rolled by since she died, the chapel she built in the Vineyards is maintained almost in the same condition as she left it, and the relics of her good works are preserved with reverent care by the members of the Methodist New Connexion, of which she was at once the founder and protector. A. M. B.



SOME FAMOUS METHODISTS.

Presidents of the past. The names are as follows: (1) Thomas Hanly, 1794; (2) Joseph Benson, 1798; (3) Joseph Taylor, 1802; (4) James Wood, 1808; (5) Adam Clarke, 1814; (6) Jonathan Crowther, 1819; (7) Joseph Entwistle, 1825; (8) George Marsden, 1831; (9) Thomas Jackson, 1838; (10) William Atherton, 1846; (11) Robert Young, 1856; (12) John Bedford, 1867; (13) William Burt Pope, 1877; (14) William F. Moulton, 1890; (15) W. Morley Punshon.



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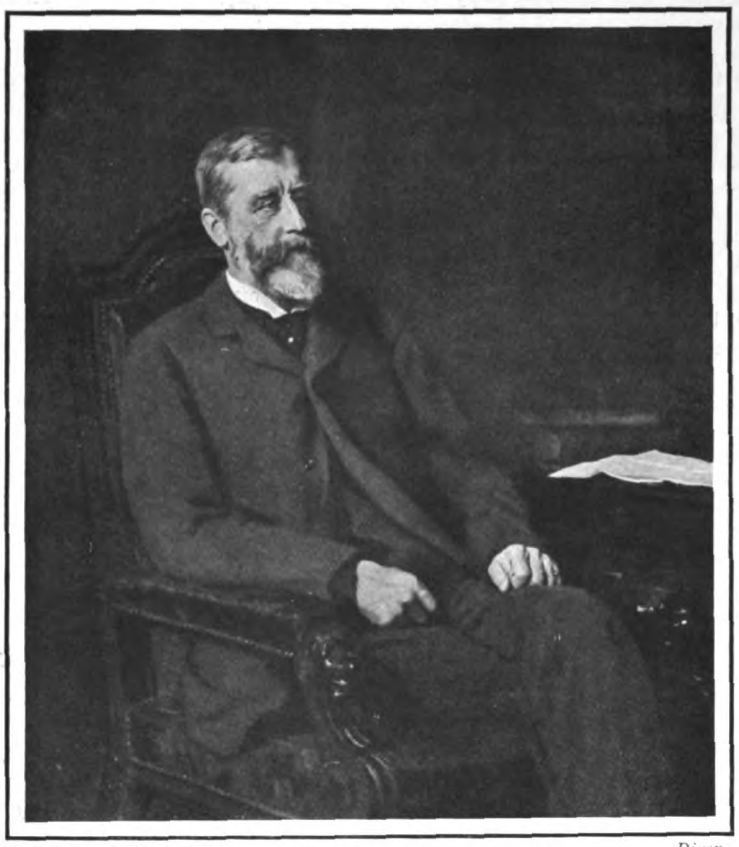
# *Merionethshire and her Lord-Lieutenant.*

## AN ENTHUSIASTIC GATHERING AT DOLGELLY.

MR. W. R. M. WYNNE of Peniarth, Lord-Lieutenant of Merioneth and Chairman of Quarter Sessions, is one of the very few men who enjoy the rare distinction of being regarded as a prophet in his own country. In the good old days when George III. was King and coaches ran between London and Holyhead the halt at the Golden Lion, Dolgelly, was always eagerly looked forward to, and it still retains its old reputation in this twentieth century, when the Great Western Railway brings holiday-makers and pilgrims in quest of the picturesque to Llangollen, Bala, and Dolgelly—all places of rare beauty—in less than five hours. Probably in the whole of its eventful history the Golden Lion never witnessed a more representative or enjoyable gathering than the lunch which followed the public presentation to the popular Lord-Lieutenant of the County of an admirable portrait painted by the Hon. John Collier, a replica of which is to be placed in the County Hall at Dolgelly. The picture was unveiled by Lady Winchilsea, who was accompanied by Lord Winchilsea and Lord Maidstone. Amongst other well-known Merionethshire people present were Mr. and Mrs. G. H. Ellis, the Hon. Mrs. Wynn, the Hon. T. W. Best, Colonel Evans Lloyd, Mr. Edward Lloyd, Dr. Roberts, Dr. John Jones, Mr. Haydn Jones, and Mr. J. C. Hughes, the energetic Secretary of the Presentation Committee. Dr. Robert Roberts concluded his speech with a verse in Welsh, which, when done into English, reads as follows:

"W. R. Maurice Wynne for Meirion
And public weal a deal he's done.
Thousand-old this recognition
Is his due for services done.
On this wall, of the worthy sage
Summon we did his image.
In this Hall—Merioneth's hearth—
We pinnacled Wynne of Peniarth.
Feel sure her dutiful son
Merits the love of Meirion."

Much enthusiasm has been aroused in Llangollen, Bala, and Dolgelly by the prospect of the Great Western Railway devoting the next volume of its popular travel-book series to a description of that portion of North Wales, which exceeds in beauty anything in the Belgian Ardennes or the much-talked-of Black Forest. Of this delightful tract of country, Merionethshire is the centre.



*Dixon.*

MR. W. R. M. WYNNE, LORD-LIEUTENANT OF MERIONETH.
From the portrait by the Hon. John Collier, presented to Mr. Wynne at Dolgelly on July 6th.

*Chidley, Chester.*

A GROUP OF THE NOTABILITIES OF MERIONETHSHIRE
Assembled in the garden of the old-world Golden Lion Royal Hotel, Dolgelly, on the occasion of the presentation made on the 6th inst. to Mr. W. R. M. Wynne of Peniarth, the popular Lord-Lieutenant of the County and Chairman of Quarter Sessions. The large portrait is that of Mr. J. C. Hughes of Dolgelly, Secretary of the Wynne Testimonial Committee.



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# The Traveller.

## BY PRINCE OF WALES'S ROUTE TO KILLARNEY.

ALTHOUGH travel in Ireland may not be quite so rapid as it is at home, still no one can grumble at the splendid way in which the various railways minister to the needs of tourists and others. It is nearly fifty years since the King—at that time Prince of Wales—paid his first visit to Killarney, and the route chosen by the Royal tourists—namely, that of the Cork, Bandon, and South Coast Railway—has since been followed by thousands of others, being recognised as the most direct and picturesque of all. The journey from London is not so long as to tire you, for one has the choice of breaking it either at Dublin, Waterford, or Cork. An alternative route is that offered by the City of Cork Steam Packet Company, whose comfortable steamers run direct from London to Cork, a most delightful little sea voyage for those who enjoy this mode of travel. But whichever route be chosen, remember Cork must be your objective before starting for the famous tour of the Lakes of Killarney.

Cork, the southern capital, and the third city in Ireland, should not be passed over too hurriedly. The surroundings are exceedingly picturesque, while it can boast of a great wealth of historical associations. One of the first places to which the average tourist is usually attracted is Blarney Castle, with its famous stone,

"That whoever kisses
He never misses
To grow eloquent."

The excursion is about six miles from Cork, and can be accomplished either by train or "jaunting-car." Most people will choose the latter mode of travel, on account of its novelty.

Following the picturesque, "Prince of Wales's route" to Killarney, we leave the Albert Quay terminus of the Cork, Bandon, and South Coast Railway, and proceed direct to Glengarriff, though in doing so we miss many lovely and interesting spots along the coast. Those who can spare the time ought certainly to run down to the quaint little seaport of Kinsale, which simply overflows with historical reminiscences. A branch of the Cork-Bandon line takes us to Kinsale, whence the famous Old Head can be reached by a fine drive along the coast. Kinsale will charm the eye of the artist; the narrow, steep streets seem to rise abruptly from the water's edge, and the houses appear to balance one on the top of the other.

Bandon, which Spenser styled "Pleasant Bandon, crowned with many a wood," is another charming spot on the "Prince of Wales's route." Here one can visit Castle Bernard, the beautiful seat of the Earl of Bandon; or take a coach drive through the lovely Innishannon Valley. Golfers travelling in this part of Ireland will not unnaturally be attracted to the new golf links at Harbour View, a pleasant little watering-place reached by road from Bandon. The ancient castle of Kilbrittain, which belonged to the MacCarthys, princes of Carbery, is passed on the way. From Bandon to Bantry is a delightful run, the route being through some very choice scenery. At one time or another practically the whole district from Bandon to Dunmanway was the scene of hotly-contested fights between native septs and English settlers.

As we approach Bantry the country becomes broken and mountainous, the town itself lying in a beautiful glen surrounded by lofty and rugged heights. Bantry occupies a fine site at the head of that world-famous bay, which is declared to be unsurpassed by any other natural harbour in the world. The Channel Fleet visits Bantry Bay every year for the manœuvres, which fact largely adds to its attractions from the sight-seer's point of view.

From Bantry, the terminus of the Cork-Bandon line, commences the most enjoyable portion of the whole tour. A delightful coach drive of about eleven miles, winding around the inlets at the head of the bay, giving a series of magnificent panoramas, takes the tourist to Glengarriff, which has been styled the "Madeira of Ireland." This charming glen, of which Alfred Austin wrote, "As to Glengarriff, I scarcely know how anyone who goes there ever leaves it . . . It is a haven of absolute beauty and perfect rest," lies in the midst of rocks, cliffs, and mountains, which apparently have been brought together in the wildest confusion. Climatically it is recognised by high authorities as one of the finest health resorts in Europe, winter or summer. The

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Photocrom.

THE MEETING OF THE WATERS, KILLARNEY.

One of the most exquisite bits of scenery in the Irish lakeland. Here, just beyond the lofty crag known as the "Eagle's Nest"—famous for its remarkable echo—the Long Range River, which connects the waters of the Upper and Middle Lakes, is divided into two channels by Dinis Island, one of the numerous islets which stud the surface of the famous lakes.



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tourist will find it hard to tear himself away from this perfect spot, while those who care to remain for a short spell will find the many hotels, romantically dotted about the bay, all that they could wish for.

From Glengarriff to Kenmare, the next stage of our journey, we again proceed by route by way of Sneem, Parknasilla, and Cahirciveen by coach, thence to Killarney by rail—a tour, by the way, that well repays the traveller for the time spent on it.

The coast scenery around Kenmare is remarkable for its bold and massive capes, and abruptly-rising rocks that resemble giant sentinels guarding the coast, the home of myriads of wild sea-birds. The district is a favourite one among anglers, who are rewarded with good sport in the river. From Kenmare the road descends, the scenery assumes a more solitary aspect, and as we proceed a turn in the road unfolds a magnificent view of the Upper Lake of Killarney, its picturesque arbutus-clothed banks sweeping down to the shore, with just a glimpse of the gloomy solitude of the Black Valley stretching away among the fastnesses of the MacGillicuddy's Reeks. No description, however eloquent, would do justice to the lovely lakes. Praise from such men as Sir David Wilkie, Sir Walter Scott, Wordsworth, and Tom Moore should be sufficient testimony. For beauty and grandeur they are certainly not to be surpassed in Europe.

*Photochrom.*

THE ABBEY RUINS, MUCKROSS.

Muckross, situated about 2½ miles from Killarney, is famous for its beautiful scenery and the ruined abbey. The remains consist of the abbey and church, founded for the Order of Franciscans by McCar hy Mor, Prince of Desmond, in 1340, on the site of an older church destroyed by fire. The cloisters, perhaps the most picturesque feature of the ruins, are overshadowed by a magnificent yew tree of immense size and bulk. In the interior of the abbey are tombs of the MacCarthys, and the O'Donoghues of the Glens.

well-appointed coach, following the road which winds through the beautiful glen, presenting an ever-changing panorama of charming scenery. On reaching Kenmare, the tourist can choose between proceeding direct to Killarney, either by coach or rail, or by a longer



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# NELSON AND THE MUSES.

*("The Year of Trafalgar," by Henry Newbolt. Published by John Murray, London, 1905.)*

NO one is likely to contest the appropriateness of the author of "Admirals All" telling in his own happy fashion the oft-repeated tale of Trafalgar, including its epilogue of strategy and diplomacy and its prologue of mixed sorrow and exultation. Mr. Henry Newbolt has managed to impart vitality to the dry bones of half-a-dozen highly-respectable but somewhat prosy writers, and if he has not succeeded in throwing any new and startling light on the events of 1805, he has written a book which will doubtless be a boon to a good many Nelson collectors, as well as to those specially interested in the coming centenary. No less than sixty pages of "The Year of Trafalgar" are devoted to a collection of Trafalgar poems. It is at once evident that the writer of a Nelsonian epic has still to reveal himself. If appearances may be trusted, the needful inspiration may still be vouchsafed either to Mr. Thomas Hardy or to Mr. Newbolt himself, whose "Admirals All" makes one hopeful as regards his future. The Poet Laureate of the South African War is certainly no longer in the running as far as Nelson is concerned, and Mr. Hardy's fine lines stand out conspicuously amidst a desert of present and past mediocrity. Mr. Newbolt gives two Trafalgar poems from the pen of Charles Dibdin. A few months ago the writer came across the original drafts of three with other MSS. in a collection of Dibdin music and scrap-books in the possession of Mr. George Mackey, the well-known Birmingham antiquarian. The first and second correspond in the main, but not altogether, with Mr. Newbolt's versions. They are as follows:

I.

"Ah! hark the signals round the coast
  Recall / Proclaim the great event
That gave all hearts to grieve and boast,
  To joy and to lament.

Great Nelson's corse appears in sight,
  Victorious even in death,
Who living did his country right,
  Who dying gave her breath.

For did not fame those tidings tell,
  That laid him on his bier,
The foe whom nothing can repel
  Had ventured to come here.

But now may peace, that balm devout,
  Be laid to every breast;
His mighty deeds have fear and doubt
  For ever laid to rest."

II.

"Be the great twenty-first of October recorded
In the memorable / glorious year eighteen hundred and five,
Let each hero that fell his full fame be awarded,
While one single Briton continues alive. / oak on our Isle shall survive.

Nelson led the gallant van,
  Nelson France and Spain defied;
Nelson spoke, the fight began—
  Nelson, matchless hero, died.

Commemorate this first of men,
  Hang laurel on the cypress bough,
Each Briton did his duty then,
  Let Britons do their duty now."

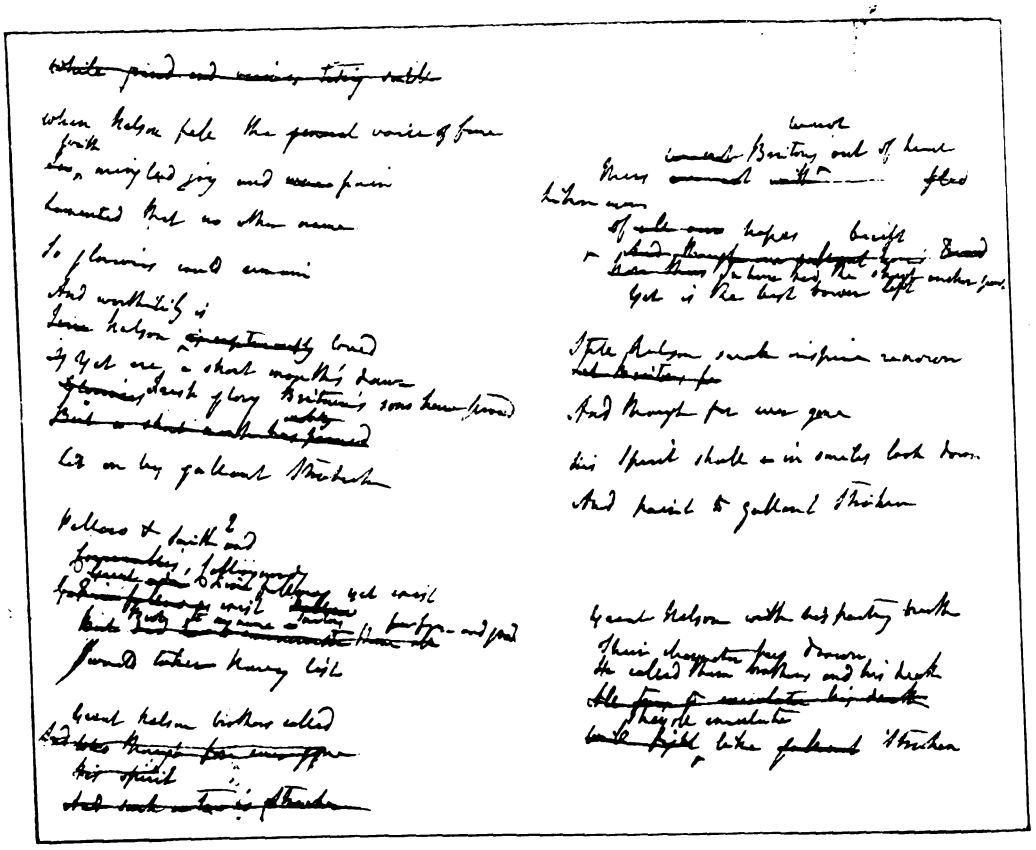
The third has apparently never been published, and refers to the services rendered by Strachan "in putting a finishing touch to the great victory." (Laughton, "Nelson Memorial," page 307.)

III.

"When Nelson fell the voice of fame
  With mingled joy and pain
Lamented that no other name
  So glorious could remain.

And worthily is Nelson loved:
  Yet, ere a short month's dawn,
Fresh glory Britain's sons have proved,
  Led on by gallant Strachan.

Pellew and Smith and Collingwood,
  Fine fellows / sailors yet exist;
But to name sailors good,
  I would take the Navy List.



AN UNPUBLISHED TRAFALGAR SONG BY CHARLES DIBDIN.

From the MS. in a private collection. Copyright of THE KING.

Great Nelson's brothers called,
  And who though for ever gone,
His spirit . . . . . .
  And such a tar is Strachan.

Then Britons be not out of heart,
  Likewise of hopes bereft,
If he did the sheet-anchor part,
  Yet is the best 'bower'* left.

Still Nelson shall inspire renown,
  And though for ever gone,
His spirit shall in smiles look down
  And point to gallant Strachan.

Great Nelson, with his parting breath,
  Their character put down,
He called them brothers, and his death
  They'll emulate like Strachan."

* Strongest anchor.

As far as the "literature of the street" is concerned, Mr. Newbolt has only touched the fringe of it. Many popular songs, broadsides, etc., were published late in 1805 or early in 1806, which have escaped his ken. Some of these are very interesting.

As far as Lord Nelson and the muses are concerned, Mr. Newbolt confines his attention almost wholly to Trafalgar; but between 1795 and the date of his death the hero of the Nile and Copenhagen was the constant theme of popular song. Only the other day the writer obtained from Messrs. Ellis and Elvey a whole series of Nelson ballads issued during the last decade of the eighteenth century and the first portion of the nineteenth, printed on long strips of whitey brown rough paper, and headed by cuts which apparently had already seen service in extolling the prowess of Blake, Shovell, Benbow, Vernon, Anson, and Rodney. One crude portrait bears a suspicious resemblance to the features of the much-execrated but foully-wronged Byng. In the same parcel were songs against Franklin and Washington; songs in honour of Wolfe; "The Busy Crew," sung by Mr. Bannister—the "Jack" Bannister of "Jolly Waterman" fame; "Britannia's Lamentations on the Devastation of War," "The Valiant Sailors," "The Glory of Old England," "Admiral Bembo's *(sic)* Death in the West Indies," "Briton's Glory, or Rodney Master of the Main," "Grogg *(sic)* is the Liquor of Life," "Admiral Barrington," and "The Faithful Sailor," sung with great applause by Mr. Arrowsmith at Vauxhall. They all loved Jack in the eighteenth century as much as they do in the twentieth. But this was not all. The conqueror at Copenhagen had one of those quaint "garlands" all to himself. It consisted of eight octavo pages entirely given up to the songs of the "King's Navee." It cost one penny only, was printed and sold by J. Evans, No. 41, Long Acre, and was adorned with a "cut" of a procession of sailors apparently approaching "Good King George" with a row of captured French flags. It was entitled "The Brave Lord Nelson's Garland, being a choice collection of all the songs made and sung on his Lordship's glorious victory, and all those sung this season at Vauxhall, the theatres, and other places of public amusement." We have amongst its contents such choice and highly-spiced items as "A Dumpling for Buonaparte," "A Salt Eel for Monsieur," "Defeat of the French Fleet," "Capture of the French Fleet," "Ben Bowsprit," "Tom Halliard, or the Sailor's Dying Request," "Warren Triumphant," and "My Willy was a Soldier Bold." There is a healthy and hearty ring in such verses as:

"First Howe had a dance on the fam'd first of June
But Monsieur disliked both the steps and the tune
To Brest he retired being rather dismay'd
But not till the piper he full had paid.

. . . . . .

But now let us sing of the great Buonaparte
Of that wonderful hero I'll something impart
They say that bold Nelson has stopped him awhile
And has dash'd his great fleet at the Mouth of the Nile."

Here is a ditty wholly dedicated to Nelson and the Nile:

"Tell how off Egypt's coast
Proud Gallia's naval host
He bravely beat
And how his gallant crews
Down to the shade sent Boney
There to proclaim the news
His dire defeat."

"A Garland of the French Wars," culled from the efforts of the Laureate of Long Acre and others, would be even more interesting than a mere anthology of Trafalgar. In any case, Mr. Newbolt has proved himself to be the man of all others to compile it.



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# LITERARY NOTES

MR. HENRY NEWBOLT, whose book on "Trafalgar" is noticed at length on the opposite page, is a barrister by profession and a man of letters by practice, a "first in Mods." at Oxford, and late editor of the *Monthly Review*. He has made a special study of the Navy and the sea, and his "Admirals All," "The Sailing of the Long Ships," and "Songs of the Sea," to the last of which Sir Charles Villiers Stanford wrote the music, are books which have worthily achieved a great popularity. Mr. Newbolt, who had a stirring poem in *The Times* of Saturday last, is a poet whose work will undoubtedly live.

**Mr. Henry Newbolt.**

* * *

TWO other interesting Nelson books are "A Memorial of Nelson," written by Mr. S. Baring-Gould, and published by Messrs. Skeffington, and Mr. Douglas Sladen's "Letters of Nelson to Lady Hamilton" (Library Press). Mr. Baring-Gould makes good use of his power of telling stories of all kinds in a vivid and impressive manner, and his book would make a capital present for a boy. Mr. Douglas Sladen has already shown in his novel of "The Admiral" that he has made the period and the subject his own, and his book tells over again the story of one of the strangest and most pathetic of life-dramas in the history of our great men.

**Nelson.**

* * *

THE present year has seen what is, perhaps, the most "romantic" identification of a famous book that has occurred in all the history of bibliography. In January, Mr. G. M. R. Turbutt of Ogston Hall, Derbyshire, brought to the Bodleian a copy of Shakespeare's Works, the First Folio of 1623, for advice as to what had better be done to preserve it. The authorities at the Bodleian, Mr. Falconer Madan, sub-librarian, and Mr. Strickland Gibson, examined it, and found, to their surprise and delight, that, besides being a rarely valuable volume, even for a First Folio, it was the identical copy sent to the Bodleian on publication in 1623, under the agreement between Sir Thomas Bodley and the London Stationers' Company.

**The Story of a Famous Book.**

* * *

HOW did they identify it? It must be admitted that they were very fortunate in having the means at hand. The volume was sent to the Bodleian unbound, "in sheets," as it is called. The library sent it to an Oxford binder, one William Wildgoose, who bound it and returned it in due course. A list of books sent to Mr. Wildgoose was kept at the Bodleian. On referring to it, the authorities found that with the Shakespeare had gone some other volumes—the Works of Bishop Cowper, John Downame's "Guide to Godlinesse," and others. They turned up these books, which are still in the Bodleian, and found that the "end papers," or insides of the covers, were—like those of the Shakespeare—made of leaves of the works of Cicero, printed at Deventer in the fifteenth century. The inference was obvious. All the volumes had been bound by Wildgoose, who was using these leaves at the time: the Shakespeare, therefore, was the old Bodleian copy. This was borne out by the binding itself, which was easily identified by comparison as the work of the same hand as those of the Cowper and the Downame.

**Its Identification.**

* * *

STILL further evidence was forthcoming. There were marks on the covers showing that the book had been chained, and the chains torn off somewhat roughly when it was removed. That meant that it had belonged to a public library; and Mr. Madan, with the help of early catalogues and other data, has succeeded in identifying the exact spot at which this historic volume used to stand—at the "Arts End" of the library.

**The Evidence Complete.**

* * *

NOWADAYS the possessor of a First Folio would not easily let it out of his sight. Things were different in those days. In 1663-64 the Third Folio was published and duly sent to Oxford. It contained seven more plays than the First. Space at the Bodleian was limited, and no one could have guessed then what the money value of a First Folio was destined to become. The Bodleian sold its First Folio, and replaced it by the new and completer Third. Then we lose sight of the book for sixty years. Early in the eighteenth century it appears again, now in the library of a Derbyshire gentleman, Richard Turbutt, Esq., of Ogston Hall, who was interested in the drama (he may even have appeared on the stage in Garrick's company) and a great buyer of books. And there it has remained for nearly 200 years, descending from father to son, none of whom had any notion of the connection of the work with the Bodleian, until its present owner, Mr. G. M. R. Turbutt, brought it by chance to be examined by its first owners.

**How did it Disappear?**

*Hollyer.*

MR. HENRY JOHN NEWBOLT
Author of "The Year of Trafalgar." (John Murray.)

* * *

ITS unique value lies in two things. First, it cannot possibly ever have been tampered with. Too many valuable old books have been "restored," that is, they have been rebound, and the booksellers have taken advantage of the process to replace original damaged leaves by sound ones from later or other volumes. Nothing of the kind has happened to the Turbutt First Folio. It has slept for nearly 300 years between its original covers, and remains as it was when William Wildgoose, the binder, sent it back to the Bodleian in 1623. We may add, too, that in itself it is a particularly fine copy, free of many of the misprints and other faults that marked the earliest copies issued from the press. Secondly, it affords valuable evidence, as Mr. Turbutt ingeniously suggested, of the relative popularity of the plays during the forty years of its life in the Bodleian. Books do not get much thumbed in private libraries; and some pages of this Folio are absolutely thumbed (not torn) into holes. This must have been done by young Oxford; and it is plain enough from an examination of the book that young Oxford was most attached to "Romeo and Juliet" and in particular the "balcony scene"; next to "Julius Cæsar" (it was the time of the Civil War in England), and, in general, to the tragedies more than the comedies, and the comedies more than the histories. Even in those days, it would seem, Oxford thought more of the old than of the new—of Rome more than of England!

**Its Unique Value.**

* * *

A VERY important new work, by Captain A. T. Mahan, entitled "Sea Power in its Relations to the War of 1812," will be published by Messrs. Sampson Low, Marston, and Co., Limited, in October next. The work will be in two volumes, with maps and many full-page plates. In these volumes the author continues his works on "The Influence of Sea Power upon History," treating of a subject of special interest, to which he has brought the knowledge acquired in a lifetime of expert study, together with an exceptional command of Government and private documents; and in such vital matters as the impressment of American seamen and privateer records, he has been able to make valuable additions to the world's knowledge. Captain Mahan presents in a series of vivid pictures the stirring events of the war, the points of single ship fights and squadron actions, giving due attention to the strategic interest of campaigns on the land and the diplomacy of the time.

**Sea Power.**

* * *

THE new Author's Edition of Miss Braddon's novels was completed by the publication on July 17 of "Lady Audley's Secret." The issue of this edition, which consists of fifty-eight novels, at 2s. 6d. a volume, was begun in December last.

**Miss Braddon's Novels.**

## *BOOKS TO READ.*

The Game, by Jack London. (Heinemann.)
The Girl Who had Nothing, by Mrs. C. N. Williamson. (Ward, Lock.)
The King's Messenger, by Louis Tracy. (White.)
Tales and Fantasies, by R. L. Stevenson. (Chatto and Windus.)
The Faroes and Iceland, by Nelson Annandale. (Oxford: Clarendon Press.)
In and Around Venice, by Horatio F. Brown. (Rivingtons.)
Ethiopia in Exile; Jamaica Revisited, by B. Pullen-Burry. (Unwin.)
The Tyrol, by W. D. McCrackan. (Duckworth.)
The Fool Errant, by Maurice Hewlett. (Heinemann.)
The Romance of Lohengrin, by Bernard Capes. (Dean.)
Indian Love, by Laurence Hope. (Heinemann.)
A House of Cards, by John Heigh. (The Macmillan Company.)
For Love and Loyalty, by Paul Seaton. (Simpkin, Marshall.)
The Burden of Dreams, and other verses, by Mary Alice Vialls. (Nutt.)
The Scenery of London. Painted by Herbert Marshall; described by G. E. Mitton. (Black.)
Rhymes of the East and Re-collected Verses, by Dum-Dum. (Constable.)



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# THE CRICKET SEASON.

*Copyright.*

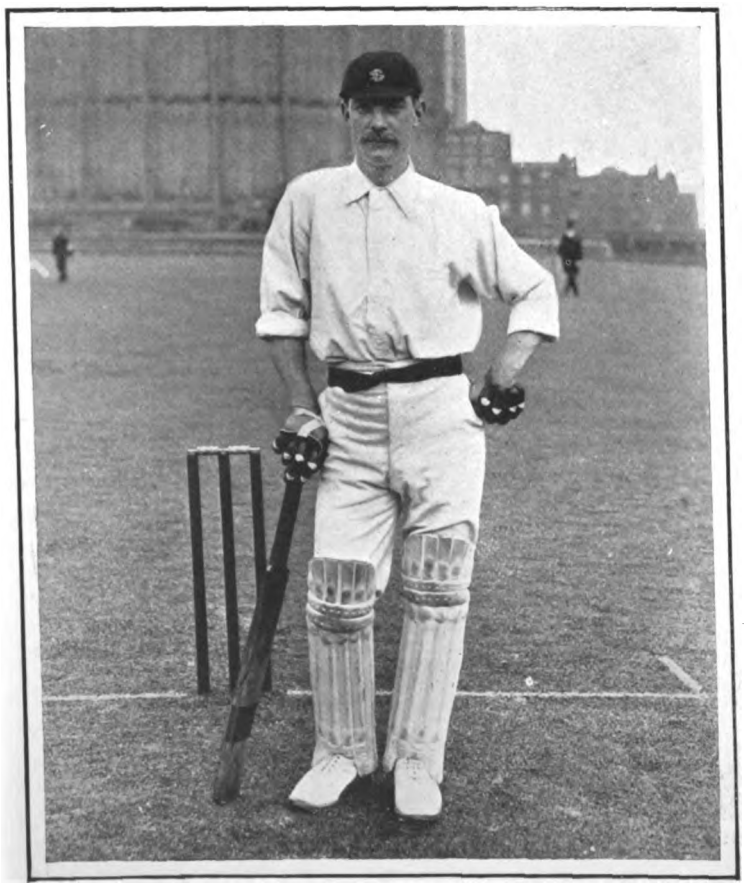
## TREMLIN.

This Gloucestershire-born medium fast right-hand bowler who plays for Essex has for several seasons been the best second-class bowler in that county. Whenever he was tried for the county eleven he never did himself justice until this season. He is not a bad field and only a moderate batsman; but his bowling is distinctly good, his fast ball being very fast indeed, without very perceptible change of action. He had a large share in his county's sensational victory over the Australians

*Copyright.*

## BUCKENHAM.

It is well known in any class of cricket, but especially in first-class cricket, that the fast bowler "wants his wicket" By this the state of the pitch is not alluded to, but the capture of the first victim. The match begins, the fast bowler as usual goes on first, he nearly bowls one or two men, a catch is dropped, and he wings up with two wickets for 120 runs. But give him an early victim, and note the difference. Like all other fast bowlers, Buckenham is rather susceptible to the influence of "nothing succeeds like success."



*Copyright.*

## DAVIS, SURREY.

In Davis, the Surrey executive have a cricketer who may one day rival David Denton. His fielding to-day gives undoubted promise in this direction, for his pace, pick-up, and return are alike excellent. He is really a good-hitting bat, but, last season at any rate, was rather cramped in this direction, owing to instructions directly or indirectly conveyed from someone in authority. He can bowl very good slow leg-breaks at times, so that as an all-round cricketer, he should be very useful to Surrey for many years to come.

*Hawkins.*

## K. O. GOLDIE.

This fine upstanding all-rounder was first prominent in Wellington College cricket then at Sandhurst, then for Sussex County, and then, as a matter of course, he did splendidly in Northern Indian cricket during his three or four years out there. He is home on leave this season, and stands a good chance of playing for the Gentlemen before the season closes. A good fast medium bowler, he is also by no means a bad field, and has often made useful scores for Sussex. He is very popular with amateur and professional alike.



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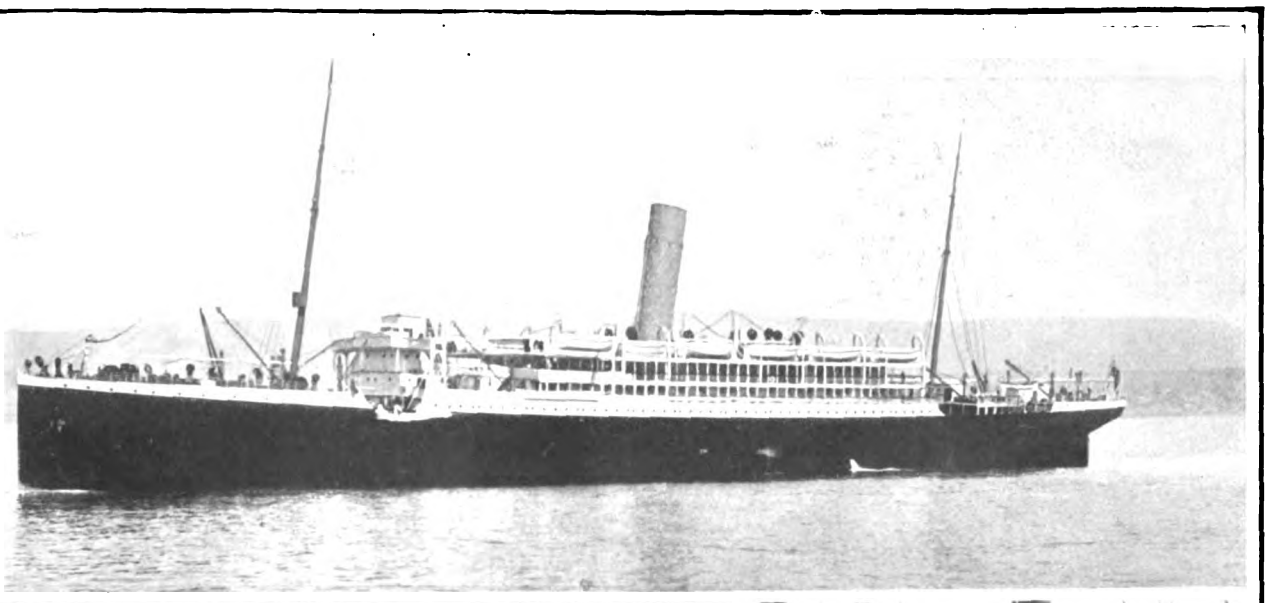
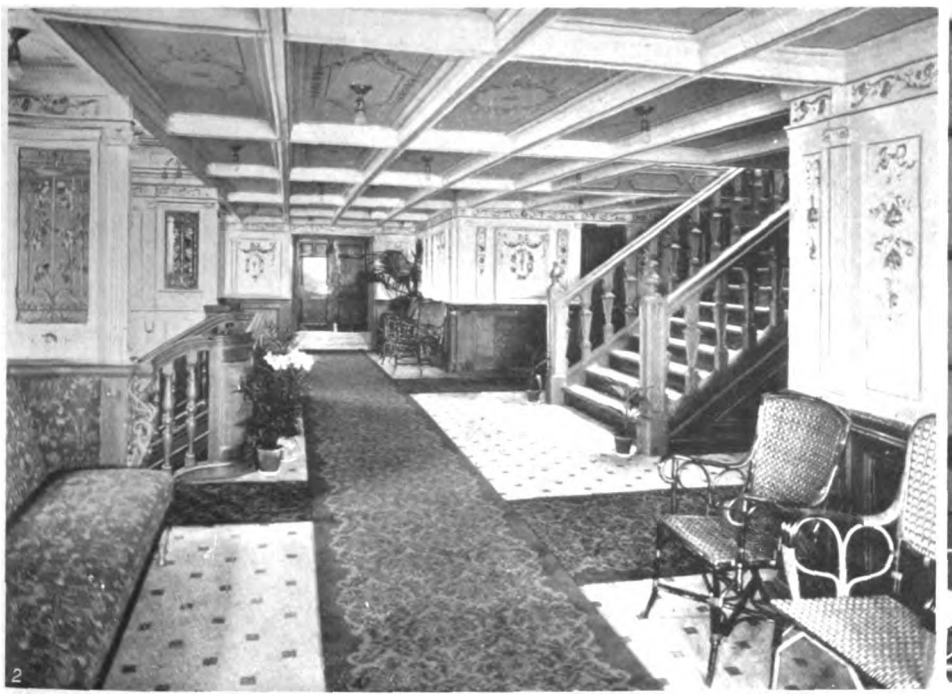
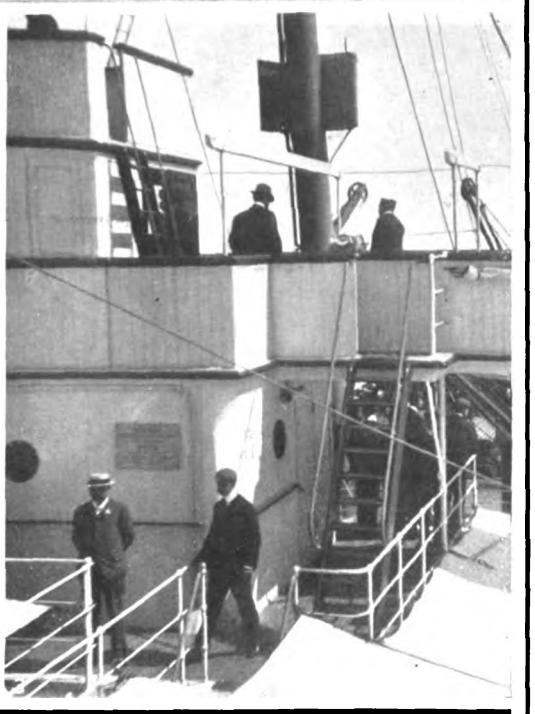
# A NEW FLOATING HOTEL.







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## THE S.S. "ARAGON," THE LATEST ADDITION TO THE ROYAL MAIL FLEET.

So long as British shipbuilders continue to construct such splendid vessels as the "Aragon"—the latest addition to the Royal Mail Steam Packet Company's fine fleet of steamers engaged in the South American trade—the English Mercantile Marine need have no fear of foreign competition. The Royal Mail s.s. "Aragon," which sailed from Southampton last week for the Argentine, is a twin-screw vessel, built at the famous yards of Messrs. Harland and Wolff of Belfast. If ever a steam-ship was deserving of the title of a "floating hotel," the "Aragon," with her fine spacious saloon, where parties can dine at separate tables, social hall, library, music and smoke rooms—not to mention the daintily-furnished suites of *Cabines de Luxe*—approaches as nearly as possible to this ideal. Practically all the first-class cabins are on the upper deck. The old-fashioned, stuffy, inside cabin is unknown on the "Aragon," the majority being arranged on the tandem principle, which ensures side lights to each room and an abundance of fresh air. Among other features worthy of note are the gymnasium, where passengers can exercise themselves on the voyage, a handsome social hall, situated on the promenade deck with a well-stocked library, and a children's nursery, which, doubtless, will prove a great boon to those travelling with children. Hitherto it has been necessary for travellers, who expect to be absent a couple of months, to take sufficient linen to last the whole time. This inconvenience will in future be obviated, as there is a fully-equipped laundry on board, where one's linen is carefully handled by an experienced laundress. The second and even third-class accommodation are exceedingly comfortable, and a good menu may be relied upon. On a recent trial trip round the Isle of Wight the vessel proved exceptionally steady. Above will be found reproductions of views of (1) The Royal Mail s.s. "Aragon." (2) The handsome entrance hall, with staircase leading to the promenade deck. (3) The bridge. (4) A corner of the gymnasium. (5) The social hall.



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# *Art in the Sale-room.*

## WILLIAM AND MARY.

"The topsail shivers in the wind,
The ship she's bound to sea;
But yet my heart, my soul, my mind,
Are, Mary, moored with thee."

*(London: Published September 26, 1785, by R. Pollard, Engraver, No. 15, Braynes Row, Spa Fields.)*



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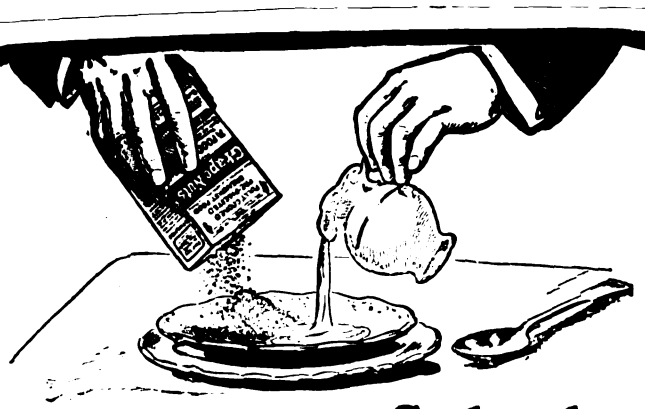


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No cane or beet sugar is used in making GRAPE-NUTS.

The flavour is a very delicate sweet, and the food itself is crisp and delicious.

Being fully cooked at the factory, no preparation is required, but it is ready to be served instantly, with a little cream or milk, either hot or cold.

All first-class grocers sell GRAPE-NUTS at 7d. per packet.

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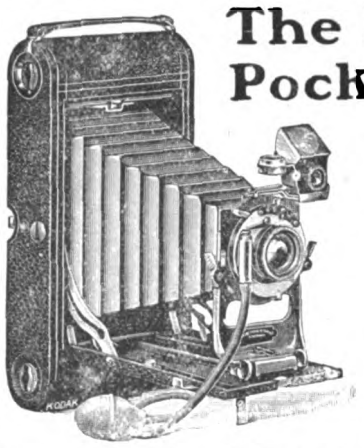

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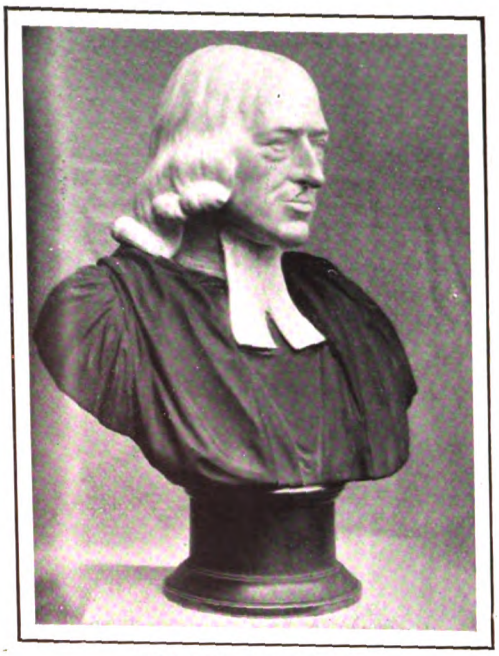
# Leaves from a Collector's Note-book.

## L.—*THE RELICS AND ANTIQUITIES OF METHODISM-WESLEYANA.*

A YEAR ago the Methodist Collection of Mr. R. Thursfield Smith of Whitchurch, Salop, was described in these columns. Another indefatigable gatherer together of Wesley relics of every description relating to the society from its first foundation is Mr. J. G. Wright of San Simeon, Newbridge, Wolverhampton, who some time since contributed a very important article on his collection to the *Methodist Recorder*. Mr. Wright possesses over 400 portraits of Wesley, including all the rarest and most valuable, and some almost unique. The good work which is being done by the Wesley Historical Society, and the publication of such interesting books as the Rev. Richard Green's "John Wesley, Evangelist," are calculated to largely increase the number of Methodist collectors. Of late years the price of Wesley portraits has risen by leaps and bounds, and notwithstanding the phenomenal number of John Wesley's letters their value is well maintained. A letter of Wesley's, of average importance, rarely fails to fetch from £2 to £3, and those of George Whitefield and Charles Wesley command even more.

Twenty-five years ago the curious little book of poems by John Wesley's father, with the quaint frontispiece-portrait, could be picked up for 10s. It lately figured in a bookseller's catalogue at £27. Mr. Wright's comprehensive collection includes busts, medals, Wedgwood medallions, cameos, portraits, autographs, portraits, and letters of all Presidents of Conference since Wesley's time, contemporary Wesley books and tracts, Scripture playing-cards, seals, and "class" and "band" tickets. The two latter items have always been favourites with Wesley collectors, who often confine their attention exclusively to the formation of an unbroken series of them. Mr. Wright's collection is almost complete. Some, he points out, are exceedingly rare, on account of the custom of burying his or her tickets with a deceased member. It is interesting to note that the oldest class ticket in existence is a Bristol one. We reproduce on this page, by Mr. Wright's courtesy, the rare medallion of Charles Wesley (far scarcer than the John Wesley centennial medal), and the superb bust of John Wesley by Roubiliac. Amongst Mr. Wright's medals is a silver one, dated 1780, bearing the bust of John Wesley and the words "The righteous shall be had in everlasting remembrance."



THE BUST OF WESLEY
After Roubiliac, in the Wright Collection.

MR. WRIGHT'S BEAUTIFUL MEDALLION OF CHARLES WESLEY.
Born, 1708; died, 1788.

The Staffordshire plaque and the Primitive Methodist plate are now in possession of the writer. The latter came from the collection of Mr. R. Elliott of Camberwell Road. By a curious coincidence one of the portraits upon it is that of an ancestor of the Rev. Thomas Rippon, chairman of the Bristol Conference. Mr. R. Thursfield Smith, the Wesley collector, is also closely allied to the Thursfields of pottery fame. Collectors will be interested to learn that the rarest Wesley portrait is one by John Downes, after Williams, dated 1745. It measures 4½-in. by 2¾-in. The bust of Wesley by Coade (preserved at Didsbury College) is believed to be unique. Mr. Joseph Wright possesses no less than twenty-four Wesley medals.

Dr. Punshon of Bristol was, in his day, an enthusiastic collector of Methodist portraits and autographs. Mr. Wright regards the Wesley teaspoons occasionally offered for sale with legitimate suspicion, and the wary Wesley collector should remember that Wesley only used three seals at various periods of his life. One of these, mounted in gold, he bequeathed to his friend and housekeeper, Elizabeth Ritchie. The earliest has a dove, with the olive branch and the motto "Nuncio pacis." The second represents a sunflower turning to the sun, with a Latin motto, "Ubi Soli." The third has the initials "J. W.," with the motto "Believe, love, and obey." When Wesley seals and Wesley teaspoons come into the market it is clearly a case of *caveat emptor*. Mr. Wright would be glad to know of the existence of any glass-pictures relating to Wesley or his associates. Some of the finer Wesley portraits would have lent themselves admirably to the creation of such beautiful eighteenth century glass-pictures as those often to be seen in the collection of Miss Woollan of Brook Street.

B.

A UNIQUE PLATE
Dealing with the development of Primitive Methodism. Manufactured in 1830.

ONE OF THE STAFFORDSHIRE PLAQUES
Issued in thousands at the end of the eighteenth century. In a private Wesley collection.



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**THE RELICS OF NELSON AND HARDY.**
Those interested in all that concerns the TRAFALGAR CENTENARY should not omit to visit the unique EXHIBITION to be held at the COUNTY MUSEUM, DORCHESTER, Capital of the County of Dorset, which gave England's navy Bingham, the Hoods, Digby, Domett and Hardy. Objects connected with Admiral Sir Thomas Hardy will be the chief feature of the Exhibition.


# THE KING'S COLLECTORS' REGISTER.

For Spaces in the Register apply to "THE EDITOR."

## WANTED.

### AUTOGRAPHS AND LETTERS.

Wanted, Autograph Letters of Theatrical People, especially Quin, George Colman the younger, and Miss Farren.—825, THE KING'S EXCHANGE.

William Bodham Donne, any good autograph letters.—826, THE KING'S EXCHANGE.

### BOOKS.

Freemasonry, Constitutions of. 4to, 1784; in boards preferred. £1 10s. offered.—174, THE KING'S EXCHANGE.

Jest Books relating to Napoleonic Wars with coloured caricatures of Buonaparte. 10s. 6d. each offered.—175, THE KING'S EXCHANGE.

Any book or pamphlet relating to the art of colour pictures on glass, 1750-1805. 5s. offered.—175, THE KING'S EXCHANGE.

### CHINA, GLASS, EARTHENWARE.

Wanted old Staffordshire or other ware figures of Dickensian interest, such as Mr. Pickwick, Sam Weller, etc.—524, THE KING'S EXCHANGE.

Early Doulton Pottery. Also any Pamphlets relating to the firm.—525, THE KING'S EXCHANGE.

## WANTED.

### PRINTS, ETCHINGS, Etc.

Boxing. Small old Portraits Cribb and Molyneux—255, THE KING'S EXCHANGE.

Series of six engraved views of Bath, issued by John Robert Cozens, 1773 £4 set offered.—256, THE KING'S EXCHANGE.

Good specimen of Baxter prints with a short biography of Baxter—257, THE KING'S EXCHANGE.

Picturesque views of Dorsetshire (coloured), 4to, published by Love, Weymouth, about 1800. £1 10s. offered.—258, THE KING'S EXCHANGE.

Original Dorse. water colours by Upham. Good price offered—259, THE KING'S EXCHANGE.

Rare colour portraits of Nelson.—260, THE KING'S EXCHANGE.

### TAPESTRY, FURNITURE, Etc.

Carved Chippendale Bureau Bookcase.—412, THE KING'S EXCHANGE.

### MISCELLANEOUS.

Bristol Theatre. Old playbills, 1855-57, with name of Marie Wilton (Lady Bancroft) in cast.—748, THE KING'S EXCHANGE.

Book Plates—Naval, Masonic, Bath, Dorset.—749, THE KING'S EXCHANGE.

## WANTED.

### Miscellaneous—*continued.*

Playbills and cuttings and any information relating to the London Bridge Theatre in Tooley Street, some time called the Borough Theatre.—750, THE KING'S EXCHANGE.

Fan papers relating to Nelson or Buonaparte, 1795-1815. Liberal offer.—751, THE KING'S EXCHANGE.

## FOR SALE.

### BOOKS.

Scrap Book containing almost complete collection of theatrical notices from 1850 to 1865. In good condition.—132A, THE KING'S EXCHANGE.

### CHINA, GLASS, EARTHENWARE.

Ten Battersea Boxes with portraits. What offers.—522, THE KING'S EXCHANGE.

Set of Champagne Glasses, beautifully cut.—523, THE KING'S EXCHANGE.

### MISCELLANEOUS.

Small Library, theatrical, naval, topographical principally. Would disperse or sell *en bloc.*—747A, THE KING'S EXCHANGE.

### TAPESTRY,

Venetian Chair, XVIIIth Century.—409A, THE KING'S EXCHANGE.



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# Motoring Notes.

THE Hon. John Scott Montagu, M.P., has introduced a Bill into the House of Commons which, if it become law, should place a much-needed check upon the foreign motor-car driver of doubtful antecedents and having no idea of the decencies of the road, who, by reason of his reckless driving, is responsible for no small part of the present agitation. Mr. Montagu would make it a condition precedent to the issue of a driving licence to a non-resident alien that he should produce (*a*) such evidence in writing from the police authority of his place of residence as the council consider sufficient that his character and conduct as a driver of motor-cars has been satisfactory, and (*b*) the licence or certificate (if any) authorising him to drive a motor-car in his own country.

* * *

Although the date of the first meeting of the Royal Commission which is to enquire into the working of the Motor Car Act is as yet undecided, and even its composition is unknown, it is of vital importance that motorists should lose no time in preparing their case. In the interests of the movement all instances of flagrant injustice or magisterial prejudice, or anything bearing on the necessity for altering the present law, should be communicated to the Automobile Club or the Motor Union, whose officials are engaged in collecting information to be laid before the Commission.

* * *

An instance of the methods adopted by the police in certain districts in order to obtain convictions is given by a correspondent of the *Autocar*, which states that the story could be borne out by many persons in court. Two constables had given the usual evidence as to timing a motorist over a measured distance. A third officer then went into the box, and "corroborated in every detail" the evidence of the preceding witnesses. When pressed in cross-examination as to how he could have been present at both ends of the trap at once, he admitted that he was not there at all, but that the superintendent had instructed him to "corroborate" the two men who constituted the trap. The magistrates, nevertheless, inflicted the usual fine, and instead of commenting on the disclosure which had been made, revealed the state of their minds by recounting in court some personal experiences of the risks they had run from reckless motorists.

* * *

Messrs. Michelin are placing upon the market for ordinary touring purposes the new anti-skid which was used for the first time in the French Eliminating Trials. Although of the steel-studded type, it differs widely in construction from any other non-skidding tyre at present in use. A thick and narrow band of leather is dovetailed into the rubber tread, the broad-headed rivets passing through the leather and being secured to the fabric of the cover. The leather and rubber are cemented together by a secret process. It is claimed for the new tyre that it is practically unpuncturable, as resilient as an ordinary pneumatic, an absolute preventive against side-slip with reasonable care in driving, and free from the heating troubles that are so often experienced when the leather band entirely encloses the tyre.

* * *

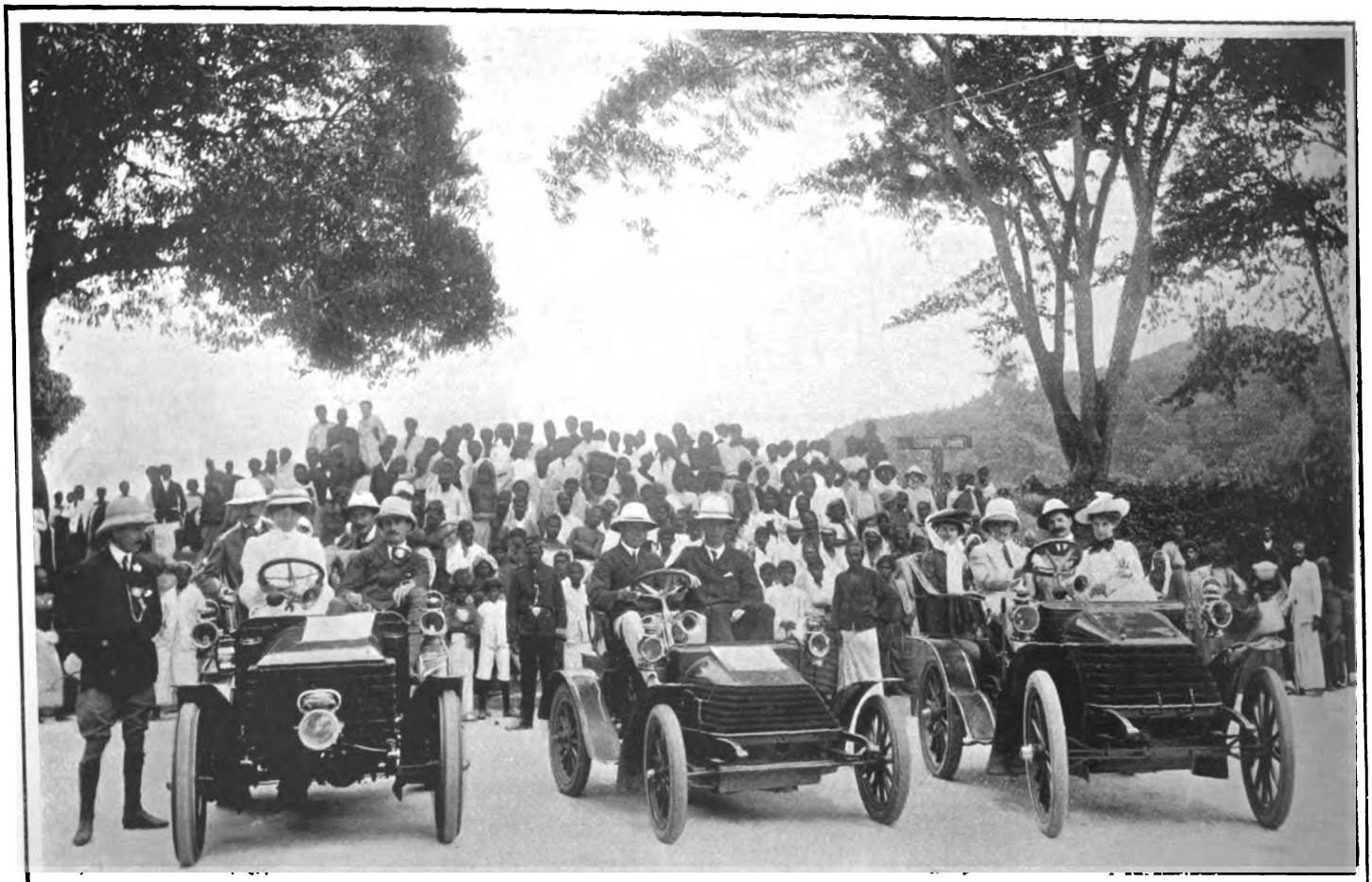
The match between Mr. Siddeley's 18-h.p. Siddeley car and M. Paul Meyan's 24-h.p. De Diétrich commenced on Wednesday in last week, and is due to finish on Wednesday next, should neither car fail to complete a day's run within the appointed time before that day. The stakes are for 10,000-fr. a side, and it will be remembered that the match is the outcome of the claim put forward that a British car holds the world's record for reliability, a Siddeley having successfully completed a 5,000-mile trial last winter under the observation of the Automobile Club.

* * *

The conditions of the contest are very simple. All repairs must be carried out during running time, and the match will come to an end when one car fails to complete a day's journey by 7 p.m. If both vehicles finish the trial without being disqualified on this ground, the winner will be the one that has succeeded most often in maintaining an average of 25 kilometres per hour over the different sections into which the daily runs are divided. Each car will carry an observer on behalf of the other competitor, and timekeepers will be stationed at certain points on the road. The total distance to be covered is 4,400 kilomètres (about 2,750 miles), which is divided into fifteen stages of about 320 kilomètres each.

* * *

Eighteen motor-boats started last Saturday in the cross-Channel race from Boulogne to Folkestone and back. The weather was fine and the sea calm for the greater part of the journey. "Napier II." was the first to finish, in 2-hr. 25-min. 50-sec., closely followed by "La Rapière." In the cruiser class "Forces-Pas," with a Mors engine and a Pitre hull, took 3-hr. 31-min., and "De Diétrich II." 4-hr. 27-min.



THE MOTOR IN CEYLON.

Three Wolseley cars which took part in the recent Reliability Trials at Kandy.



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# THE MEXICAN HAIR RENEWER.

Prevents the Hair from falling off.

Restores Gray or White Hair to its ORIGINAL COLOUR.

Being delicately perfumed, it leaves no unpleasant odour.

IS NOT a dye, and therefore does not stain the skin, or even white linen.

Should be in every house where a HAIR RENEWER is needed.

*Ask your Chemist or Hair-Dresser for*

**THE MEXICAN HAIR RENEWER.**

*Price 3s. 6d. per large Bottle.*

Prepared only by the . . .

**ANGLO-AMERICAN DRUG CO., Ltd.,**
**33, Farringdon Road, London, E.C.**

**SULPHOLINE**
**SKIN LOTION.**

Eruptions, Pimples, Blotches,
Entirely fade away.

**WHELPTON'S PURIFYING PILLS**

For **Indigestion, Headache, Biliousness, Constipation, Sea Sickness.**

**INVALUABLE FOR LADIES.**

8, 14, and 33 stamps.

G. WHELPTON, 4, Crane Court, Fleet St., London.

# A Scientific Method of Growing Hair

The Evans Vacuum Cap provides the scientific means of applying to the scalp the common sense principles of physical culture. Baldness and falling hair are caused by the lack of proper nourishment of the hair roots. This lack of nourishment is due to the absence of blood in the scalp—an abnormal condition. It is the blood which feeds the hair roots, as well as every other part of the body. If you want the hair to grow on the scalp the blood must be made to circulate there. It is exercise which makes the blood circulate. Lack of exercise makes it stagnant. The Vacuum method provides the exercise which makes the blood circulate in the scalp. It gently draws the rich blood to the scalp and feeds the shrunken hair roots. This causes the hair to grow.

## Test It Without Expense

You can tell whether it is possible to cultivate a growth of hair on your head by ten minutes' use of the Evans Vacuum Cap. We will send you the Cap with which to make the experiment *without any expense to you.*

If the Evans Vacuum Cap gives the scalp a healthy glow this denotes that the normal condition of the scalp can be restored. A three or four minutes' use of the Cap each morning and evening thereafter will produce a natural growth of hair. If, however, the scalp remains white and lifeless after applying the vacuum, there is no use in trying further—the hair will not grow.

## The Bank Guarantee

We will send you, by prepaid express, an Evans Vacuum Cap, and will allow you ample time to prove its virtue. All we ask of you is to deposit the price of the Cap in the Jefferson Bank of St. Louis, where it will remain during the trial period, *subject to your own order.* If you do not cultivate a sufficient growth of hair to convince you that the method is effective, simply notify the bank and *they will return your deposit in full.*

*A sixteen-page illustrated book will be sent you on request, postage prepaid in full.*

**Evans Vacuum Cap Co., 923, Fullerton Bldg., St. Louis, U.S.A.**

# "CROWN" Lavender Salts

are noted for their delightfully refreshing fragrance.

Of all Chemists and Stores, or post free, 1/2 and 2/3, from

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**108, Fore Street, London.**

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**HAS CONQUERED** some of the most obstinate complaints after all other remedies have failed.

**HALE'S IMPROVED ELECTRIC BELTS** and **BATTERIES** for wearing next the body without blistering or injuring the skin. These appliances are

**PERFECT GENERATORS OF ELECTRICITY,** and are most comfortable in wear. **Price One Guinea.**

**RHEUMATISM, NEURALGIA, SCIATICA, LUMBAGO,** and **GOUT** are speedily **REMOVED** by this powerful Agent.

**ELECTRIC BELT** and **SUSPENSOR, price 42s.,** for **MEN,** for **VARICOCELE,** Nervous Debility, and Exhaustion, Bladder Weakness, etc.

*Pamphlets Gratis.* *Consultations Free.*

**HALE & SON, Medical Galvanists,**
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**THE CHARING CROSS BANK.** ESTABLISHED 1870.
119 and 120, BISHOPSGATE ST. WITHIN, E.C.,
and 28, BEDFORD ST., CHARING CROSS, London.
Assets, £694,403. Liabilities, £372,291. Surplus, £322,112.
Loans of £5 to £2,000 granted at a few hours' notice in town or country on mortgage of furniture, trade and farm stock, plant, crops, etc., without removal. Also on deeds, policies, and reversions. Distance no object. Easy terms.
2½ per cent. allowed on Current account balances.
DEPOSITS of £10 and upwards received on terms as under.
Subject to 3 months' Notice of Withdrawal 5 per cent. per annum.
" 6 " " 6 " "
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Special terms for longer periods. Interest paid quarterly. The Terminable Deposit Bonds pay nearly 9 per cent., and are a safe investment. Write or call for Prospectus.
A. WILLIAMS. } Joint Managers.
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**Current Accounts.** 2 % Interest allowed on minimum monthly balances when not drawn below £100.
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**Advances** made. **Stocks and Shares** bought and sold.
Apply C. F. RAVENSCROFT, Secretary,
Southampton Buildings, High Holborn, W.C.

# SPA, BELGIUM.

(10 Hours from London.)

**The Oldest Chalybeate Springs in the World.**

Finest Bathing Establishment in Europe. Best cure for Anæmia, Chlorosis, and Heart Affections. Countless attractions, Steeplechases, Horse Show, Concerts, Theatre, Automobile Races, Golf, Balls. For programme write

BUREAU DE PUBLICITE, SPA.




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# *Fashions of To-day & To-morrow.*

THE "Leewig" petticoat, invented and patented by Messrs. Charles Lee and Son of Wigmore Street, is one of the most practical, hygienic, and at the same time elegant, inventions of the age.

The foundation of this is a stockinette elastic top, which stretches with every movement of the figure, thus giving perfect ease and comfort in every position to the wearer, and avoiding all fulness around the waist and hips, which are not desirable with the present modes. These tops are made in mercerised spun at 8s. 9d., in pure spun 18s. 9d., in heavy fleeced all-wool 12s. 9d., stockinette 11s. 9d., and heavy spun for winter wear 23s. 9d. In addition to this is the Treves chamois leather top, ventilated, at 21s. Your foundation or foundations selected, you can vary your underskirts as often as you please for each and every occasion. You simply have to unhook one and attach another of these beautifully-made flounces, which are carried out in every conceivable material.

Now is the time to call and select a complete outfit, which can be had at a very great reduction, and you will then be provided with every requisite at a most moderate outlay. If you are unable, or have not the available time, to inspect these personally, by mentioning THE KING you can have a full selection sent you on approval, and you can then try the effect of this invaluable combination at your ease, and I am certain when once you start wearing the "Leewig" you will patronise no other. I notice there are several imitations of this advertised, but they are not the "Leewig," and have not the *cachet* at all, as you will admit even by glancing at our admirable illustration, which, good as it is, is far excelled by the original. I just mention some of the different prices and varieties, for to go more into detail would be impossible, as I am told there are quite a thousand flounces to select from. I will start with the simple and most practical, in moirette, of a very stout and excellent quality, in navy, black, white, green, and brown, all reduced to 10s. 9d. Then follows an "everlasting" silk moirette in black, at prices varying from 14s 9d. to 21s.; rich glacé flounces from 18s. 11d. to 21s., in various colours. For country and present daily wear are the charming French batiste, lawn, and many other washing materials, starting from 3s. 11d. and gradually rising in price to 21s., according to the amount of elaboration. In evening flounces the variety is simply bewildering.

Bassano.

*SOME EXAMPLES OF THE "LEEWIG" PETTICOAT.*
(Messrs. Charles Lee and Son, Wigmore Street, W.)

From the three charming examples shown it is difficult to make a selection. The one on the left is of blue glacé, with white sprigged net and bands of glacé, with a full lace flounce at the bottom, and costs only 39s. 6d. The middle one represents a beautiful design in lace over pink glacé, with prettily-festooned double ruchings of lace, at 55s. 6d., and the one on the left is a charming lace over white glacé, and can be had for 49s. 6d. There are also some lovely net-trimmed ones with ribbon ruchings in all colours, and one which greatly took my fancy had seven or eight full frills of soft Valenciennes about 3-in. or 4-in. wide, and was very effective. I must not forget the flounces in broderie Anglaise, which has been such a prominent material with us this season. These are exquisite. Do not forget, when you write for an outfit to be sent you on approval, to ask for one or two of these to be included in the selection. A word in season may be useful to seaside and country girls, and that word is the all-important one, "Complexion." There are so many beauty artists established now in every part of London that it behoves us to be very, very careful, if we patronise any of them, to patronise only the very best of them. There is a very great deal more harm than good done in this respect by using inferior materials. I am making the round of these establishments, and will give you the benefit of my experiences in a week or two, when I have visited more of them, and have a little more space at my command. But the skin is a very delicate thing to experiment upon, therefore I strongly advocate extreme caution in the use of all these skin creams and skin foods, unless we are sure of our beauty doctor. I do know of a very simple and excellent preparation, which seems to me perfectly harmless and most beneficial, and I am having it analysed before recommending it to anyone, as you cannot be too careful in this.

The most useful and suitable hats for seaside and country week-ends are the large round sailor hats, with no other trimming than a long chiffon veil wound round the crown, which is much higher than the usual sailor one, and falling in long ends down the back, with the usual cache-peigne of roses or other flowers.

Open-work stockings are now considered very bad form, and plain silk ones, to match the coloured shoes and general tone of the costume, are the only correct style. White shoes and stockings are still much seen with white morning costumes everywhere.



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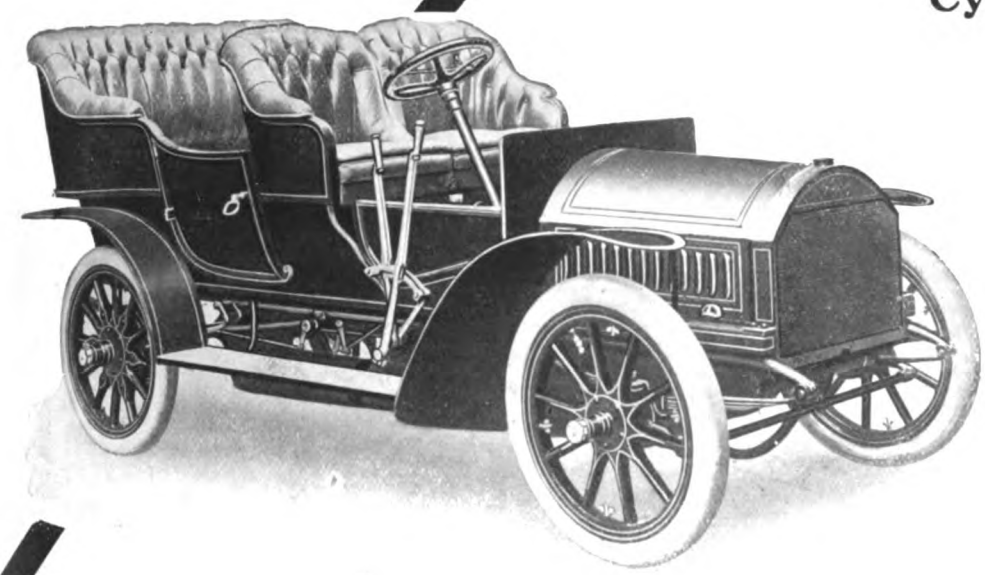
# ARIEL

**The ALL-BRITISH Touring Car. . . .**

**Winner of the GOLD MEDAL in the Scottish Trials, beating all comers in the class for 3 or 4 Cylinders.**



**THE ARIEL MOTOR CO.,**

**LIMITED,**

*127-130, Long Acre, London, W.C.*

**IMMEDIATE DELIVERY**

**can be given of the 15-h.p. Model, fitted with side entrance body.**

**£550.**

**Particulars on request. Free trials arranged.**

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# Llangammarch Wells,

**CENTRAL WALES.**

***(The British Nauheim.)***

**An Ideal Spa for the Treatment of Heart Disease, Gout, and Rheumatism.**

# THE LAKE HOTEL

**A first-class Hotel situated in extensive Private Grounds and lighted throughout with Electricity.**

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**ENTIRELY RECONSTRUCTED.**

**DECORATIONS BY MAPLE.**

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# *Pure* JAEGER *Wool*

**EXCLUSIVE MATERIALS & DESIGNS.**

*Wool "Taffe'a," "Cambric," "Lattice-Web," Fancy Flannels, etc., specially selected for wearing quality, smartness, and for their pleasant and soft handle.*

*The most comfortable Shirts, Pyjama Suits, and Night Shirts obtainable for gentlemen.*

*PURE WOOL is known and recommended by Medical Men to be the safest and best for Summer Wear.*

**SHIRTS, from 8s. 9d.**
**NIGHT SHIRTS, 12s. 9d.**
**PYJAMA SUITS, 15s. 9d.**

**JAEGER**

**Pure Wool Knitted Golfers,**

**in plain colours and with coloured collars and cuffs.**

**Price 10/6.**

**Pure Wool Sheets and Blankets a Speciality.**

*Write for PRICE LIST (No. 24) containing Patterns and 230 Illustrations, post free.*

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*The JAEGER GOODS are sold in most towns. Address sent on application to Wholesale and Shipping Office, 95, Milton Street, London, E.C.*

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# Fashions of To-day & To-morrow.

WE are all busy preparing for our exodus from hot, dusty town to the delights of the country or seaside, as our fancy dictates. The annual summer sales have proved more kind than usual in helping us, and great indeed have been the facilities. Bathing gowns are naturally a most important part of seaside outfits, and this year there are some delightfully smart costumes; it, of course, depends on the bather what style is selected. There are two kinds of bathers—the one who really bathes, swims, dives, and means to get her bathing costume wet, and the one who trips daintily to the edge of the foam-crested wavelets and looks like a fashion-plate.

For the former, nothing is more suitable than white serge, cut square back and front, like a loose blouse with puff sleeves, and put into a band, and the short full skirt eased into the other side of the band. The trimming is of old gold braid, about an inch wide, in conventional Grecian design; a braided Swiss band confines the waist, or an old gold girdle is knotted around, but the band is more practical. The *décolleté* is outlined with old gold in the same design, only carried out in about half the width. Loose knickers to just below the knees and old gold stockings complete the charming effect. Of course, any colour can be introduced, or any other material can be substituted for the serge. This can be made at home most economically by a clever maid for a very few shillings. For the non-bather, I would suggest, especially for a fair creature, a light make of linen or sateen, in eau de nil, made in flowing draperies—the colour will not matter, for it rarely gets more than a little splashed—and it looks so sweet and so appropriate, with a wreath of green leaves on the pretty golden locks; and should there be by any chance a few rocks near the shore, she can recline gracefully thereon and allow her pretty feet to dangle carelessly in the sea. This is the "Undine" costume, and only suitable for maidens who are shy, or are not particularly proud of their shapeliness.

*A THREE-QUARTER COAT IN DUCK'S EGG BLUE.*

(Messrs. Ludlow and Cockburn, New Bond Street, W.)

For more shapely mermaidens, the short kilted skirts in pastel shades are advocated, with most elaborately braided or embroidered fitting bodices; with these, of course, corsets are worn, and the sky and sea make a delightful and picturesque background for this dainty silhouette, and a few odd remnants at the sales would make two or three changes of costume.

For afternoon wear, one of our illustrations shows a suitable gown, both dressy and cool. It is in china blue mousseline foulard, with tiny white spots. The full skirt is trimmed at the edge with frills and bands of the material, piped with black and white taffetas. The bodice is finely tucked and pleated and frilled, to correspond with the skirt. It has a chemisette of cream embroidered muslin, with knots of flame-coloured satin. Valenciennes lace trims the chemisette and sleeves. A china blue crinolette hat, with short ostrich tips, is worn with this gown. A most useful and charming

*A GOWN IN CHINA BLUE FOULARD.*

(Messrs. Ludlow and Cockburn, New Pond Street, W.)

three-quarter coat in duck's egg blue fine cloth, trimmed with blue and white embroidery and Valenciennes, is also shown. Miniature buttons with paste rims form a pretty finish. This coat is lined and faced with pink and white brocade. These models are from the firm of Messrs. Ludlow and Cockburn of New Bond Street, who are also selling their summer goods at an immense reduction. Hats and bonnets, the latter a speciality of this firm, range at prices from 10s. 6d. upwards. White Irish guipure blouses are also much lowered, as well as tailor-made coats and skirts, and model silk gowns. The button—large, small, painted, enamelled, smoked, brilliantly coloured, velvet-covered, in fact, any description of button—is quite a feature in the early autumn fashions. But for the next few weeks really it is difficult to judge, for we shall see something of everything, mostly "sale fashions."

The sales of underlinen seem to be particularly fascinating this season, and Messrs. Robinson and Cleaver have a most varied assortment, both simple and elaborate, and their handkerchiefs are marvellously cheap. House and table linens are most tempting, reduced here, also. It is a wonderfully good opportunity for renewing fancy linen tea-cloths and side-cloths, of which they have a most tempting display, and these are so much reduced in price that, in fact, it is a pity to let such an occasion pass by without availing one's self of it. Do not forget that this is the last week of most of the sales and all these bargains will be at an end.

R. D.

*(From photographs specially taken for this paper by Miss Mabel Lomnitz, 26, Victoria Street, S.W.)*



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# NEW ZEALAND

## THE BRIGHTER BRITAIN.

A NEW COUNTRY of marvellous beauty, with a fertile soil and a splendid climate. No extremes of heat or cold.

No droughts. An abundance of water, yet no rainy season.

An Evergreen Land rich in natural products.

A GREAT SHEEP, CATTLE AND DAIRYING COUNTRY.

Cheap farms with helpful assistance to farmers by the Government. Reduced steamer fares from the United Kingdom to New Zealand for persons with small capital.

No private monopoly of Public Utilities; the Government owns and operates Railways, Telegraphs, Telephones and Insurance.

No Lock-outs! No Strikes!! Employment disputes adjusted by Arbitration!!!

NEW ZEALAND IS THE WONDERLAND OF THE WORLD.

Its Thermal Sights are unique in their extent, beauty and weirdness.

The Mammoth Geyser "Waimangu" (Black Water) hurls an immense mass of boiling water, mud and stones over 1,000 feet high.

Hot Mineral Water and Mud Baths; The Curative Baths of Rotorua, Te Aroha and Hanmer are world famous. Government doctors in attendance.

Baths. Gardens. Games. Music.

and picturesque. Here are lakes of great size and depth—canyons that surpass the greatest of other lands—dense forests with a tropical profusion of ferns and flowers—innumerable waterfalls—monoliths of granite many thousands of feet in height—glaciers, snowfields, and the peerless Sounds, with their 400 miles of inside sailing distance.

TRANSIT is convenient throughout New Zealand. Government railways, Express trains, Pullman and Dining Cars. Excellent coastal steamers. Splendid coaching routes. Hotels, good; charges moderate. Government Hotels, Spas, and Accommodation Houses in many of the principal tourist resorts.

Large Mail Steamers with every modern comfort and convenience leave Great Britain for New Zealand fortnightly. Duration of direct journey, 40 days; via Suez and Australia, 44 days; via Canada, 32 days; via San Francisco, 28 days.

The best time to visit New Zealand is during the summer months, from November to April.

ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS, Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer

HAULING KAURI LOGS THROUGH BUSH, KAURI FOREST, NORTH AUCKLAND.

FELLING KAURI TREE, NORTH AUCKLAND, KAURI FOREST.

WAIRUA FALLS, WAIRUA RIVER, NORTH AUCKLAND.

The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

The LAKES of New Zealand are most pleasing in their charm of colour, contour and environment. Rotorua, Rotoiti, Taupo, and Waikaremoana in the North Island; Manapouri, Wakatipu, Te Anau, Wanaka, Kanieri and Mahinapua in the South Island are the most notable. The Lakes of the South Island are surrounded by mountain scenery of singular beauty and magnificence. Steamers and Power Launches. Good Hotels.

The WEST COAST FIORDLAND is indescribably wild

Fares, Settlement Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

## OKOROIRE.

HOT SPRINGS AND SANATORIUM HOTEL.

**One of the finest Health Resorts in the Thermal District.**

**The first place of interest en route to Rotorua, New Zealand.**

Delightful **NATURAL HOT MINERAL BATHS**, free to Guests. Sufferers from Gout, Rheumatism, Sciatica, Lumbago, Affection of the Eyes, Skin Diseases, etc., are often permanently cured by these waters.

**CLIMATE.**—Beautifully clear and bracing atmosphere, charming surroundings.

**SPORT.**—The Streams in the hotel grounds are exceedingly well-stocked with Trout. Plenty of Game, viz: Pheasants, Virginian Quail, Wild Duck, Hares, and Deer. **Lawn Tennis, Golf, and Croquet.**

The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

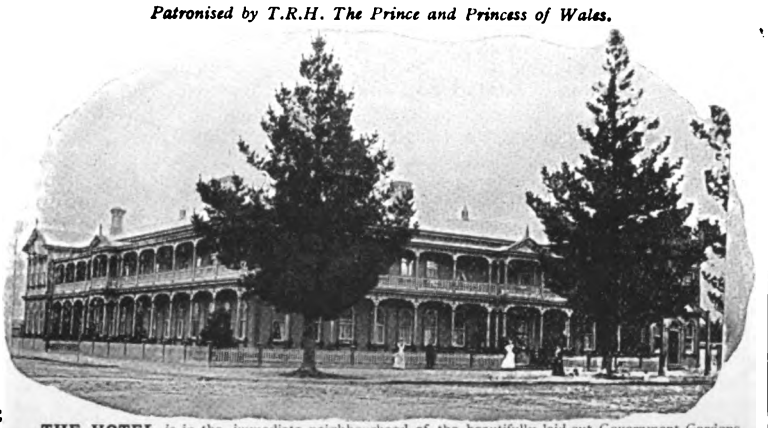
**T. MARTIN,**
**Manager.**

## NEW ZEALAND.

## THE GRAND HOTEL, ROTORUA.

**Situated in the Centre of the Hot Lakes District.**

*Patronised by T.R.H. The Prince and Princess of Wales.*



**THE HOTEL** is in the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

**W. J. LEES, Manager.**

## THE GEYSER HOTEL,

**WHAKAREWAREWA, ROTORUA.**

**Situated** in close proximity to the **wonderful Geysers** and **Maori Settlement.**

**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged

**CHAS. E. NELSON, Proprietor.**

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# THE KING'S MENU.

## SOUFFLE D'ECRIVISSE.

Whisk a gill and a-half of just liquid aspic till white and creamy, then mix into it three gills of cream which has been whipped till perfectly stiff, a tablespoonful of the Escoffier Anchovy Vinegar, and a pinch of coralline pepper. Now mix into this half a pound of crab finely minced, and a teaspoonful of very finely-minced parsley, chives, and chervil. Have ready a soufflé mould, to which has been fastened a paper band rising two inches above the case, fill it with the mixture, and stand in the charged ice cave, or on ice, for an hour and a-half, then just before it is served remove the paper band carefully, pipe on to it a rose of stiffly-whipped cream flavoured with a drop or two of anchovy essence, Escoffier White Tarragon Vinegar, and a dust of coralline pepper. Sprinkle round the top of the soufflé with finely-minced parsley.

## RIS DE VEAU A LA JARDINIERE.

Trim two heart sweetbreads, steep them in cold water for a few hours, blanch them—that is, bring them to the boil in slightly-salted water—drain them, and put them to press between two plates, the top one lightly weighted. When cold the best sides of the sweetbreads are larded. Now cut a couple of slices of streaky bacon into dice, and put these into a braising pan, together with an onion and a carrot sliced, a small bouquet of herbs, a couple of cloves, a few peppercorns, and half an ounce of butter; lay the sweetbreads, larded side uppermost, on the top of these, and cook over a bright fire for a few minutes. Now add a gill of good stock, in which has been dissolved a teaspoontul of Lemco, cover with buttered paper, and braise slowly in the oven for fifty or sixty minutes, basting well and frequently, and adding a little more stock as that in the pan reduces. When the sweetbreads are done, lift them out, brush over with liquid glaze, and set them in the oven for a minute or two to crisp and brown the lardoons. Meantime strain off the stock they were braised in, free it from fat, add a little demi-glace sauce to it, boil down together, and then, when the sweetbreads are ready, arrange them on a croûte of fried bread, pour the sauce over them, garnish with jardiniere, and serve. For the garnish use equal quantities of nice young vegetables, such as green peas, French beans cut into short pieces, little olive shapes of young carrots and young turnips, and cauliflower buds, cooking these separately and carefully, then tossing them in a little good demi-glace sauce before arranging them on the dish.

## TOMATES EN SURPRISE.

There are several versions of this useful little cold vegetable entremet, one of which latter it is always safer to include in the menu, in place of a second sweet, as so many people refuse these altogether nowadays. The simplest version of the tomates en surprise is to scoop the pulp from some nicely-rounded tomates, as much of a size as possible, and placed on ice first to make them firm and obviate risk of breaking. Now make this tomato pulp into tomato cream, mix into this the heads of carefully-cooked green asparagus (which blend extremely well with tomatoes, as well as with several other vegetables) and artichoke bottoms cut into dice, and fill up the tomatoes again with the mixture. Stand on ice till wanted to serve. For the tomato cream rub the pulp through a fine hair sieve, then to every two tablespoonfuls (half gill) of this purée add a tablespoonful of liquid aspic, two or three drops of carmine, a teaspoonful of the Escoffier White Tarragon Vinegar, a good dessertspoonful of thick mayonnaise, and two tablespoonfuls of stiffly-whipped cream. For a more elaborate version of this dish line some tomato moulds with aspic cream, fill them with the mixture of tomato cream, asparagus heads, and diced artichoke bottoms, and place the moulds in the charged ice cave till required to serve, then unmould, and serve garnished with finely-chopped aspic jelly or on a bed of salad.

## CHARLOTTE AUX FRAISES.

Line a mould with sponge fingers, and fill it with the following: Cook and sieve a pint and a-half of strawberry purée, sweeten with four ounces of castor sugar, add a squeeze of lemon juice, mix in an ounce of fine leaf gelatine dissolved in a little water and re-heated in the purée after this has been sieved and measured. Let this purée cool, then mix in a gill and a-half of cream whipped till stiff, and as the mixture begins to set fill up the biscuit-lined mould. Stand on ice till firm, then unmould carefully just before serving. A little liqueur to taste improves this cream mixture, which can also be moulded as it is, or in a mould lined with maraschino jelly, or plain lemon or strawberry jelly.

## A JULY LUNCHEON.

SOUFFLE D'ECRIVISSE.

RIS DE VEAU A LA JARDINIERE.

PINTADES A LA WYVERN.

SALADE ROMAINE.

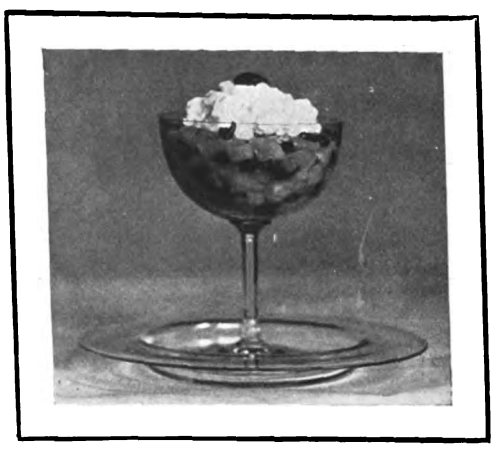
TOMATES EN SURPRISE.

CHARLOTTE AUX FRAISES.

## *ANSWERS TO CORRESPONDENTS.*

COUPE JACQUES (Contessa).—For this you can either put a macedoine of various fruits, which has been placed on ice for a couple of hours, into high old-fashioned champagne glasses or into ordinary ice glasses or cups made of ice, and cover the macedoine with any cream or water ice to taste, or you can put kinds of ices in layers in separate ice cups, with between them blanched and shredded almonds or other nuts to taste and glacé fruit, which has been marinaded first in liqueur wine or spirit. At this time of year the place of this fruit can be taken by small fresh strawberries, first marinaded and then lightly frozen, or little cubes of pineapple, melon, etc.

PINEAPPLE CUP (Club Butterfly).—Embed a large jug or bowl in a tub of ice and salt; then put in it two slices of pineapple with a dessertspoonful of castor sugar; pour on to this two bottles of good sound claret and five or six lumps of ice as big as an egg. When the cup is wanted add a quart bottle of well-iced sparkling moselle.



COUPE JACQUES.
(*Specially prepared and photographed for this paper.*)

CHABLIS CUP (Icicle).—I usually make it as follows, but have other recipes if this is not what you want. Make a pint of good strong lemonade with fresh lemons, being careful to remove all pips and pith, and use only the peel cut as thinly as possible and the fruity part, taking care the water is quite boiling when pouring it on to these. When this is quite cold put it into a jug or bowl embedded in ice and salt; add to it a large wineglassful of sherry, a bottle of Chablis, and a small sprig of lemon verbena. Mix these well together, let them stand in the ice-embedded bowl for three-quarters of an hour, then lift out the verbena, add a bottle of well-iced soda water, and serve. The lemonade should be strained through fine muslin before the Chablis and sherry are added to it. Hock or champagne can be substituted for the Chablis in this cup.

BOSTON CREAM CAKES (Mme. Butterfly).—Put two gills of boiling water into a small stewpan, add two tablespoonfuls of castor sugar and four ounces of fresh butter, and bring to the boil again, then stir in seven ounces of fine dry sifted flour, stir well for a few minutes on the stove, then lift the pan from the fire and let the mixture cool. Five eggs are then worked into it by degrees, one at a time, then the mixture is dropped in tablespoonfuls on to a lightly-buttered baking sheet, keeping the cakes a couple of inches apart, mind. Bake in a quick oven. When done they are cut open and filled with either whipped cream, sweetened and flavoured to taste, or with a custard made with two tablespoonfuls of "Patent" cornflour, three gills of milk, two ounces of sugar, a pinch of salt, two eggs (yolks only will do if the whites are wanted for meringues or a white cake), and a little vanilla or other essence to taste.

POTATO SALAD (Spy). — There are a score or more varieties of this. I wonder which particular one it is you want? Here is a simple one, and another that can be elaborated if wished. For the first, slice some freshly-boiled waxy potatoes while hot, season them with pepper, salt, oil, and vinegar very lightly, have ready some well-washed and drained watercress similarly seasoned, toss both together, and serve, garnished with either stoned olives farced with anchovy fillets, or croûtons, half of which are spread with anchovy butter and half with egg butter. For the more elaborate salad, slice some new cold boiled potatoes, and arrange them in the bowl with quartered hard-boiled plover or pheasant eggs, stoned olives, and sliced beetroot, dress with tartare or other of the mayonnaise sauces to taste. A garnish of prawns, crayfish tails, or filleted anchovies can be added if wished, and the salad can be served in a border mould of a salade cuite in an aspic coat.

ICE-PUDDING (Ace).—An ice-pudding, as good as it is simple and inexpensive, is made as follows: Grate and sieve very finely a pint of Daren bread-crumbs (or two gills of these and two gills of powdered ratafias or macaroons are very nice), then scald them with a pint and a-half of new milk and cream mixed which has been brought to the boil, together with a vanilla bean or the zest of a lemon (removed when the milk is well flavoured). Sweeten to taste, remembering that the mixture will be less sweet when frozen, then set aside till cold. Now flavour it to taste with brandy or liqueur, or a liqueur syrup and a little rum together are good. Add pieces of glacé fruit, cut small, cherries and pineapple going well with any form of brown bread pudding or cream, especially if maraschino or noyeau, with a little rum or brandy, be used to flavour the mixture with. Now freeze the mixture half solid, then whip lightly in a gill of cream which has been whipped till stiff, then pack the mixture into a mould and set it in the ice cave for two hours or so. It is then unmoulded as usual. Of course, a custard, more or less rich, can take the place of the plain hot milk and cream if a richer pudding is desired. In either case about six ounces of glacé fruit should be added to the mixture.

## THE YACHTING AND RIVER SEASON.

With the advent of this, it is good news that the Escoffier Company have added a long list of delicious soups to the specialités prepared by the recipes and under the supervision of Maître Escoffier. These soups are put up in bottles and tins, and are obtainable now from most high-class grocers and stores, but when any difficulty is experienced in obtaining them, a line to the company's head quarters at Ridgemount Street, Tottenham Court Road, W.C., will bring the name of the nearest agent by return of post. The list of the Escoffier soups comprises the famous Bortsch, so well known to *habitués* of the Savoy and Carlton Restaurants, with its accompaniment of cream, pot au feu, potage à la Reine, au riz à la Cardinal, à l'Orientale, Crème de tomate, consomme à la Julienne and à la printanier, petite Marmite and croûte au pot, as well as that old English favourite, ox tail, under its French label of hoche-pot.



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# Here, There, and Everywhere.

MR. PATRICK KIRWAN, who with his "Idyllic Players" has been giving a series of pastoral plays in the Botanic Gardens, introduced some interesting novelties this year. As well as the three Shakespearian productions of "The Tempest," "A Midsummer Night's Dream," and "Love's Labour's Lost," there have been performances of one of John Lyly's plays which has never been produced on the modern stage, "Galathea"—a glimpse of the delightful old French chateau life of the time of "The Prince of Court Painters," and an original arrangement of the popular fairy tales, "The Sleeping Beauty" and "Rip Van Winkle."

A NOVEL CAR

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THE programme for the next season of the Mermaid Repertory Theatre, under the direction of Mr. Philip Carr, which opens at St. George's Hall on September 11, will include a number of new plays. The most important feature of the season will, however, be a complete cycle of the English historical plays of Shakespeare, which will be given during the five weeks from October 16 to November 18. Such a series of performances, although not unknown in Germany, is new to London, and apart from its Shakespearian interest will afford an almost continuous panorama of English history from King John to Henry VIII. Subscription tickets for the season at largely-reduced prices may be obtained from the offices, 3, Old Palace Chambers, Whitehall, if taken before July 22.

A REPRESENTATIVE committee has been formed, under the chairmanship of the Mayor of Winchester, with the object of excavating, preserving, and enclosing the remains of the ancient Abbey of Hyde, the burial-place of King Alfred, his wife Queen Elswitha, and his son King Edward the Elder. The remains of the Abbey are within a short distance of the spot where the fine statue of King Alfred, by Mr. Hamo Thornycroft, R.A., was erected in 1901, to commemorate the 1,000th anniversary of his death; but up to the present time no proper care has been taken for their preservation.

COWES WEEK will be unusually interesting this year on account of the presence at Spithead of the combined French and English Fleets, which are to be reviewed by his Majesty the King. In connection with the review, the Peninsular and Oriental Company announce the despatch from Tilbury to Spithead of the fine new twin-screw steam-ship "Mongolia," and doubtless many will avail themselves of this facility for viewing the magnificent Naval spectacle.

TOILET soap is one of the most dangerous enemies to health if it is impure. There is nothing so easily affected as the skin, and it is only the very best soap that can be applied with safety to the face. Triumphs of the perfumer's art, such as Cook's "Throne," "Russian Violet," and "Savon de Luxe," are, however, in a different category. Soothing and refreshing to the skin, any one of these preparations we have named, and indeed any of Messrs. Cook's preparations, may be used with impunity on the most sensitive skin. The standard of purity is the highest attainable, and being economical in use, they repay the slightly-increased initial outlay in their price.

THE proprietors of the *Motorist and Traveller* have published a most admirable souvenir of the Gordon Bennett race, which, thanks to the initiative and enterprise of the Topical Press Agency, they have been enabled to illustrate very profusely.

THE second annual Evening Fête and Café Chantant of the Lauderdale Mansions Tennis and Croquet Club was held on the grounds of the club on July 12, and, helped by fine weather and an admirably-arranged programme, was a brilliant success. The services of a number of well-known artists were obtained, and among those who assisted were Miss Marie Dainton, Miss Daisy Jerome, and Mr. Alan Adair. The stage management was in the hands of Mr. Philip Yorke, M. de Penso was the accompanist, and the members of the committee who officiated as stewards worked with a will to add to the success of the evening.

THE "Harzer Verkehrs-Verband" supplies an illustrated pamphlet, of 110 pages, concerning the interesting Harz mountains free of charge through Messrs. Thomas Cook and Son, London, or through the publisher, Rud. Stolle, Bad Harzburg (Germany).

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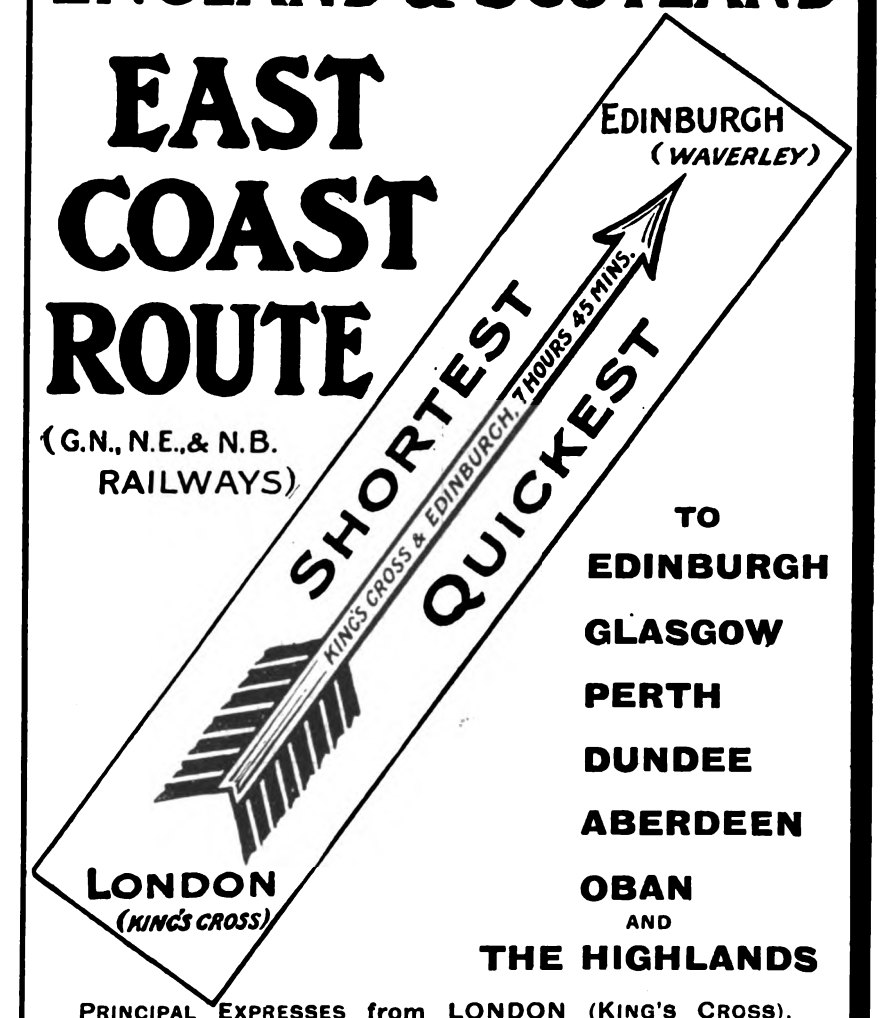


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| | A.M. | A.M. | A.M. | P.M. | P.M. | P.M. | P.M. | P.M. |
| KING'S CROSS, dep. | 10. 0 | 10.10 | 11.25 | 2.20 | 8.15 | 8.45 | 11.30 | 11.45 |
| EDINBURGH, arr. | 6.15 | 6.25 | 8.5 | 10.45 | 4.0 | 5.55 | 7.15 | 7.30 |

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ON THE BOURNEMOUTH LINKS.

LLANGAMMARCH WELLS, Breconshire.

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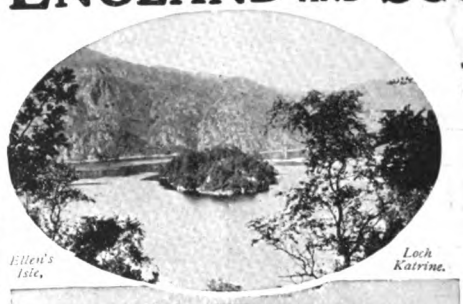
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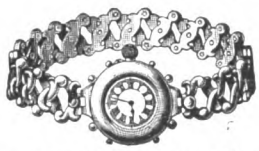
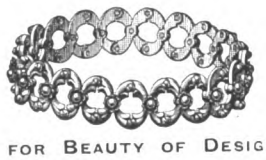

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| BLACKPOOL ... ... ... ... ... | | ... 11 30 ,, |
| MORECAMBE... ... ... ... ... | | ... 11 30 ,, |
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b—From July 22nd to August 31st leaves Euston 11.10 a.m.

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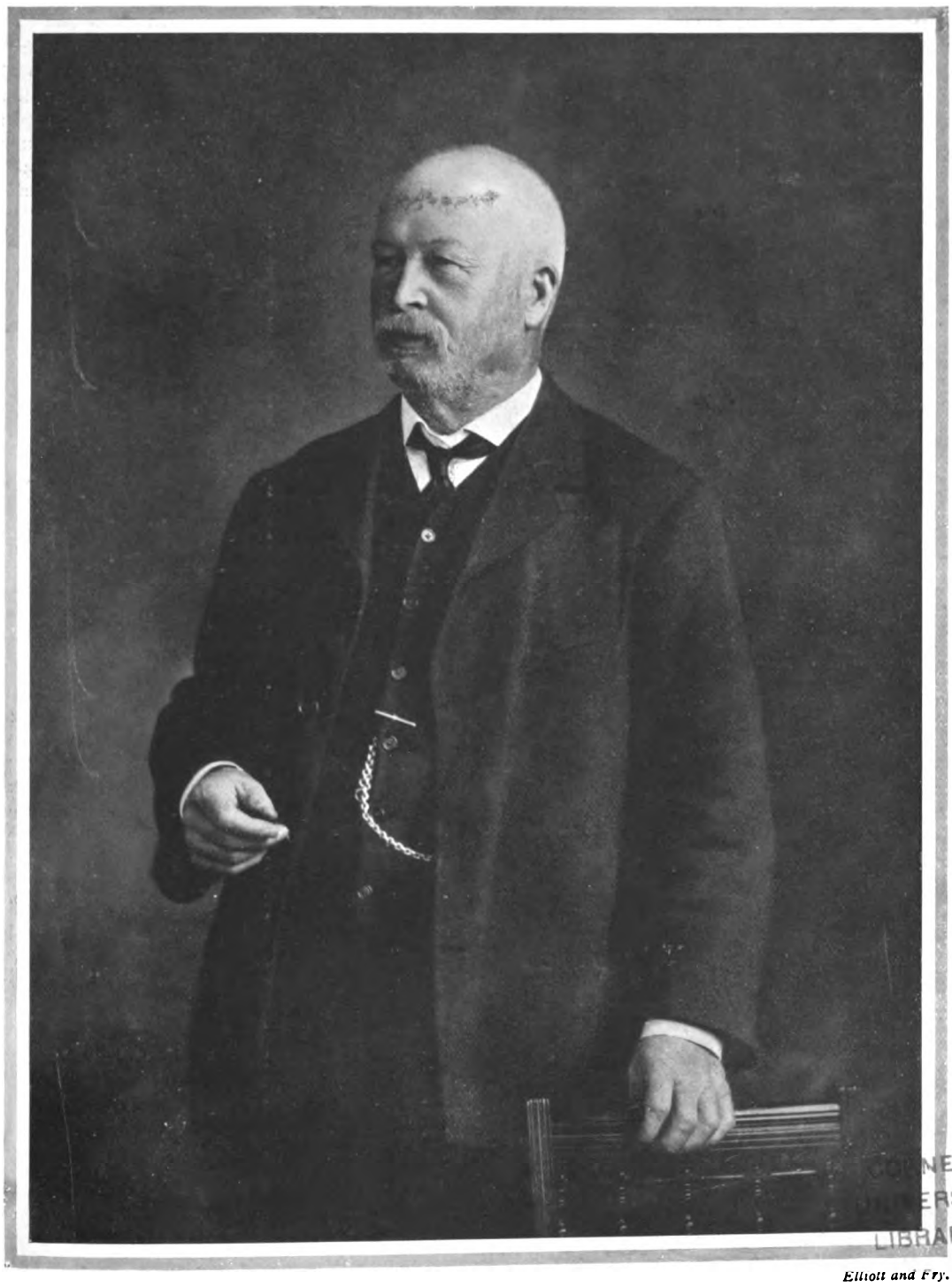
# THE LEICESTER MEDICAL CONGRESS.


# THE KING

*AND HIS NAVY & ARMY*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 443. SATURDAY, JULY 29th, 1905. PRICE 6D.

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Liberal Member for Leicester, and ex-Under-Secretary of State for Home Affairs.

(*See page 553.*)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY. THE SALON AND THE SERVICES.

Vol. XX. No. 443. Saturday, July 29, 1905.

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephones*—*No.* 2,748 GERRARD, AND 7,961 CENTRAL.
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**EDITORIAL.**

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*


# *The March of Events.*

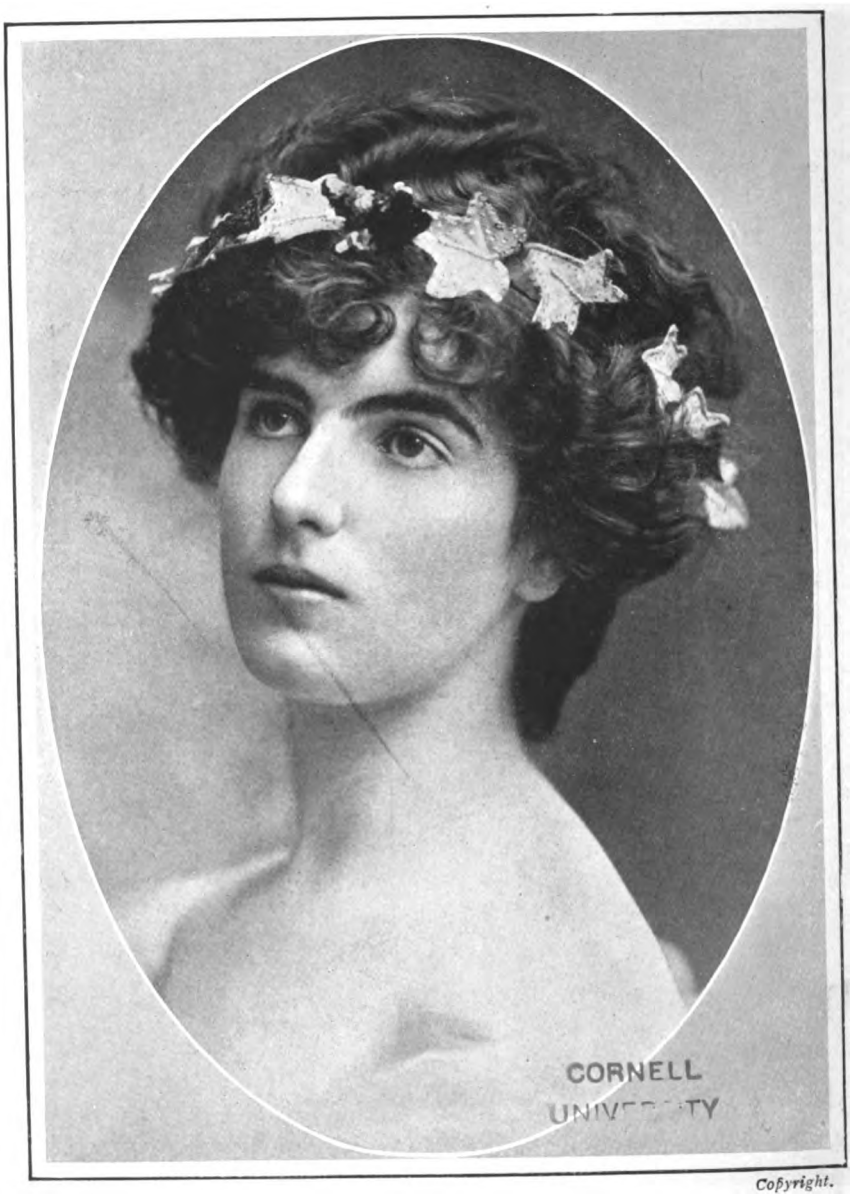
## PER MARE, PER TERRAM.

THE KING AND THE VETERANS.—In the grounds of Buckingham Palace on Monday the King held an inspection of the Chelsea pensioners, which made a curious contrast to the Investiture in the Throne Room earlier in the day. The day in the life of a King is a curious medley of duties, when you come to think of it, and he must needs be a very adaptable person. From the firing-line at Bisley to a performance of "The Little Michus," from a horse-race to the opening ceremony at a new hospital, a monarch must be prepared to pass with the lightness and deftness of touch that, we are told, is only accorded to the true artist.

THE KING AND CHATHAM.—Chatham is a town of many royal memories, and King Edward's visit this week to unveil the South African War memorial arch of the Royal Engineers will by no means be his first visit to the famous Military depôt. Chatham, like Plymouth, is sometimes called "the three towns," and Rochester, Chatham, and New Brompton will all have an opportunity of seeing and cheering the King, as he has arranged quite a long drive through the neighbourhood. The unveiling of the memorial arch will be followed by the formal opening of the new Naval hospital, which is a very handsome building. It might, indeed, be called a little town, for it is absolutely self-contained, and practically independent of outside help, even for provisions.

THE KING IN AUGUST.—After Goodwood the King and Queen are due at Cowes for ten days, firstly, for the visit of the French Fleet, and, secondly, for the regatta. They will stay on board the "Victoria and Albert," and in that vessel will be held the luncheon to the officers of the French vessels, and the various official receptions. From his yacht, too, King Edward will review the united Fleets one day. After these festivities King Edward goes to Marienbad, and Queen Alexandra may pay a belated visit to Denmark, for it will be remembered that she did not go to Copenhagen for King Christian's birthday as usual this spring, and it is hardly to be supposed that she will miss altogether paying a visit to her native country this year. Early in September, however, both she and King Edward will be back again, and on their way to Scotland will pay a call to Lord Savile at Rufford Abbey for the Doncaster races.

THE PRINCE OF WALES'S HOLIDAY.—Since the birth of his infant son, the Prince of Wales has been staying at Sandringham, but he returned to town at the beginning of the week for the Investiture. The Prince and Princess will shortly be leaving Norfolk for Scotland, and the children will go North with them. At Abergeldie Castle the whole staff of servants, keepers and gillies are devoted to the young Princes, who are certainly universal favourites, and Princess Mary has but to utter a wish to have every person in the house secure to gratify it. The devotion of the Scots to the Royal family is well known, and Queen Victoria, in her letters from the journal of the months she and Prince Consort spent together with the children at Balmoral, makes frequent reference to this. Perhaps the secret of it is the courtesy and kindly attention to all and sundry which Queen Victoria always showed, and which she taught her children to show. Certainly her great-grandchildren have the accomplishment of being good listeners in very high degree. Preparations for the Indian tour in the winter are progressing very satisfactorily. And even the Far East may make the acquaintance of the Heir to the Throne if certain pourparlers now in progress reach the desired consummation.

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MISS GLWADYS WILSON.

Who is a daughter of Mr. Charles Wilson of Warter Priory, and one of the group of lovely sisters well known in Society, is to be married to Mr. Eric Chaplin on Thursday next.



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C. Bridgeman.

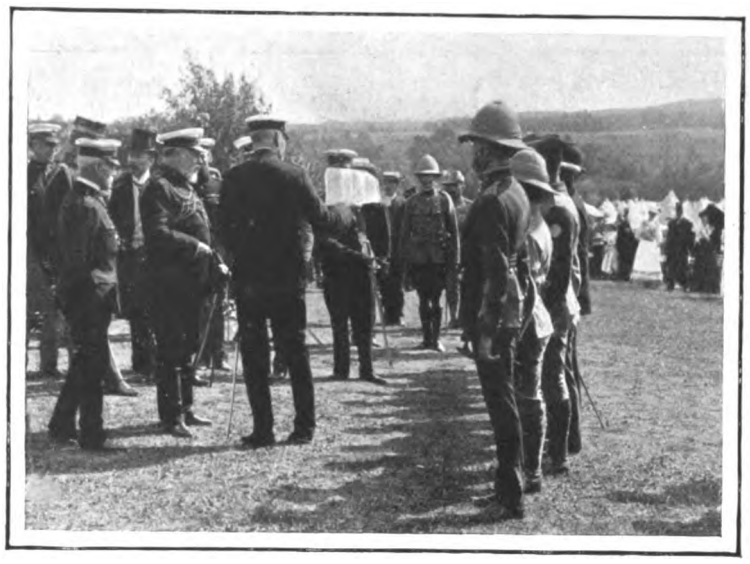
THE LONDON FIRE BRIGADE REVIEW.

Held at Victoria Park on Saturday last, when Mrs. E. A. Cornwall, wife of the Chairman of the London County Council, distributed medals gained by extraordinary bravery.

Gibbs.

THE BISLEY MEETING.

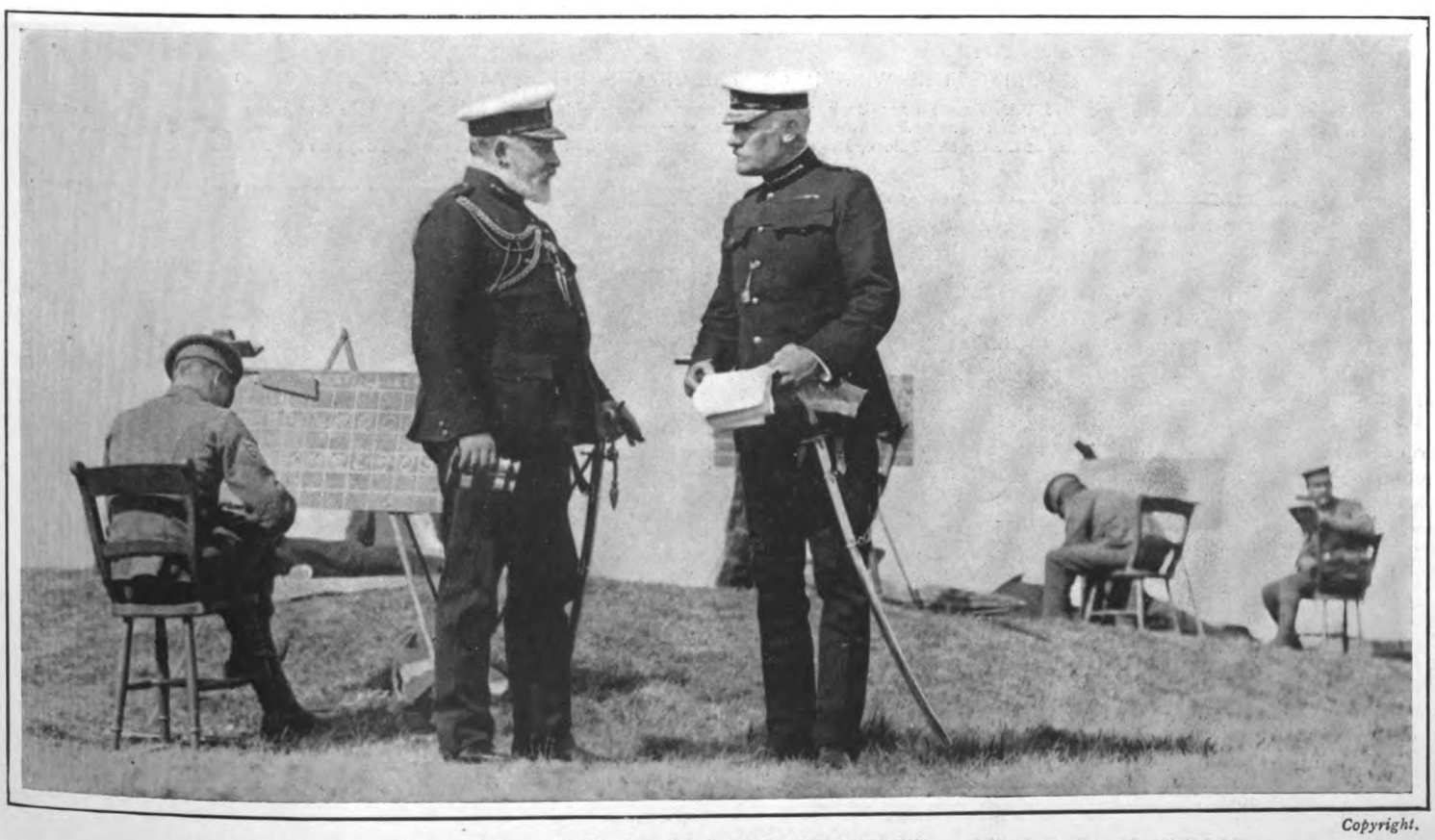
The King at the 1,000-yds. point in the firing for the King's Prize.



Gibbs.

COLONIALS AT BISLEY.

The King inspecting the detachment which visited the meeting this year.



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THE VISIT OF THE KING TO BISLEY.

The last day of the National Rifle Association's Meeting was honoured by the presence of the King and the Duke of Sparta. At the close of the meeting his Majesty presented the prizes.



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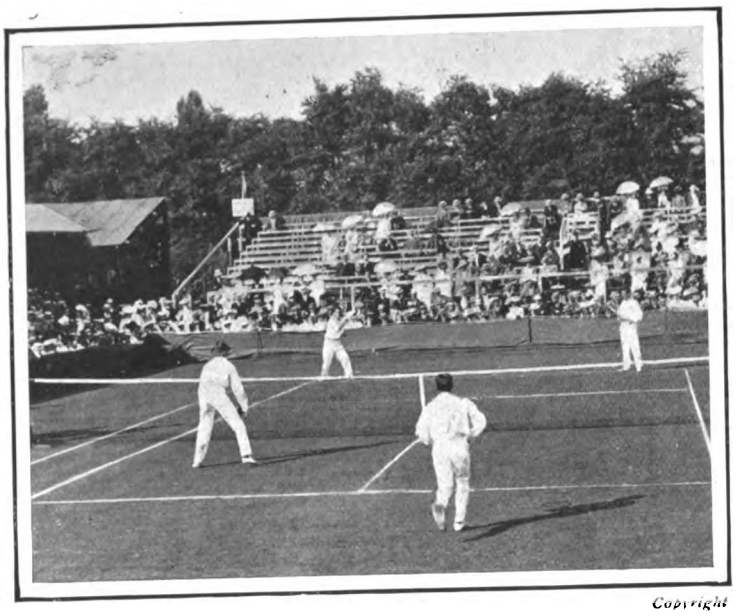

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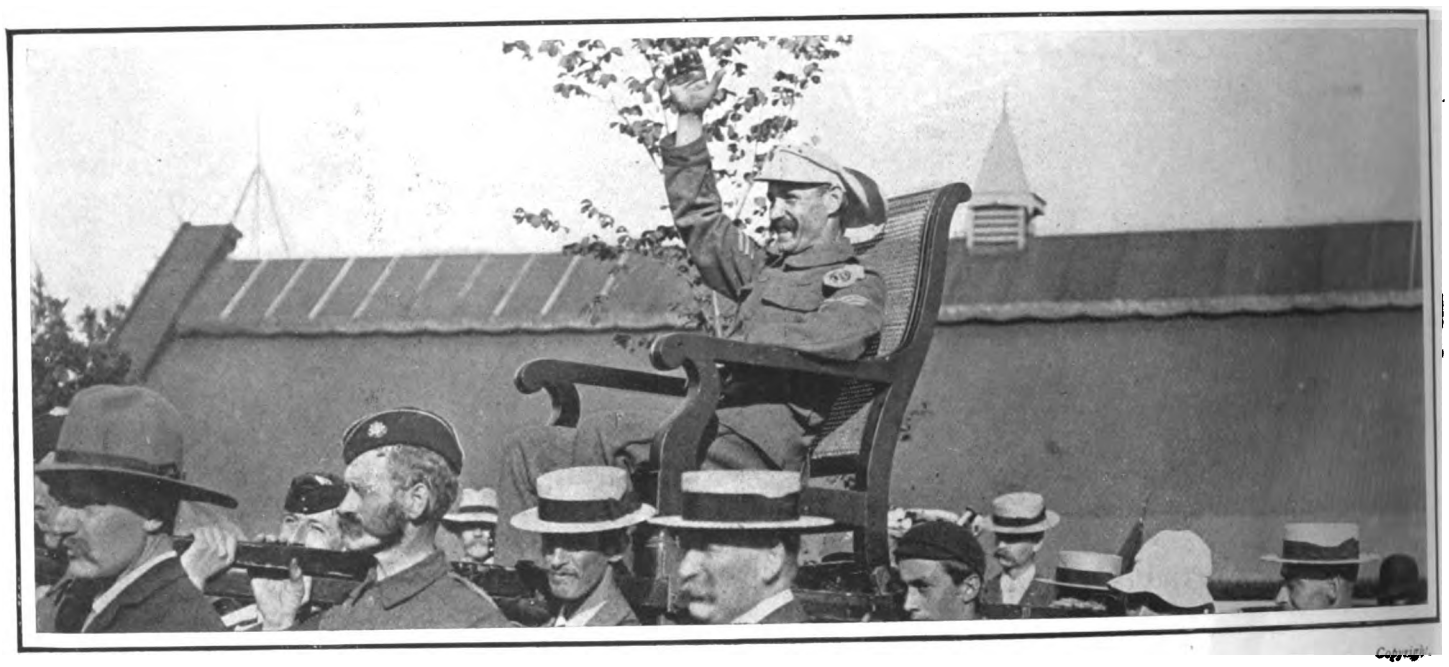
TENNIS AT WIMBLEDON.

The doubles between the Brothers Doherty and Messrs. Ward and Wright in the competition for the Davis Cup. The Dohertys won by three sets to two.

Cribb.

YACHTING IN THE SOLENT.

The vessels becalmed in the middle of a race in the Southampton and Hythe Meeting off the Isle of Wight last week.



CHAIRING THE WINNER OF THE KING'S PRIZE AT BISLEY.

Armourer-Sergeant A. J. Comber of the 2nd V.B. East Surrey Regiment, the winner of the Gold Medal, being carried in triumph round the camp. Born at Wimbledon in 1869, Sergeant Comber served in the South African War, where, as he remarked after his victory, they did not shoot for prizes. In 1903 he won the Miniature Championship at the Crystal Palace, and the year before that secured the Surrey Championship and Gold Medal.

*Owers.*

SCOTCHMEN AT CARISBROOKE.

Members of the Portsmouth and District Caledonian Society at the famous Castle in the Isle of Wight.

W. A. Rouch.

THE END OF THE SEASON.

After this week the Ladies' Mile in Hyde Park will take on a very neglected aspect, for the season is now at an end.



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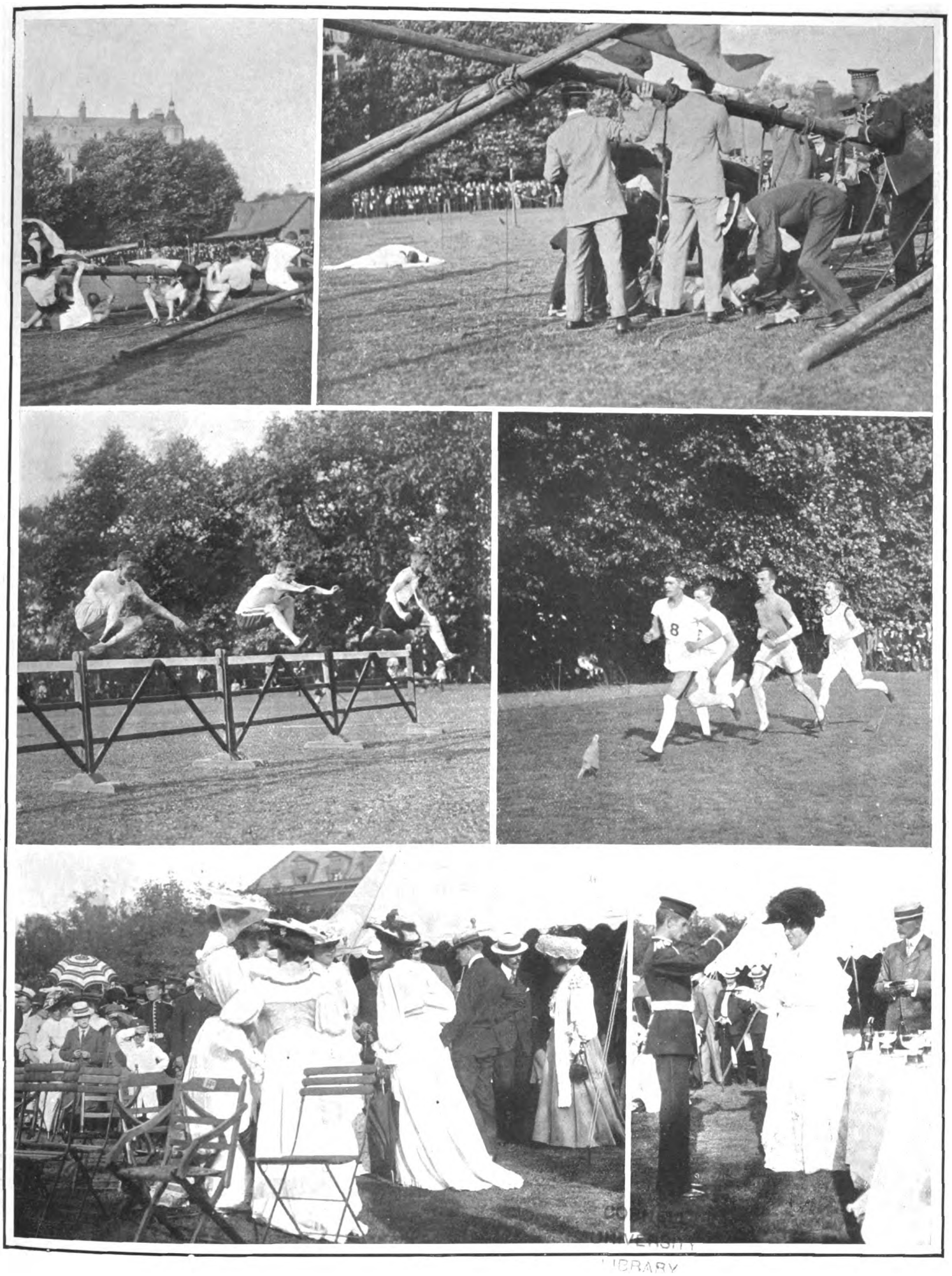
# BRIGADE OF GUARDS' SPORTS.



## SCENES AT BURTON COURT, CHELSEA.

The annual meeting of the Brigade of Guards was held on Saturday last, when the 3rd Battalion Scots Guards won the McCalmont Challenge Cup, taking three events. Our illustrations show (1) The collapse of the first obstacle, whereby three men were injured. (2) Removing the wreckage and rescuing the men. (3) The final of the 120-yds. Hurdle Race, won by Lance-Corporal Dow, 3rd Scots Guards. (4) The Two Miles Race, won by Private A. Birtwistle, 3rd Scots Guards. (5) Some of the spectators. (6) Mrs. Codrington presenting the prizes after the meeting.

*(From copyright photographs specially taken for this paper by W. A. Rouch.)*



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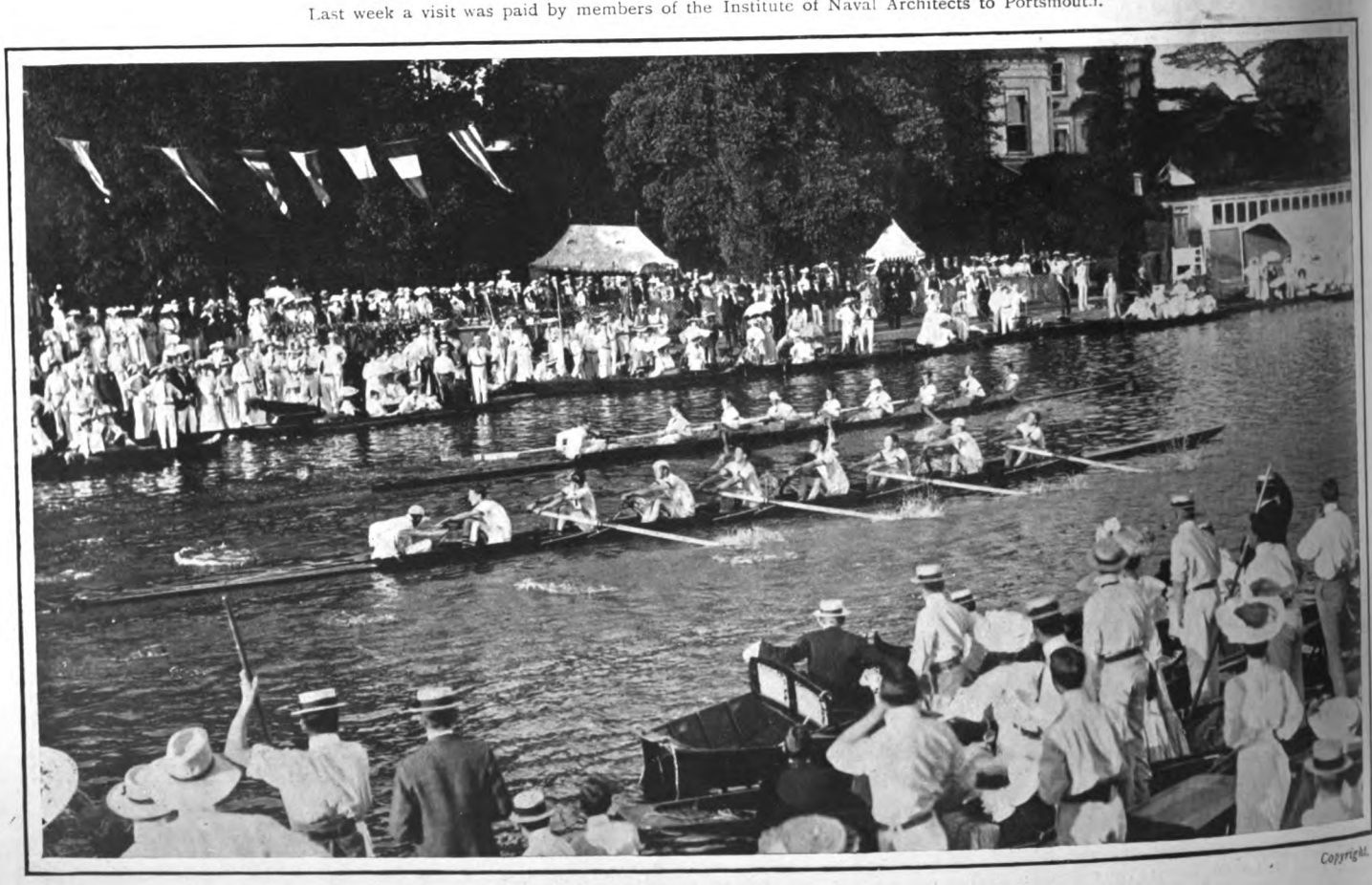
W. A. Rouch.

AT SANDOWN PARK.
In the shade of the trees after watching the race for the Eclipse Stakes.

VAL D'OR
Cantering to the starting-post.

Russell and Sons.

THE INSTITUTE OF NAVAL ARCHITECTS AT PORTSMOUTH.
Last week a visit was paid by members of the Institute of Naval Architects to Portsmouth.



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THAMES *v.* KINGSTON AT MOLESEY REGATTA.
Last year the Molesey Meeting, which ranks next to Henley in importance, was reduced to one day, and in consequence racing has to begin at a very early hour to get through the long programme of events. The number of craft passing through Molesey Lock last Saturday was 2,500, and not a single casualty was reported.



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# IN MAYFAIR.

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*Langfier.*

## MRS. MARSHAL ROBERTS

Who is entertaining largely, and who gave a dance last week at her residence in Grosvenor Square, is the daughter of Sir G. H. Murray, K.C.B., and the Hon. Lady Murray. Her husband, who was in the Scots Guards, and is an American, came to this country when he was quite young. He inherited a large fortune on the death of his father, who was one of the richest men in America.



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# The Motor: On Highway and Seaway.

THE Brighton Meeting was, in a sense, both a brilliant success and a dismal failure. It was a success from the point of view of the almost perfect organisation and the ideal conditions under which the event was held. On the other hand, it must be admitted that, as a spectacle, short-distance motor-racing has once more proved itself to be a singularly dull form of sport. There were moments of excitement, but they were few and far between, and for the most part the huge crowds, which filled every point of vantage, had little to reward their patience except endless processions of touring cars running down the track at what must have appeared little more than their normal speed. Experience has shown that it is almost impossible to secure close and exciting finishes, even when the distance run is only a mile, and the cars are apparently evenly matched. In nine cases out of ten one car draws ahead at the start, and continues to increase its lead to the finish; so that the vast majority of the races resulted in easy wins, with the second and third cars toiling away hundreds of yards in the rear. Very occasionally the fastest car would make a poor start, and not get into its stride till its rivals had established a good lead. Then, perhaps, there would be a hard-fought race, with the last car gaining all the way, and drawing level almost on the winning-post. I do not think, however, that in all the four days there were more than half-a-dozen events which produced a regular ding-dong race, in which first one and then another of the competitors showed to the front, and kept the spectators in suspense until the finish. Even in the standard-type classes, where cars of the same make and horse-power raced together, one machine would almost invariably draw ahead at the start, and finish an easy winner.

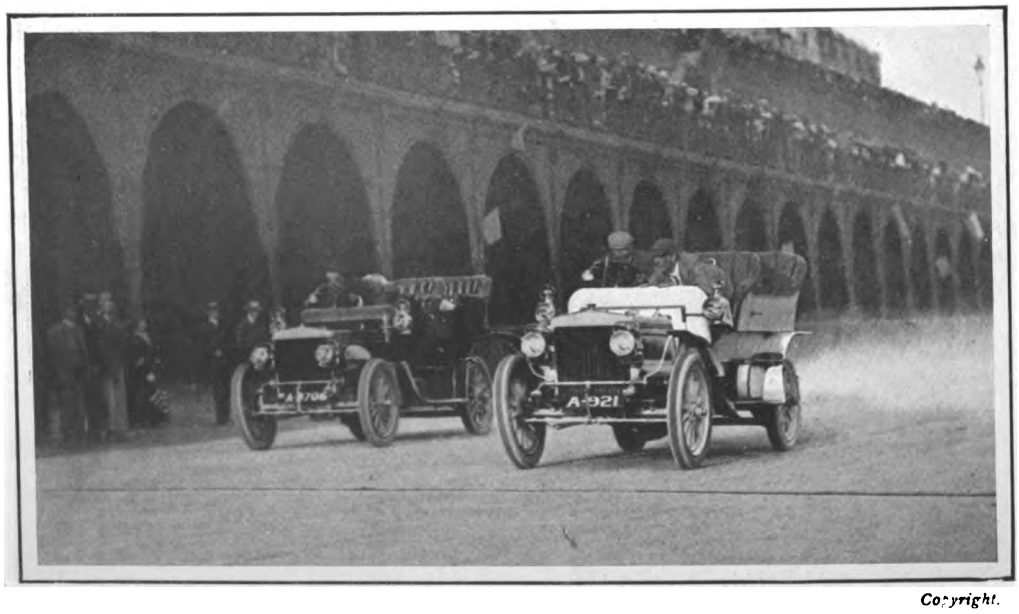
The dulness of the proceedings was happily relieved by the racing cars and bicycles, which provided a novel and exciting spectacle for the crowd. Among the cyclists, Cissac on a 12-h.p. Peugeot made the hit of the meeting, and even hardened race-goers admitted that his attempts on the flying kilomètre were a sight not easily to be forgotten. His best time was 26-sec., a world's record, and equivalent to eighty-six miles an hour, and he certainly produced a huge impression on the crowd as he tore down the track like a projectile from a gun. Some of the racing cars travelled faster, but Cissac, crouching low on his machine, and steering a dead-straight course, gave one the idea of appalling speed. There was a good muster of racing cars, and the eccentricities of one or two of them helped to enliven the proceedings. Mr. Rolls's Dufaux, which had arrived from Switzerland on the morning of the first day, was universally regarded as a monster of the most abnormal type. Its horse-power is said to be 150, and there is no doubt that it has the largest cylinders ever fitted to a car. In order to start the engine it was necessary to run it down the hill to the starting-point and let in the clutch when the machine had gathered way. On several occasions, however, the motor refused obstinately to fire properly, and a great deal of time was wasted, to the distraction of the officials. Most of the racers ran with open exhausts, and Mr. Rolls at one time seemed to be enveloped in flames. Mr. Hutton's 120-h.p. Mercédès, and the six-cylinder Napier driven by Earp, provided the best sport, as, although the Napier was apparently the faster of the two, it generally made a slow start, and by the time Earp had got his top speed in he often had 100-yds. or more to make up.

A word of praise must be accorded to the organisation of the meeting by the Automobile Club, which was loyally supported by the Brighton authorities and the officials of the Sussex Automobile Club. Everything appeared to go from start to finish without a hitch. Indeed there was no contingency for which provision had not been made. On the first day a little anxiety arose as to the ability of the big racers to pull up in the distance allowed to the end of the finish. In a few minutes the barriers were removed, and a large force of police cleared the crowd from the roadway, so that the drivers were given 650-yds. in which to slow down. The telephone arrangements were on a most elaborate scale, and to their perfect working much of the success of the meeting must be ascribed. Thirteen telephone stations were erected on the course, all of which were in communication with a "conning-tower," from which there was a clear view of the entire course. At each station there was a big blackboard, and so well had the men in charge of the telephones been drilled, that the results

THE BRIGHTON MOTOR-RACES.
The opening of the meeting. The first heat in the class for 15-h.p. Darracq cars.

*Illustrations Bureau.*

THE BRIGHTON RACES.
Timekeepers at the starting-line.




THE BRIGHTON MOTOR-RACES.
A close finish in the race for 30-h.p. Daimlers. Mr. J. M. Gorham first, and Mr. A. Hordern second.



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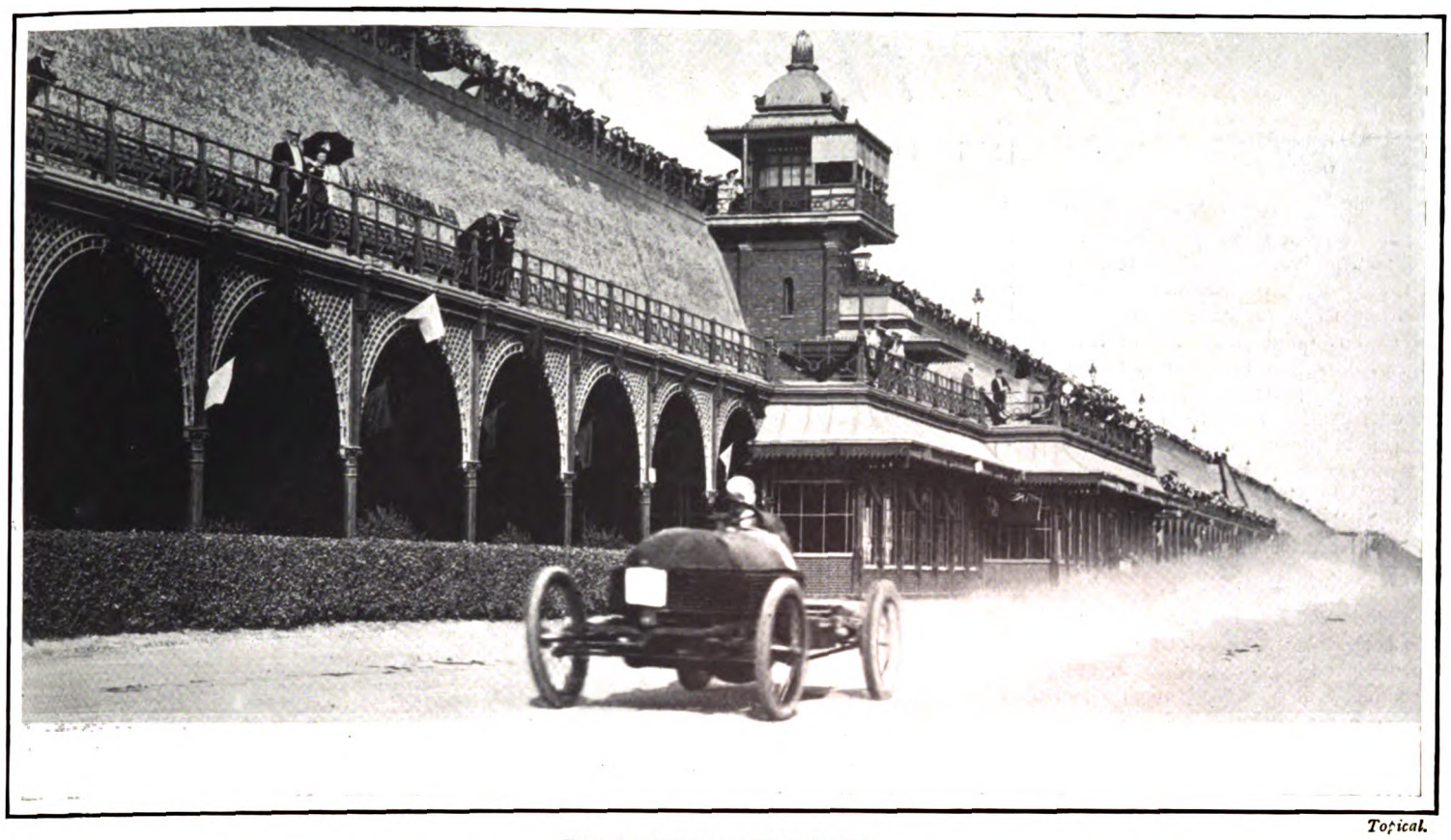

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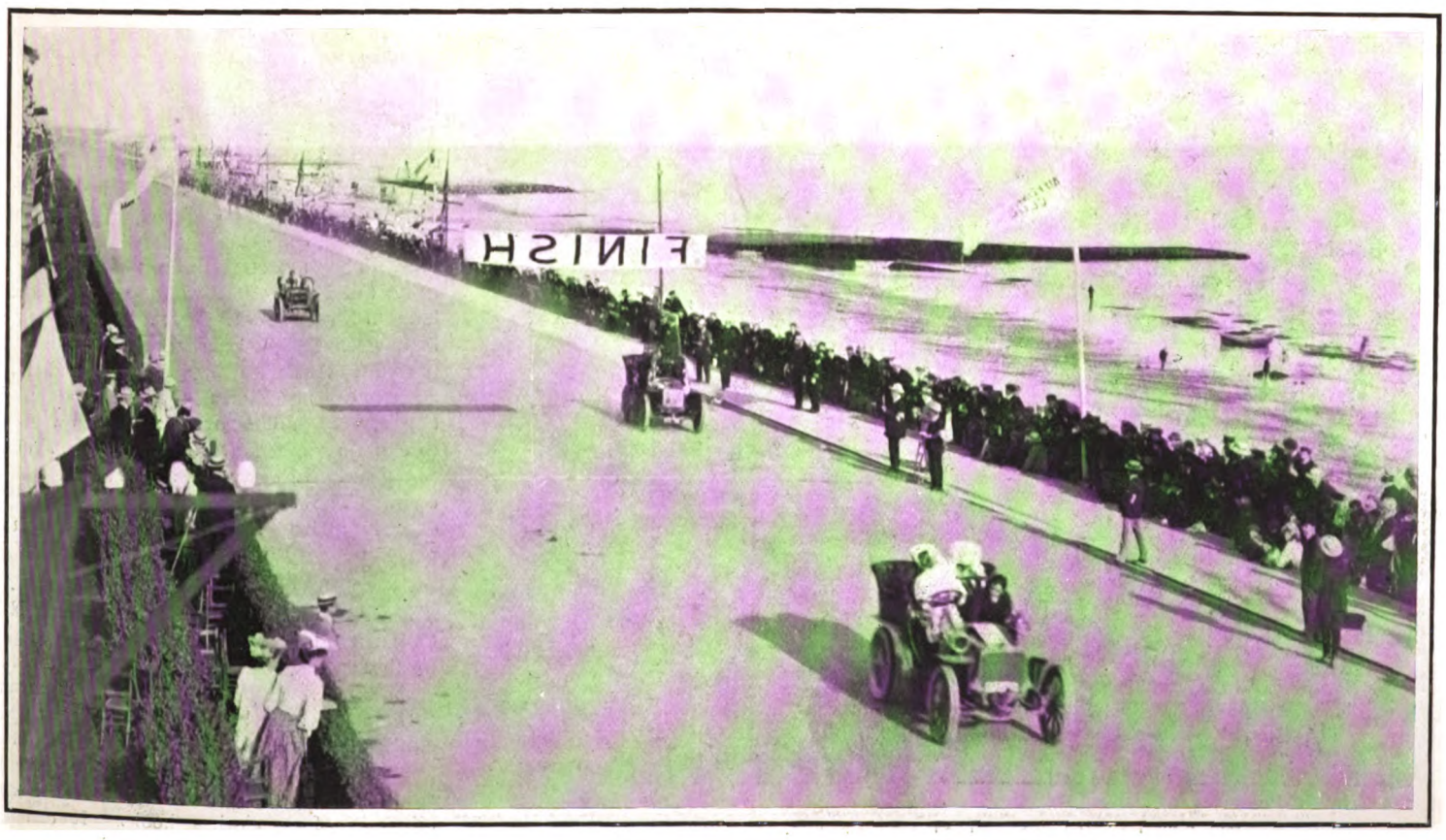
THE BRIGHTON MOTOR-RACES.
Earp on the six-cylinder Napier winning the final of the "standing" mile.

each race was known to the spectators all along the track within a few seconds of the winning car passing the post. The head official from his point of observation was in direct communication with starter, time-keepers, judges, marshals, police, and clerks of the course, and so smoothly did the system work that only about 20-min. was lost on the first day, although from 2 p.m. till past six o'clock there was a race every 3-min. The racing cars were responsible for most of the delay, the Dufaux, for instance, having to be towed to the top of the hill twice in order to get its ungainly motor started. The course was in excellent condition, and the tarmac which had been laid down for a kilomètre of the distance provided a fast and fairly dustless surface. The racers succeeded in stirring up a small cloud of dust, but this was generally attributed to the fine sweepings which had been put down to dry up the recently-laid tarmac, and not entirely removed when it had served its purpose.

There is one reason why, I think, these short-distance sprint races are never likely to prove popular among private owners. I spent the whole of the first day at the starting-point, and it was painful to watch the manner in which engines were raced and clutches let in with a jerk in order that the cars might get quickly off the mark. This necessary disregard of the elementary rules of driving must have been extremely detrimental to the whole of the mechanism, and I should be much surprised if the meeting did not result in a heavy crop of damaged gears and twisted shafts. The difficulty might, perhaps, be overcome by having flying starts, but it would result in robbing the racing of such small interest as it now possesses, as close finishes would be even rarer than at present.

RADIATOR.




*Topical.*

THE BRIGHTON MOTOR-RACES.
A general view of the course from above the winning-post.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

IT is always interesting to mark the genesis of a great golfing movement. The Amateur Championship as one of the principal events of the year only dates from 1886, the year in the political world of Mr. Gladstone's Home Rule Bill. But long before that the idea of such a competition among golfers had been simmering in busy, enterprising minds. The first direct suggestion in favour of the Amateur Championship was contained in a letter published in the *Field* in September, 1879. It is signed "Driver," and the author of the letter is Mr. Peter Bonthron, a member of the London Scottish Club.

* * *

In this letter Mr. Bonthron, after asking "Why is there no Amateur Championship?" says: "Might I suggest that a competition be held annually at a monster meeting, such as Volunteer shots have at Wimbledon, and with such prizes as to induce all players of note to come forward, and to form an association of the principal golf clubs in the kingdom, which could subscribe a nominal sum annually to defray the cost of prizes and other expenses." The first championship meeting for amateurs was not a large affair compared with the growth it has attained in recent years; but it is always interesting historically to have a date fixed when the movement really took birth.

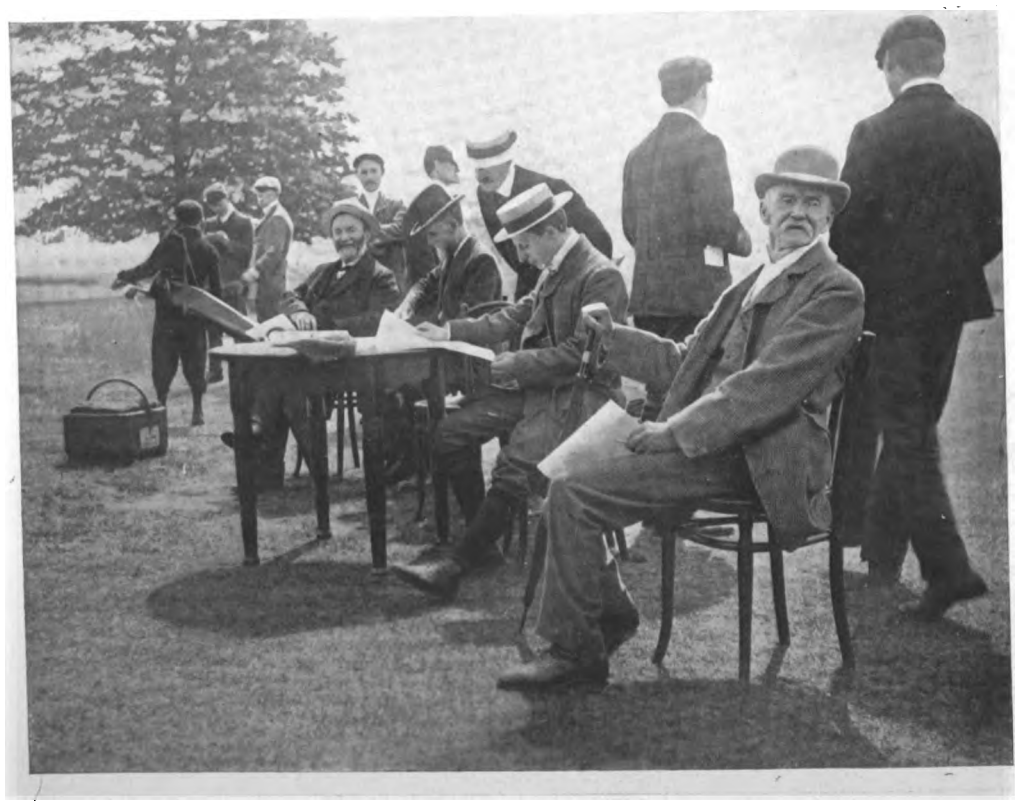
* * *

The Manchester Golf Club held an interesting open amateur and professional competition last week at Old Trafford Park. The principal professionals competing were Herd, Gaudin, Collins, Ray, and Sherlock. Herd was in brilliant form, and with two rounds of 72 each he won the tournament with a gross score of 144, against P. Gaudin's two 74's.

THE MANCHESTER OPEN TOURNAMENT.

The 1st tee on the Manchester Club course, Old Trafford, showing the club-house, formerly the residence of Sir H. de Trafford.

The St. Michael's Golf Club, Leuchars, in Fifeshire, held a "Mercat Faire" last week in the grounds of Earlshall, placed at the disposal of the club by Mr. R. Mackenzie. The object was to raise funds for the new golf course, and the bazaar was held in the open air. Sir Coutts Lindsay took the leading part in the opening ceremony. In his address he said that "Golf was one of the greatest conquerors he knew. It was all over America, and in England it kept its place with cricket, which was saying a great deal. He remembered when there were only two links in Middlesex. At Wimbledon the Scotsmen and the few Englishmen who took up the game were considered crazy, and when they went over the Common they were regarded as harmless madmen. All that was changed now, and golf was at the present time quite as much in the ascendency in England as in Scotland. The other day he was at Naples, and when he went to Sorrento, about thirty miles away, he found there was a golf club. When the members discovered he came from Fife he received the greatest deference." A procession was then formed, headed by the herald and a bugler, then the Mars pipers, the conveners of stalls and their assistants, Sir Coutts Lindsay and Mr. Mackenzie, and the officials, the general public bringing up the rear. They marched through the house gate up to the North Port, where Mrs. Mackenzie handed Sir Coutts Lindsay a key, with which he opened the gate, and the whole company entered. After the bugler had sounded for silence, the herald read the proclamation. It began, "Oyez, oyez, oyez," and then went on to explain "the gouvernance of the mercat." Sir Coutts Lindsay then declared the fair open. The lady stall-holders were picturesquely attired in the quaint dress of the period of Mary Queen of Scots.



THE TOURNAMENT AT MANCHESTER.

The officials who had the supervision of the arrangements in despatching players and checking scores in the recent open tournament at Manchester won by Herd.

* * *

Mr. A. T. W. McCaul, of the Hanger Hill Golf Club, has invented a patent clothes clip for the bathing tent. Struck by the fact that the seaside bathing tent has one great disadvantage, namely, the bather has nowhere to put clothes except on the sand—hence sand in the pockets, sand in the watch, sand in everything—Mr. McCaul has invented a neat brass clip with four clothes hooks. It can be instantly attached and detached, and firmly clips the tent pole, while it is handy enough



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# *On the Links.*

GOLF AT HANGER HILL.
Mrs. Biddell, who did the best medal round of 90 in the Ladies' Open Meeting.

to be carried in the pocket. At the price of 1s. 6d. the clip can be obtained from Piggott Brothers and Co., Bishopsgate Street Without, E.C.

## "SO SIMPLE!"

By DR. MACNAMARA, M.P.

THE three eternal and elemental principles are of course: (1) Eye on the ball; (2) Slow back; and (3) Don't press. But there are others. And to some of these I have attained by much tribulation some daintily embroidered language and many hours of patient industry. Let me set down a few.

There is first of all the right leg. Your eye *is* on the ball; you *do* go back slowly; and you certainly do *no* press. Every movement is a slow pace cinematographic picture according to the latest Beldam plates in every detail. And yet the ball is hopelessly duffed. Like King Gama you really can't tell why! You are standing too near the ball! Good. You take up your stance a little more remote. Result: The ball flies off the toe, sliced away to the half-right. You alter the stance again and come nearer this time. Holy wars! You have ruined a brand-new teeing ground by cutting up a lump of turf big enough to be the first sod cut at the opening of a new railroad. You are tortured by this tantalising thing which has so mysteriously fallen upon you. You seek frantically to diagnose the cause of this blighting ineptitude and get more tied up every time. And yet so simple! *You are bending the right knee!* So simple!

GOLF AT HANGER HILL.
Mrs. Gilbey, second in the Ladies' Open Meeting, with a score of 92.

GOLF AT HANGER HILL.
Mrs. Bawcomb, who did a medal round of 95 at the Ladies' Open Meeting.

* * *

Thank heaven, you have put *that* right once for all. No more bending the right knee. All goes as smoothly as a several-thousand-guinea landaulette *de luxe*. When, falling upon you as a dread dispensation from the unknown, there come again all the old horrible symptoms. Not the right knee *this* time. You are watching that with menacing ferocity. You shift your stance nearer. You shift it further back. You change your club. You tee the ball lower. You shorten the swing: you shorten the grip. Unhappy ruin that you are; it has come upon you again from a new source, and cannot this time be diagnosed. And yet so simple! *You are dropping the right shoulder!* So simple!

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HANGER HILL GOLF CLUB'S LADIES' OPEN COMPETITION.
The putting competition on the lawn in front of the club-house.



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# *On the Links.*

Happy days! All has been going swimmingly for weeks; when, without warning of any kind, up flies your ball from the tee right up the slope of the hurricane of wind that is against you, and back it comes some yards from the spot from which it commenced its mad career. What in the name of the giver of all good things is the matter with Ada *now?* You tee lower. You turn the driver's face downwards. You bring the feet nearer together. You shorten the swing. Of not the slightest avail. Every time up goes the ball from the tee—a fine line, as someone has cynically said, if the hole were in the skies! You are tortured again; and the more you seek to unravel the mystery the worse things get. You feel abject. Self-contempt assumes proportions that are alarming. What right has such a worm as you to be a free and enlightened elector, a ratepayer, a taxpayer, a churchwarden, and the father of a family. And yet, so simple! *You are standing too far behin't the ball!* So simple!

* * *

Irritating! Please think of something far more unqualified than that. You are using the little light mashie with artistic delicacy and with patient care. You are gripping the club absolutely according to the book. Your eye is on the ball with grim and unshaken determination. And yet! And yet! What is this deadly plague that is driving you mad? There is the bunker ten paces ahead. There is the putting green immediately beyond with the pin-flag fluttering gaily in the gentle breeze. You walk up to the ball to give it that dainty little wrist flick that is to drop it sweetly over the bunker, and to send it hopping along until it slows down six inches from the pin. Instead of which—a remark which, as we are so frequently reminded nowadays, once fell from the magistrate's lips—what is happening? The ball is shooting out to the right in the most eccentric fashion. Instead of vaulting the bunker and tripping doucely to the pin it has ignominiously hobbled into the jungle growth of tall thick grass on the right. Of course you pick up. The hole is lost. You contemplate the situation askance. By and by the caddie calls your attention to a splash of white paint on the steel part of the shaft of the club. Ministers of Grace! You are "socketting"! You understand. *You are standing too near the ball!* So simple!

* * *

You try a couple of inches further back. Scissors! The ball is now sliced hopelessly into the right-hand corner of the bunker in front. No! that can't be it. You come nearer. Sémiramide! What has Old England done to deserve this? You have cut viciously into her fair face in the most unprovoked and dastardly way. As the hymnal companion says:

"We plough the fields and scatter."

You try it all over and over again. And yet every time you take up the original stance and deliver the correct mashie wrist flick, Great Cryptoconchoid! away goes the ball socketted to the right, and there is another splash of white at the bottom of the club shaft. Is there *no* one to explain this weird, this dreadful phenomenon? For Sir Gilbert Parker to see Sir Carne Rasch when he wasn't there is easy enough. But what about *this?* And yet so simple! *You are bringing the body round in front of the club!* So simple!

* * *

No! Into the hole they *won't* go. The fifteen-inch putt trickles confidently up to the hole, looks in, and runs round the lip! Is the hole bewitched? Is it dodging to the right and left as the ball comes up to its mouth? Is the movement of the earth on its axis the explanation? The moon has her influence upon tides. Why should not earth's revolution affect the putt? Really the hole, when the ball reaches it, is not precisely where it was when the ball started on its journey. "The earth revolves on its axis once in twenty-four hours." For years I taught this simple and convincing legend to the engaging schoolboy. But never till I became a golfer and found myself with a putt of thirteen inches from the hole did I completely realise the truth of the statement. And with the knowledge of the earth's gyration conspicuously in your mind, how *can* you putt? If you putt in the most deadly fashion clean to the middle of the back of the hole, where are you? Of course, before the ball gets there the hole has moved on a shade to the west, and the ball runs round the eastward lip! You allow for this. The putt runs round the other lip! Why? Because scientifically and seismographically speaking the movement of the earth is jerky. And just as you putted it was resting *reculer pour mieux sauter!* You had not thought of all this. *And yet so simple!* So simple!

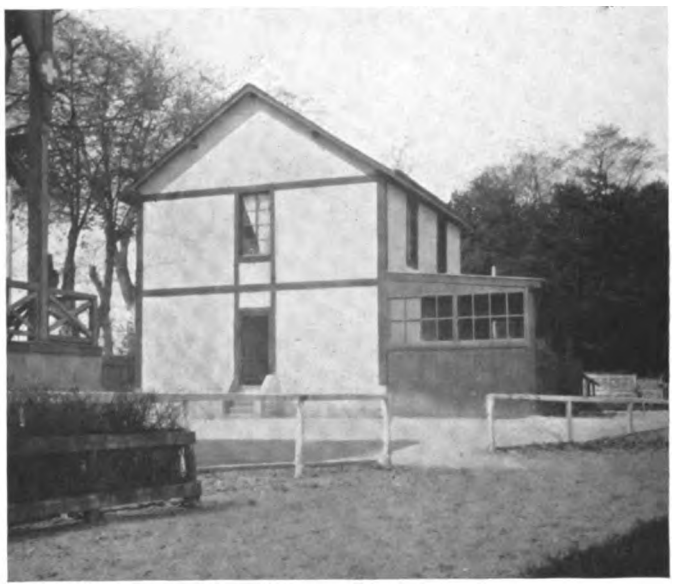
* * *

And having now deliberately become facetious (I began *most* seriously), let me end up with a really new story. A very pompous, very self-sufficient, and very bad golfer was once playing over an Irish course. He had as his caddie a battered old Irish peasant, with a very knowing twinkle in the corner of his eye. After each stroke—and each

"Whate'er she does, where'er her steps she bends,
Grace on each action silently attends."

MISS DOROTHY BARKER

Of the Home Park, Surbiton, driving from the 13th tee.



GOLF AT GENEVA.

The club-house—comfortable, but not elegant.

A. H. Robinson.

A PANORAMIC VIEW OF SHERINGHAM.

**This photograph gives a good idea of this picturesque Norfolk watering-place, with a view of the 1st tee on the links there.**



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# *On the Links.*

## MIDLAND COUNTIES LADIES' TOURNAMENT.

This tournament took place at Nottingham on May 16 and 17. On the first day teams of three played for the Club Championship, Worcestershire winning with an aggregate score of 276. The Stroke Competition of thirty-six holes was won by Miss Bryan (Minchinhampton) with 175. (1) The Notts club-house at Hollinwell, where the matches were played. (2) Mrs. Huntley putting. (3) A fine tee shot (4) Miss Bright putting at the home hole. (5) Mrs. Huntley playing an approach shot. (6) Mrs. Blakesley gets well out of a bunker. (7) Miss Hancock playing a brassie shot.



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# On the Links.

stroke was cruel hard on the green turf of Ould Oireland—the vain-glorious one said to his caddie in the most lordly fashion, "Replace the turf, Caddie!" Quietly and patiently the caddie went through the performance, thinking volumes and saying nothing at all until the eighteenth was reached. Then, as the last duffed shot stumbled its way to the putting green, and "Replace the turf, Caddie!" rang in his ears for the last time, he turned with a look of ineffable scorn upon his august employer and said, "Arrah, is it replacing the turf you'll be bidding me to do? By the holy fly, *it'll be returfing the place we'll be all doing when you're gone!*"

## GOLF AT GENEVA.

I PLAYED on these links under disadvantageous conditions. The grass was long, the greens were rough, and the lies were bad; but I believe all this is somewhat improved later in the season; in fact, I believe they are not supposed to be ready for play until May 15. The links are situated in the grounds of the Parc des Sports at Charmilles, some two miles out. Here also are the race-course, some tennis courts, football grounds, running tracks, etc. In the distance, too, one can see the snow-covered caps of the neighbouring peaks and ridges.

The course is a nine-hole one; all the holes are short, the longest being 285-yds., so that one gets no brassie play here. The bunkers are both natural and artificial, the latter being sand bunkers and hurdle bunkers. The club-house is small, though convenient, and the links are used exclusively by English and American players, as the Swiss, like the French, have not yet taken to the game. H. M.

* * *

Writing of golf at Geneva, whose links are illustrated in this week's pages, another correspondent states: "Altogether I am afraid that I have no good word to say for the links at Geneva, except that if one spent much time in that delightful city they would be better than no links at all. I send you a few illustrations, but the course does not lend itself to good snap-shots."

## *Correspondence.*

### THE PROFESSIONAL FOURSOME MATCH.

TO THE EDITOR OF "THE KING."

SIR,—There is a delicious affectation of the way in which golfing homage should be paid to Scottish courses in a recent contribution of the golfing correspondent of the *Scotsman* with reference to the forthcoming professional foursome. This writer raises his eyebrows and writes: "Some surprise was occasioned"—he means "created," of course—"in Scottish golfing circles last week when the announcement was made that three courses in England and only one in Scotland had been selected for the big match for £200 a side between Taylor and Vardon, and Braid and Herd." Then, after admitting that those who paid the piper had a right to call the tune, he proceeds to argue that, as at present arranged, three courses in England and only one in Scotland "would not be accepted as final in the event of Taylor and Vardon winning. . . . It would be well for all concerned to guard against the possibility of this by sticking to the original conditions of two Scottish and two English greens."

Observe the position assumed here. The £400 for the match are being subscribed by two members of English golf clubs. Scottish golfers have not a creashy pound note in it, and it is unlikely that they will ever subscribe a penny of the amount. But while risking not even the proverbial "saxpence," they have the hardihood to contend that half of the match should be played over their greens in order to provide a golfing holiday for them at someone else's expense. Some of us might be disposed to call this a piece of Scottish humour, but it verges on the border-line of impudence.

If Taylor and Vardon win, let St. Andrews, Troon, Prestwick, and Carnoustie raise £500 among them and issue a challenge on behalf of their Scottish professionals. They will then have a just claim to share in the greens. But as the match at present stands, and considering that English golfers are the main supporters of professional golf, I hope the promoters of the foursome will rigidly stick to their arrangement of having the match played over three English greens at least. Personally, I should hope they would not go to Scotland at all, until Scottish golfers show that they are willing to risk a little money in backing their champions. When they take this rash step they will have a claim to be heard and listened to favourably in the sense conveyed by the writer in the *Scotsman*.—I am, Sir, etc., J. B. TALFOURD.

THE GENEVA LINKS.
A view of the 1st green and general character of the course.

## *FIXTURES.*

July 29-31.—Lytham and St. Anne's, Summer Meeting.
July 31.—Irish Open Amateur Championship, at Dollymount.
August 1.—Royal and Ancient St. Andrews, Calcutta Cup.
August 2.—Professional Tournament for £100, at Deal.
August 3.—Hunstanton, Foursome Competition.
August 4.—Royal West Norfolk, Summer Meeting.
August 4.—Seaford, Summer Meeting.
August 5.—Felixstowe, Summer Meeting.
August 5.—Frinton, Summer Meeting.
August 5.—Hythe, Summer Meeting.
August 5.—Ipswich, Wood Cup.
August 5.—Royal Ashdown Forest, August Meeting.
August 5.—Royal Portrush, August Meeting.
August 5.—Rye, Monthly Medal.
August 5-7.—Rochester, Royal Marine Challenge Shield.
August 7.—Bushey Hall, Bank Holiday Competition.
August 7.—Hanger Hill, Bank Holiday Competition.
August 7.—Hunstanton, Residents' Cup.
August 7.—West Cornwall, Ladies' Summer Meeting.
August 7.—Royal Liverpool, Summer Meeting.
August 7.—Royal Isle of Wight, Summer Meeting.
August 7.—Buxton and High Peak, August Meeting.
August 7-8.—Littlehampton, Open Summer Meeting.
August 7-8.—Dieppe, Prix de Dieppe.
August 8.—Enfield, Ladies' Summer Meeting.
August 9-11.—Newquay, Atlantic Challenge Cup.
August 10.—Sheringham, Summer Meeting.
August 12.—Hanger Hill, Medal.

THE GENEVA LINKS.
A view of the 6th green and the villas beyond.

GOLF AT GENEVA.
The 4th green, with bunker, and part of the course in the background.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. LIII.—Mr. Henry Broadhurst, Liberal Member for Leicester.**

EVER since the first Reform Bill passed into law, and put an end once and for all to such fierce political contests as that of 1826, which lasted for ten entire days, the Leicesterians have, as a rule, selected their members from the Liberal ranks. When Mr. J. A. Picton and Sir James Whitehead retired eleven years ago, their choice fell on that stalwart Radical, Henry Broadhurst, who headed the poll by nearly 2,000 votes, and has maintained that position against all comers ever since, although the khaki wave of 1900 gave him a Tory instead of a Liberal *confrère*. Henry Broadhurst, who bears the weight of his sixty years more lightly and more cheerily than most men, may be fairly described as the *doyen* of the class of members in the British Parliament popularly described as "Labour" champions. Twenty years ago he inhabited a comfortable suburban dwelling on Brixton Rise. In those days he had not attained the supreme dignity of the Under-Secretaryship which came to him shortly afterwards. In 1885 his certificate of membership of the Friendly Society of Stonemasons occupied a place of honour amongst his household gods, along with a basket of disused tools, a present of cutlery from the Trades' Council at Sheffield, a picture of one of the great protest meetings in Hyde Park, a tobacco jar of blue jasper, sent him by his old constituents in the Potteries, and a large photograph, inscribed "To Henry Broadhurst, from Lord Carrington. Whitehall, July 1, 1884." At that epoch of his career Mr. Broadhurst had still leisure to learn lessons in *la haute politique* from the pages of the *Fortnightly Review*, and smoked the pipe of peace while mastering the contents of the *Methodist Times*, and going through his correspondence as secretary of the Trades Union Parliamentary Committee. In 1905 the *lares et penates* of the senior member for Leicester are to be found in one of the pleasantest houses at Cromer, where he breathes the best air in Eastern England, did yeoman service in founding the golf links, and is a near neighbour of King Edward VII., whom he used to meet very frequently nearly a quarter of a century ago, when they were fellow-members of the Royal Commission on the Better Housing of the Poor. In aristocratic Norfolk honours galore have descended on the head of Henry Broadhurst; but history is silent on the subject of a visit to Sandringham. It stands on record, however, that one such "command" was respectfully declined on the ground of the non-possession of a dress suit; but that was in the salad days of the early eighties, when the unorthodox black billy-cock hat, the tool basket, and the stonemason's certificate were still to the fore. At the present moment he is a J.P. and Alderman for the county which gave England Nelson, and is still famous for its dumplings, its turkeys, and its mustard. He is, moreover, a Poor Law Guardian of the Erpingham Union, and Vice-chairman of the Cromer Urban District Council.

Just five-and-sixty years ago a fourth son was born to Thomas Broadhurst, stonemason, of Littlemore, Oxfordshire, and Sarah his wife. In due course he received the name of Henry, and learned his letters in the village where his forbears had been workers in stone for generations. "We lived in a cottage," said the ex-Under-Secretary of State for Home Affairs, while still representing the Bordesley Division of Birmingham at Westminster, "with a quarter of an acre of ground round it, where my father used to work in the evening and produce fruit, flowers, and vegetables, which I sold on a stall in Oxford Market. I only went to school irregularly, and at the age of fourteen took to masonry, in accordance with the custom of the trade. I got a grown man's wages three years later, and married when I was twenty. In my time I have tramped some thousands of miles in search of employment; I have walked fifty miles on sixpence, and have enjoyed the threepenny bed which the relief afforded by the Stonemasons' Union secured me. I helped to build the new Foreign Office at eightpence-halfpenny an hour, and I worked at the Clock Tower of the Houses of Parliament, at Burlington House, and the new buildings in Mayfair. In 1872 a trade dispute occurred, and this brought me to the fore. Three years later I was elected to the secretaryship of the Trades Union Congress, and my name soon became known in the workmen's world, and I turned my attention to politics. I failed once at High Wycombe, but I beat the Conservative candidate in the Potteries in 1880 by a large majority. I have worked hard ever since, and when the debate is especially dull I walk on the Terrace by the Thames, and look at the outline of the great hospital over the water, where I laboured as a journeyman. I do not think my brother workmen have cause to regret their choice. Since I have been at Westminster the Factory and Workshops Amendment Bill, the Canal Boat Bill, and the Franchise Bill have all passed into law; working men have become magistrates for the first time in Manchester, Accrington, and Bolton, and have been appointed to inspectorships of mines and factories. The newly-created inspectorship of canals was offered to me, but I preferred to retain my present appointment. My Leasehold Enfranchisement Bill was rejected, but its principle is now endorsed by a majority of the Royal Commission on the Housing of the Poor. I think I may also claim a little credit for the Bankruptcy Act of 1883, and the Patents Act of the same year. I am personally a Nonconformist, and an out-and-out disestablisher and disendower. Hereditary legislative power should be abolished. I believe firmly in the necessity of free education, and it might well be assisted by some of the revenues of the Church, and the application of many educational funds which have been diverted from their original use. I would, of course, do away with entail and primogeniture, and increase as much as possible the number of the owners of the soil. This is the programme which has found favour with the electors of the Bordesley Divison of Birmingham, who have returned me to Parliament as their member. No great number of wage-earners can seek Parliamentary election till the members are paid for their services. Almost my sole source of income is the two hundred pounds a year I receive as Secretary of the Trades Union Committee, and on this we manage to live."

*J. W. Heawood, Leicester.*

ABBEY PARK, LEICESTER.

A tranquil spot in the busy Midland town.

Possibly Mr. Broadhurst's worldly position has improved since. In any case, at Cromer he is now able to enjoy the society of such men as Lord Suffield, Lord Battersea, Sir George Lewis, and Mr. Ben Davies, and play golf to his heart's content. His latest speeches both in and out of Parliament, however, show that he remains steadfast to the political creed he professed when he was the pioneer of Labour representation in the British Parliament in the early eighties of the last century, when he represented Stoke-upon-Trent.



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# The Parisians of Paris.

## KNIGHTS OF THE WHIP.

THE Paris cabmen, that eccentric body, are a library of life, a queer library, full of weird stories which nobody ever read; for these living volumes do not divulge their secrets, and have good reason not to do so. The corporation of Jehus does not exclusively consist of men whom fate intended to be born and die cab-drivers. We find among them elements of a different kind: men dropped off the social ladder, outcasts, unfortunate wretches come to grief through their own fault, or possibly through that of others; cashiered officers, bankrupt merchants, doctors, barristers, broken-down actors—a motley crowd. The lady on her way to the Bon-Marché little thinks that the man on the box has attended her receptions as an honoured guest; the officer does not recognise in his driver a former mess-mate; nor will it strike Mme. Sarah Bernhardt that the individual into whose dirty hand she puts a *pourb ire* was once a member of her company. I know of one, a talented musician, a second prize at the Conservatoire, and afterwards first violin at the opera, who now holds the whip between his shaking fingers. He was, and, no doubt, still is, a worshipper of the "Green Fairy"—as the absinthe bottle is poetically called—and she ruined him. Another, a former professor at one of the big public colleges, when he has absorbed more than his average allowance, discloses his identity by addressing his fare in Latin. Once he even startled an old English lady by stopping her cab, and treating her to a scene from "Hamlet." And then there is the venerable poet, a man of great literary ability, once a brilliant journalist. If he is fortunate enough to drive a young couple on pleasure bent, he surprises them with some prettily-turned impromptu verses, which, of course, secure him an extra franc, of which the nearest wine-shop has the benefit.

The reason why these fallen stars have joined the driving brotherhood is not far to seek. It is the only profession here that requires little or no apprenticeship, for our ædiles grant licences to men who do not possess the elementary principles of driving. Hence the extraordinary mishaps we witness daily in the Paris streets.

But the bulk of the cabmen, whence do they come? They hail from the provinces, chiefly from Auvergne, with a fair sprinkling of Savoyards. The Parisian does not care for that kind of work—he finds it too dull; but to the peasant from Saint-Flour it has a wonderful attraction. He has become tired of his homely fare of bacon and potatoes, and has visions of enormous portions of *bœuf aux choux* consumed in a comfortable and warm corner of the wine-shop, or, in summer, outside on the pavement. When the young countryman arrives in Paris he goes straight to the "Cabmen Academy" in the Avenue de Ségur. He pays forty francs, for which sum a professor takes him in hand. His education lasts about a month. According to the professors of that wonderful establishment a thorough knowledge of the topography of Paris is the all-important thing. The art of driving is considered a trifling detail. During the first fortnight the neophyte is sent every day on fourteen different expeditions, and these itineraries are arranged so as not to leave any part of the capital unexplored. The pupil starts off, on foot, his hands in his pockets, down a long thoroughfare—say the Rue de Rivoli—and he must remember every street, big or small, leading out of it. On his return to the academy he recites his lesson, and if he makes mistakes he has once more to cover the same ground. These yokels appear to be gifted with a marvellous memory; but this is attributed to the fact that the countryman's brain, never overtaxed, is much fresher and more receptive than the muddled head of the townsman. A fortnight later the candidate knows Paris by heart, and is then initiated into the mysteries of driving, harnessing, grooming his horse, etc., and with his licence in his pocket is let loose on the capital. But the subtleties of the profession are not acquired at once. He has yet to find out the best spot to fish for customers, and to dodge the eagle eye of the police when he loiters.

After six months' practice the new cabman has attained a high standard of perfection. He cannot manage his horse—and never will—but he has acquired a beautiful flow of language, and can abuse a colleague or his fare for five minutes, without stopping or once repeating himself. He has knocked down a few old ladies, run over numberless dogs, and has invented some new and unprintable epithets for his pet aversion, the motor-car. At the end of these six months, too, he has been called so many names that he has become proof against every kind of insult. And yet there is a weak spot in his armour. There is one word that will rouse him to anger, and that word is "Collignon." Some fifty years ago a cabman of that name committed a murder; and when the Paris street Arab wants to flick cabby he calls out "Collignon!"—always taking care to indulge in this badinage when beyond the reach of the whip. The *cocher de fiacre*, aggressive, loud in his talk, ever grumbling, has an instinctive horror of fighting, and never uses his fists. He relies on his tongue and on his wonderful imagination to find new names for his opponents, even for his horse, on whom he practises daily his ever-increasing vocabulary. But there is one moment in the day when the *cocher* is at peace with the world; and that is when the hour of his midday meal has struck. You are in search of a cab, and discover several outside a wine-shop, but no trace of the drivers. A youth in a white apron is serving some customers outside, and you politely enquire after the *cocher* of the first cab. "Monsieur is at dinner, inside," is the reply. You look in, and see not only Monsieur, but other messieurs, with glazed hats, red waistcoats, their coats off—etiquette demands this—enjoying their meal. If you are indiscreet enough to call one of them, Monsieur will first wink at you, then solemnly raise his glass, drink your health, and continue his meal. Gentlemen's coachmen, as well as those of hired broughams, belong altogether to a different class. They are experienced men, capital drivers, but held in lofty contempt by the *cocher de fiacre*. The latter has even invented for them a rather funny name, but which, like the rest of his vocabulary, is unfit for publication.

FRANCES KEYZER.

AN OMNIBUS-DRIVER.

A HIRED BROUGHAM.

ON THE CAB-RANK.

(*From photographs by Géniaux, Paris.*)



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# PARISIAN PLAYERS.

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MLLE. CARMEN DE VILLERS

The popular actress at the Parisiana.

*(From a photograph by Reutlinger.)*



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# Under the Burgee.

WE are now practically halfway through the season, but in accordance with the custom of former years, the most interesting fixtures have yet to come, and when in the course of another fortnight the racing fleets are assembled on the Solent, the keen edge of the interest will not have diminished to any perceptible degree as the result of the two months' racing that have already taken place. Even the racing in the 52 ft. class will be followed with renewed interest, notwithstanding the fact that the quartette of boats of which it is composed have been in company ever since the beginning of the season.

Owing to the several mishaps which have occurred in the class, it is difficult even at this period of the year to form any definite opinion of the relative merits of the respective boats If, however, all have found their proper trim by Cowes Week, and gear stands, a quite different aspect may be put on the racing. It would be merely last year's history repeating itself. It was at Cowes that Maymon commenced her victorious career. She had been carefully nursed by her skipper (Bevis) during the earlier part of the season. By the time the Solent regattas came round, her best all-round form had been ascertained; she proved invincible, and practically swept the board of prizes for the remainder of the season.

The mishaps that have occurred to the American boat must have proved most vexatious to her owner, Mrs. Turner Farley, more particularly since she proved herself to be an undoubted flier when she first appeared with her hollow sticks on the Thames.

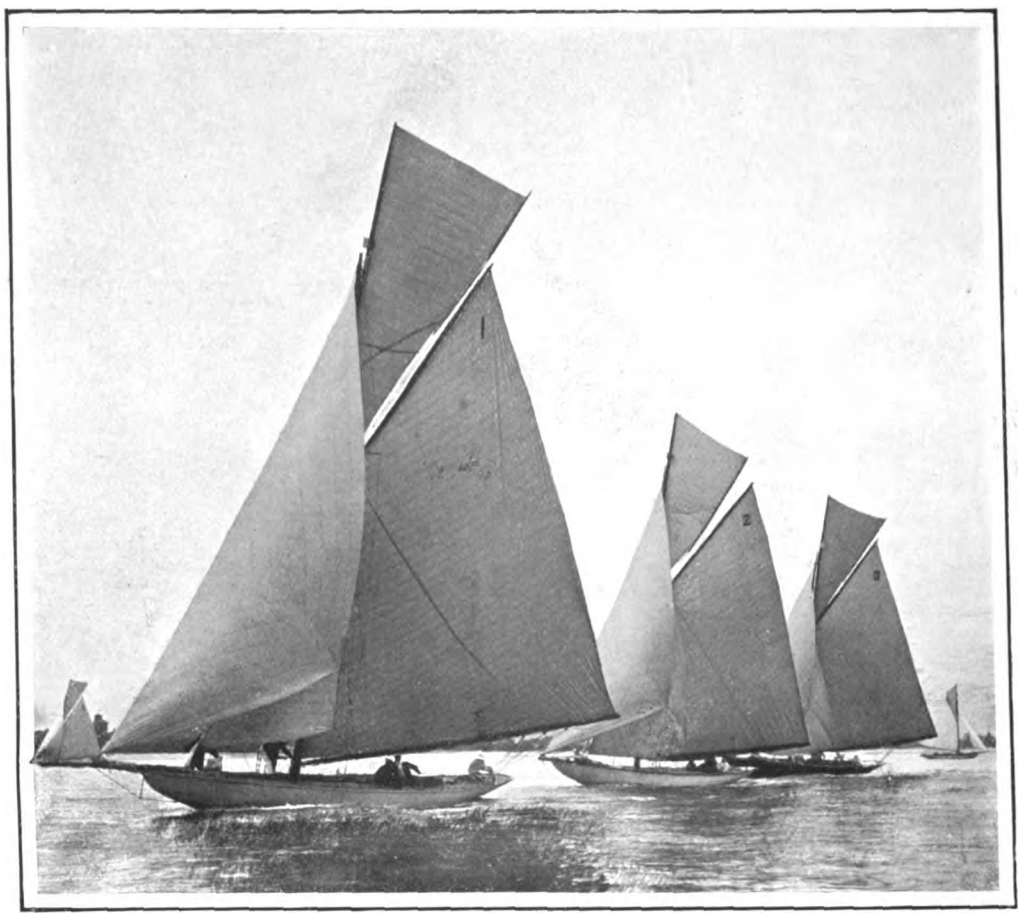
Wonderfully little has been heard in this country of the Kiel and Baltic Regattas this year, notwithstanding that they were, without doubt, some of the most successful and most pleasant which have ever taken place in German waters. The whole fortnight was a purely yachting festival, with an absence of that Naval pomp and ceremony which have in some former years been prominent features of the week's programme in Kiel Harbour. Favoured with fine weather and good breezes, the racing was excellent, if not actually the most interesting that has taken place in Europe this year so far; and yet it has undoubtedly been given the cold shoulder in this country, and this despite the fact that the finest racing yachts in Europe to-day are those owned by German yachtsmen, and the presence of which at our own regattas would considerably enhance the interest of the racing in home waters.

With the sport by no means too flourishing in our own country, one cannot help wondering if it is expedient to attempt to ignore such an important series of fixtures; or, on the other hand, if the sport at home is to be revived by thus paying no attention to regattas outside our own waters, why are other Continental fixtures always fostered and encouraged, and, as is the case this year, at the expense of old-established fixtures at home? Belfast, Kingstown, and Plymouth have all been sufferers this season. Possibly, all those yachts which were attracted specially to the Clyde this year, may have returned direct South, and gone on to Ostend; nevertheless, in the old order of things, vessels went from the Clyde to Belfast and then to Kingstown, and the organisation of a special race to carry them past these ports, as well as Plymouth, can hardly be viewed with satisfaction by the suffering clubs.

The Royal Cinque Ports Regatta at Dover in the middle of the month was well favoured in point of entries, being in this respect much more fortunate than the Royal Temple Club, whose week at Ramsgate and Deal immediately preceded it. German-owned boats were in evidence, and three of the principal prizes went to vessels flying the German ensign. Those present were Navahoe, the old Herreshoff 90-footer now owned by Herr G. J. Wätjen; Susanne, the schooner built last year by Fife for Herr O. Huldschinsky; and Thérèse, an old Soper design owned by Herr Felix Simon. All are manned by English crews, and the captains are respectively E. Sycamore, R. Wringe, and Embling. Herr Wätjen won his first prize in English waters on the first day, and in the Dover-Boulogne race, although finishing first, only took second prize, Susanne saving her time by less than two minutes.

The racing at Dover suffered from lack of wind on the first day, and the club's new starting-line is a most awkward one. The arms of the new harbour have now extended, so that the start is made outside, which means that all the jockeying for position takes place in the full swing of a hot tide. Another point, but one that often receives no consideration from sailing committees, is that persons ashore interested in the racing can see very little of it, unless they like to make a toilsome climb up the cliffs. A somewhat remarkable incident happened on the Friday. When Navahoe finished her first round, she could not find the mark-boat. She made enquiries of the crew of the Pier Works lightship as to its whereabouts, receiving for reply a suggestion that she should proceed into harbour. She, however, started off on the second round, after which the missing mark-boat was seen proudly in tow for her position again. The mistake cost the leader several minutes, but fortunately did not affect the result of the race. Such an incident has, of course, its humorous side, though those chiefly interested—owner and skipper of the delayed boat—may fail to see the point of the humour at the moment of the occurrence, and a protest from such mistake would, under the circumstances, have been most unfortunate.

CORINTHIAN.



*West, Southsea.*

A RACE IN THE 36-FT. CLASS.

The leading boat is Edie II., a new yacht owned by Colonel Robins, and built from designs by Mr. A. E. Payne, son of the famous late designer of that name. The second and third boats are, respectively, Falcon, owner Mr. J. A. Leckie, and Ma'oona, owner Mr. Talbot Clifton.

## *REGATTA FIXTURES.*

July 26 to 29.—Plymouth Week.
July 31 and August 1.—Island S.C. Annual Regatta Cowes
August 5.—Royal Southampton Yacht Club.
August 7.—Royal London Yacht Club. Cowes.
August 8-11.—Royal Yacht Squadron. Cowes.
August 12.—Royal Portsmouth Corinthian Yacht Club.
August 15-18.—Royal Victoria Yacht Club. Ryde.
August 19.—Royal Southern Yacht Club.
August 21-22.—Royal Albert Yacht Club. Southsea.



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# YACHTS OF THE YEAR.

*Debenham, Ryde.*

SAIONARA II.

An old 35-footer now racing on the Solent under Mr. G. Cheston's flag in the handicap class for raters formed this year. At a recent regatta at Cowes, she and a competitor, Eve, were piled up on the rocks as the result of a luffing match. Early in the present year, when it was expected that there would be no regular racing, either in the 36-ft. or 30-ft. classes, a class of old raters was formed for racing on handicap terms, in the hope of reviving interest in yachting in the district.



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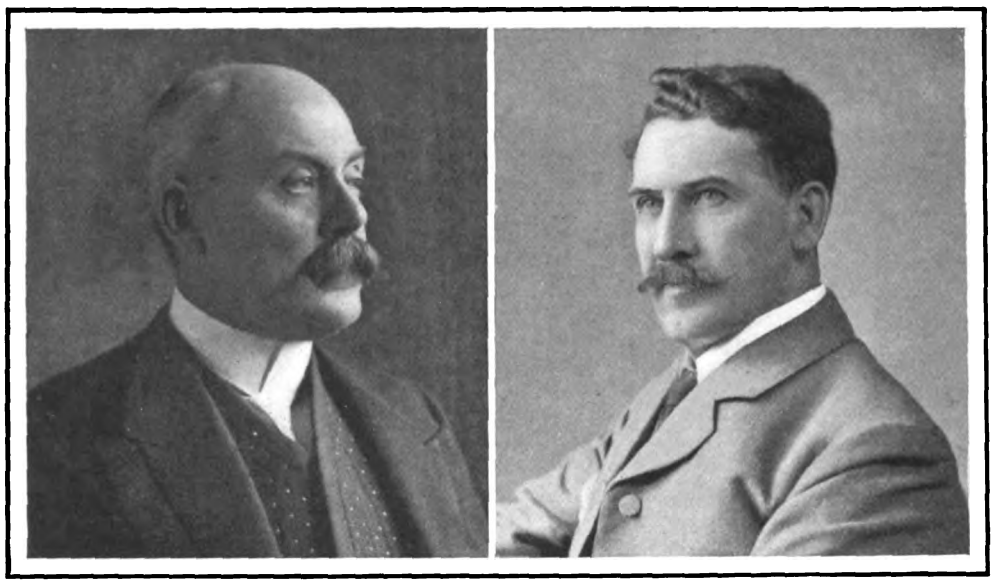
# The British Medical Association.

## THE SEVENTY-THIRD ANNUAL CONGRESS AT LEICESTER.

THE British Medical Association, now rapidly approaching the centenary of its foundation, is, as far as membership is concerned, the most representative organisation of the kind known to exist in any civilised country. It is also the most representative voluntary organisation possessed by any profession in the United Kingdom. The Association enjoys also a highly democratic form of constitution, whereby the rank and file of its members in every district, and in every part of the British Empire, are enabled to take part in determining the administration and policy of the Association. Through the system of small local bodies, called divisions, the members in each district have the means of settling among themselves matters of purely local concern, and can take united action with regard to such matters; through a system of delegation they can also make their opinions and wishes known in the Annual Representative Meeting, which is the ultimate governing body of the Association, having power to make bye-laws, and to give instructions to the central council, which is the executive. At the Annual Representative Meeting any question affecting the government and policy of the Association may be raised either in connection with the annual reports of the council and committees, or upon direct notices of motion by the divisions: and to secure that the divisions shall have a reasonable opportunity of considering such matters, it is required that reports shall have been circulated two months, and motions three months, before the meeting.

The questions so brought up for discussion and decision by this annual parliament of the medical profession naturally cover a very wide range. Taking a few examples from the programme of this week's meeting at Leicester, one finds matters of purely domestic concern, such as the mode of election of new members, the financial relations of the divisions to the parent body, and the publication of reports of the annual meeting. To the large number of questions concerning the interests of the medical profession generally in its relations to the community belong proposals for the reform of Contract Medical Practice, the position of medical men in connection with the Midwives Act, the Public Health Bill, and qualifications and tenure of office of Medical Officers of Health and



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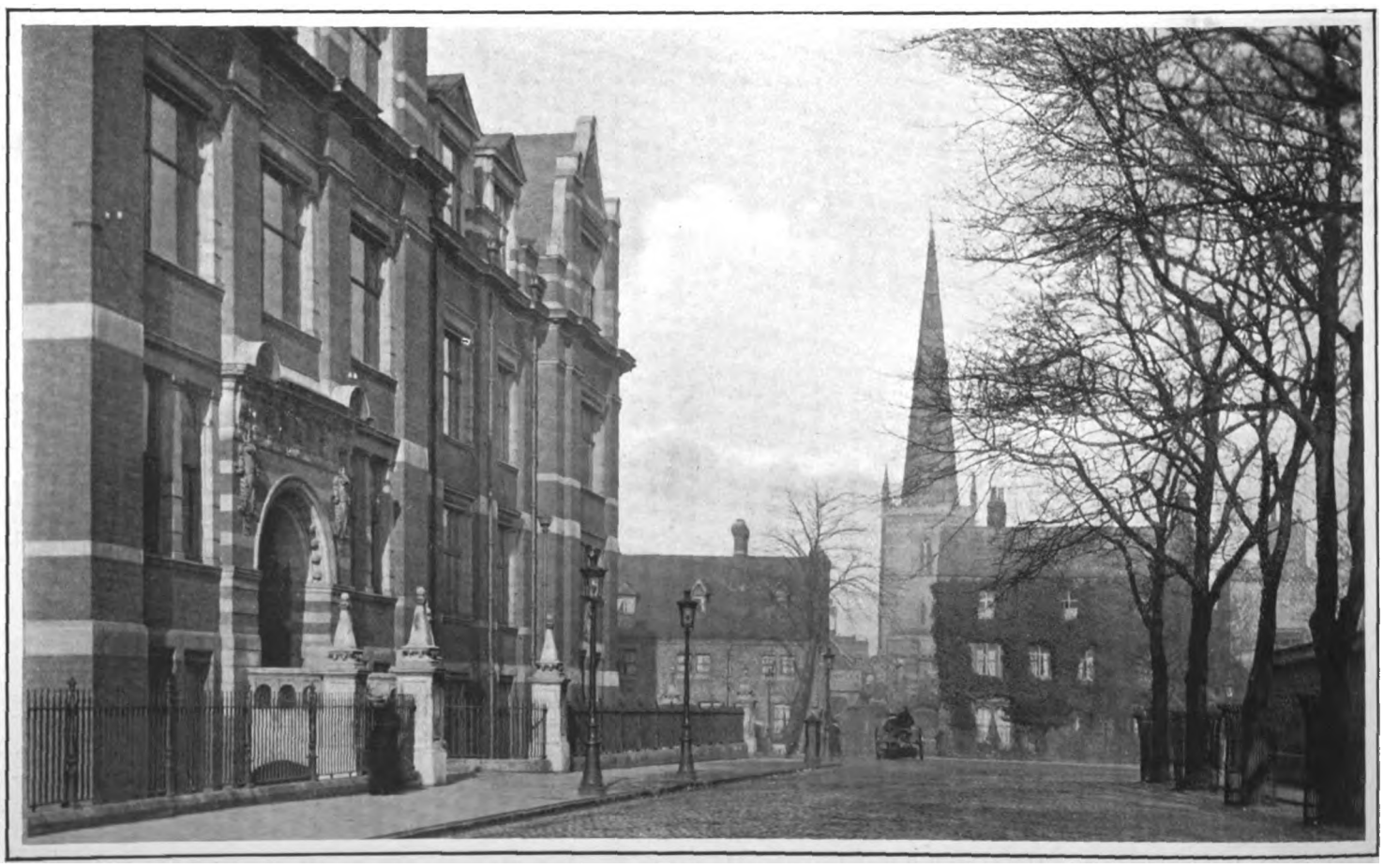
DR. G. C. FRANKLIN, F.R.C.S.
President of the Seventy-third Annual Meeting of the British Medical Association, held at Leicester.

DR. WILLIAM COLLIER, M.D., F.R.C.P.
President of the British Medical Association, and Litchfield Lecturer in Medicine at Oxford.



*J. W. Heawood, Leicester.*

THE LEICESTER TECHNICAL SCHOOL

Which will be utilised for some of the meetings of the Congress. The school is situated in "The Newarke," and in the centre of the picture may be seen St. Mary's Church.



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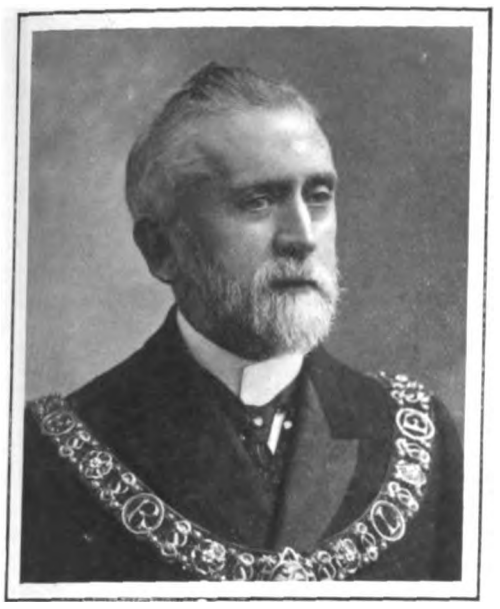
# THE LEICESTER MEDICAL CONGRESS.



*Heawood.*

THE MAYOR OF LEICESTER

Councillor S. Hilton, will receive the members of the Congress of the British Medical Association.

*Russell.*

SIR FRANCIS LAKING, G.C.V.O., M.D.

One of the best known and most popular medical men in England.

*Heawood.*

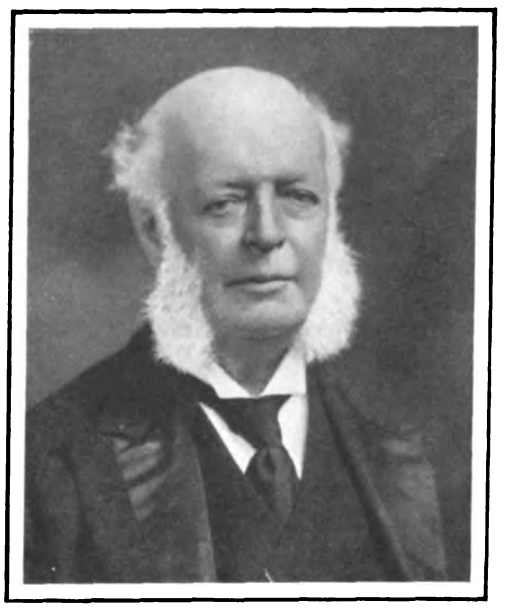
THE MAYORESS OF LEICESTER

Mrs. Hilton, hostess at the reception given by the Mayor in honour of the Leicester Medical Congress.

*Elliott and Fry.*

SIR W. B. FOSTER, M.P., M.D.

One of the Vice Presidents of the British Medical Association.



*Elliott and Fry.*

SIR CONSTANTINE HOLMAN, M.D.

One of the Vice-Presidents of the British Medical Association.

*Heawood.*

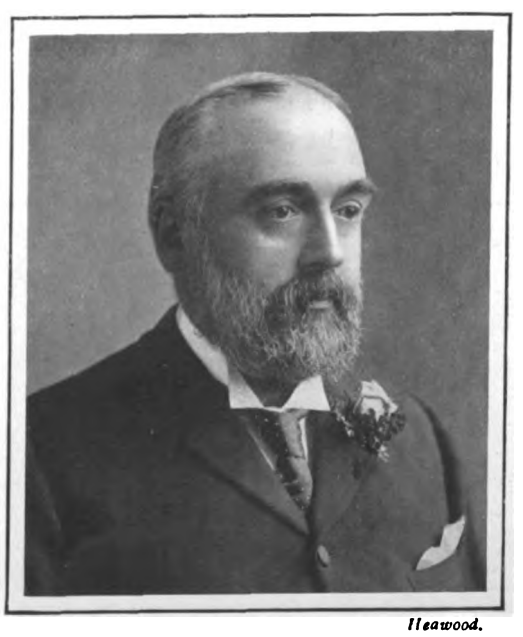
DR. J. COLLEY-BURKITT, M.D.

Vice-President of the Section of Industrial Hygiene and Diseases of Occupation.

*Heawood.*

DR. R. W. WESLEY

One of the Secretaries of the Ophthalmology Section at the Congress.



*Heawood.*

DR. C. F. BRYAN, M.R.C.S.

Hon. Secretary of the Section of Industrial Hygiene at the Congress.

*Heawood.*

DR. M. W. WILLIAMS, M.R.C.S.

One of the Hon. Secretaries of the Obstetric and Gynecological Section at the Congress.



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FOUR FAMOUS DOCTORS OF THE PAST.

(1) Dr. Daniel Turner (1667-1741), a celebrated London physician. (2) Dr. John Fothergill (1712-1780), celebrated botanist and collector, who first recognised the existence of diphtheria. (3) Dr. William Hunter (1718-1783), the great anatomist of the eighteenth century. (4) Dr. William Buchan (1729-1805), author of the once universally read "Domestic Medicine."

Sanitary Inspectors. The British Medical Association never for a moment forgets that it is mainly to the medical profession that the community must look for guidance in such matters, and accordingly the annual meeting will receive reports of action taken, for example, with respect to the scheduling of diseases which, under the Aliens Bill, should be regarded as barriers to admission to this country; increasing efficiency of vaccination; and the proposal to appoint a Royal Commission to investigate our present national administrative machinery for dealing with public health questions, especially as regards the advisability of converting the Local Government Board into an efficient Ministry of Public Health.

The admirable organisation of the British Medical Association is amply illustrated by the carefully edited "Year Book," which contains a lucid exposition of the leading features of the annual Congress many months before it takes place. The British Medical Association may be fairly congratulated on having chosen a locality of such supreme interest as Leicester, both as regards the past and the present, for its annual meeting of 1905. It is manifestly in the fitness of things that the town, which was so often the scene of our national Parliaments, should in this twentieth century witness the assembly of the annual parliament of medicine.

While visiting the ancient landmarks of historic Leicester, the chosen delegates of the healing art may recall the fact that within fifteen years of John o' Gaunt's death the Parliament of these realms assembled in the Grey Friars' Church, and enacted that all public officers should aid in extirpating heresy, on pain of being burnt.

In 1426 was held the "Parliament of Bats," so called because the members came to Leicester armed with *bats* and staves, being forbidden to wear arms. Another Parliament met here in 1450, in consequence of disease being prevalent at Westminster. This was the last Parliament held at Leicester, which can probably claim association with more famous men and women of the past than any other town in the Midlands. In the Middle Ages it was the scene of the achievements of such notable warriors and politicians as Simon de Montfort, John o' Gaunt, Hastings, and Buckingham. Wicliff and Latimer preached here; the good Bishop Beveridge was born at Barrow-on-Soar; Archbishop Laud held the living of Ibstock; Doddridge laboured at Kibworth Harcourt, where, also, Dr. Aikin was born, his sisters, Mrs. Barbauld and Lucy Aikin, being equally famous; Crabbe was rector of Muston, in the vale of Belvoir; Robert Hall, whose eloquence and excellent life have gained the reverend admiration of men of all creeds, was born at Arnsby, and was pastor of a Baptist church at Leicester; Dean Alford was rector at Wymeswold; Chaucer must have been a frequent visiter to Leicester; Beaumont and Fletcher, Herrick, Drayton, Swift, Moore, Wordsworth, Byron, and Macaulay were all more or less identified with Leicestershire; while there is great probability that Shakespeare played in the old Guild Hall. That his fellows and contemporaries did there is no doubt, and the building is one of such extraordinary interest that no member of the Medical Congress should omit seeing it.

Leicester is singularly rich in hospitals, both in the old and new sense of the word, for "hospice," "hostel," and "hospital" were once used almost indiscriminately. The Leicester Infirmary was opened in 1771. An Institution for Trained Nurses flourishes in the Aylestone Road, and a Provident Dispensary in Causeway Lane. A Fever and Smallpox Hospital was erected in 1871, and since 1887 the St. John Ambulance Association has done excellent work. But none of these "modern creations," however useful, can pretend to the historic interest which centres in the venerable Trinity Hospital, erected by Henry, Earl of Lancaster, in 1331, rebuilt by George III. in 1776, and very fully described in the excellent local guide just published.

In 1330, Henry, Earl of Lancaster, obtained a Royal licence "to found a hospital to the honour of God and the blessed Virgin Mary, and to build an oratory and houses for one master and certain chaplains, and for the maintenance of fifty infirm men and five women as their nurses." His son Henry, Duke of Lancaster, enlarged the original foundation, and also obtained from the Pope an exemption from penance for all who should visit the hospital. The chapel is at the east end, and is a quaint and interesting building, with lancet lights, decorated altar, and curious tiles and windows. An alabaster tomb in the north-east corner is supposed to be that of Mary de Bohun, first wife of Henry IV. The establishment now consists of about one hundred almspeople, and of these some forty-three reside in the hospital, the remainder being at their own homes. In the kitchen is shown a very large metal pot or caldron which is said to have belonged to John o' Gaunt. There is also shown Queen Elizabeth's nutmeg-grater. This prodigious grater is enclosed in a box with a sliding lid, which bears the following inscription: "Anno Regni Reginæ Elizabeth Angliæ," also

"Flee idleness and lle wel occupied. 1579."
"Think wel and say wel, but rather do wel."
"This belongeth to he old Ospital in Leicester."

A. M. B.

FOUR FAMOUS ROYAL PHYSICIANS OF THE PAST.

(1) Sir Theodore Mayerne (1573-1655), physician to James I.'s Queen. (2) Dr. William Ramsey (*cir.* 1630-1676), physician to Charles II. (3) Dr. Richard Mead (1673-1754), physician to George II. (4) Sir Henry Halford, M.D. (1766-1844), physician to George IV., William IV., and Queen Victoria.



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# BY SEA AND STREAM.

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LONDON FAVOURITES IN HOLIDAY GARB.

(1) Miss Phyllis Dare, who has taken up the leading lady's part in "The Catch of the Season." (2) Miss Adrienne Augarde, who is playing Blanche Marie in "The Little Michus." (3) Miss Zena Dare, who has just left "Lady Madcap" for a holiday. (4) Miss Mabel Green, who is playing Marie Blanche in "The Little Michus."

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# The Traveller.

## IN SOUTHERN SEAS: A LAND OF SPORT AND SUNSHINE.

SUNSHINE and sport! Yes, that is the keynote of life in New Zealand as you like best to recall it. Those are the memories you bring away with you over "the great seas of Kiwa," as the Maoris call the ocean whose league-long rollers break in foam upon their sandy beaches. Amid the noise and the tumult of London's teeming streets you will find your thoughts wandering back

"By ways familiar, under Southern skies,"

to linger in grateful memory upon dreams of summer seas and snow-clad, shining mountain peaks, and islands rising emerald green from the deep blue waters of some inland lake. To your ear will come again, perhaps, the plaintive murmur of the breeze as it rustles in the raupo, or the bell-bird's liquid note in the deep stillness of the New Zealand bush. Fond memory, one knows, is very prone to idealise the pleasant echoes of the past, and banish those that jar. It is not always summer-time in this imperfect world, and even South Sea paradises have their off days and discomforts incident to travel. Tourists in New Zealand, sad to relate, have been known to get caught in the rain, much to their disgust, just as Antipodean visitors have sometimes, to their astonishment, seen the sun in London. But as I said, the memories of New Zealand that will linger longest in the traveller's mind are fraught with the poetry and the zest of life beneath the Southern Cross.

*Copyright.*

SPORT IN NEW ZEALAND.

Rainbow trout caught in one afternoon's fishing on Lake Rotorua.

A land of sunshine indeed! In some parts of the country winter means nothing more than a rainy month or two, with many days of summer-like brilliance intervening. The writer lived for many years in Auckland, and never once saw a fall of snow. Fogs, too, are almost equally unknown. Further south the weather grows colder, and snow is plentiful enough in winter-time; but the air is clear and bracing. One recalls with pleasure many a midwinter day of glorious sunshine. The New Zealand bush retains its deep green colouring in the winter-time, for all the native trees are evergreen. If it lacks thereby the delicate shades of colour that are the charm of the English spring, nevertheless its towering forest trees, its vastness, its solemn stillness, affect the beholder with a swelling sense of majesty and awe. The crowning glory of New Zealand is the native bush.

I have called it a land of sport, and with the best of reasons. Nature has made it so, and the sporting instincts of the Anglo-Saxon have leapt to meet the opportunities thus given. Few Englishmen seem to realise what deer-stalking and shooting, what trout and sea fishing, what hunting, polo, and yachting life in New Zealand affords. Red-deer thrive splendidly, and experienced stalkers will tell you that the country about Lake Hawea, with its grand and wild mountain scenery, is one of the most perfect deer forests in the world. Partridges have not flourished since they were introduced, but of other game there is an abundance—quail, wild duck, swamp hens, pheasants, and many other kinds. Thanks to Captain Cook there is also wild pig-hunting. The descendants of some of the porkers which the great navigator landed in New Zealand 130 years ago are running wild in the bush to this day, and "pig-sticking" is a popular up-country diversion, especially when "tucker" (food) is beginning to run short. The huntsmen pursue the boar into the bush with knives and dogs, until the animal is brought to bay. It is sport of the rough-and-tumble order, and a vicious old tusker with his back to the rocks can provide all the excitement that is wanted. As for the trout streams of the Colony, the heart of the fisher rejoices when fortune brings him thither. For years past trout ova have been imported by the acclimatisation societies—one society alone has liberated in the last twelve years 5,500,000 of ova and fry—and the rivers and lakes abound with fish. The price of a fishing licence makes them free to all, and if wild and romantic scenery be an additional attraction, you have it to perfection there. Line-fishing is popular on the coast, for New Zealand waters teem with salt-water fish. Excursion steamers often run out to the fishing-grounds on a summer's afternoon, and come back laden

*Copyright.*

A "SMALL" BAG.

New Zealand sportsmen have a wonderful choice of game, quail, wild duck, pheasants, wild pig, and red-deer all flourishing in the marvellous woods and mountain fastnesses of the Wonderland of the World.



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with the spoils of the deep. Sharks and sting-rays are occasionally seen off open beaches, and to "land" a 10-ft. shark is not the easiest or least exciting sport.

The Wellington province abounds in good fishing streams, accessible by rail and coach. For example, by crossing Cook Strait, named after the famous explorer, the angler will find sport of the best kind in the trout streams of Nelson and Marlborough. And even in the remote interior of the Sounds Country, between the great lakes and the West Coast fjords, the angler may ply rod and line along the Clinton River and Lake Ada, surrounded by some of the most magnificent scenery. The fishing season throughout the Colony is from November to April. A licence costs a sovereign, with a reduction for ladies and boys under sixteen.

habitat on the other as far as Arthur's Pass, and patrolling the desolate heads of the chief valleys on both sides of the range. In the North, Ruapehu and Tongariro and the country at the head-waters of the Wanganui and Waipa would suit them well. The most important thing is that, to the hunter, they would be far more accessible than either in the Himalayas or the Rockies. The sport would be everywhere within two days of civilisation, mostly within one; it would be at less altitudes than the tremendous heights of the Himalayan passes; and, consequently, there would, comparatively speaking, be no difficulties of commissariat, and few hardships of mountain travel. In short, in these Southern Alpine regions would be found all the zest of this fine sport without its Indian drawbacks, all the keen enjoyment of the mountain air at a

the New Zealander one of the finest cruising grounds in all the world. Little wonder that he proves a born yachtsman. Golf, too, is fast becoming fashionable in the Colony, and those accustomed to playing the "Royal" game at home will find excellent links in the vicinity of all the principal cities and towns of New Zealand.

English people are too apt to associate with New Zealand a sense of great remoteness. The feeling is perhaps a mental echo of the days of the emigrant ships—days when the early pioneers of Colonial adventure bravely snapped the ties which for generations past had bound their forefathers to the soil of Old England. No doubt the Antipodes seemed worlds away to the men and women aboard the slow-moving ships as they sailed out into the great unknown. But that was fifty years

*Copyright,*

THE NEW ZEALAND RHINE.

**Tea-ati-upoko, on Wanganui River, among the most beautiful and awe-inspiring scenery in the Antipodes.**

The domestic goat, like the domestic pig, has also gone wild in the wilder country of both islands. He, too, gives good sport, his nimble foot and exceeding wariness testing the hunter's mettle to the keenest extent. He should be the precursor of the chamois of Europe, the big-horn of the Rockies, and the Ovis Ammon of the Himalayas, which give the grandest heads in the world, and in pursuit of which the sportsmen of India have often braved the barbaric laws of Thibet, in other words, exile, torture, and death. All these animals would thrive in the upper region of the Southern Alps, from the wild country between the southern lakes and the western sounds to Mount Cook, roaming the ranges between Mount Aspiring and Mount Earnslaw on the one side, and extending their wandering

reasonable and merely bracing cost of physical exertion.

The shooting season lies between March 1 and about May 10, earlier or later, according to circumstances. The licence fees vary from £1 in the Wellington District to £3 in Otago, and the restriction is up to four heads for the season. These restrictions will be relaxed as the deer increase, and as pot-hunters of the various sorts that abound are brought under control.

But the summer pastime to which the young New Zealander takes most naturally, and in which he excels, is yachting. A love of the sea is in his blood. As a child the beach is his playground. He learns to swim and row and fish, and later to sail the white-winged craft that skim about the blue waters of his harbours. In the beautiful Hauraki Gulf Nature has given

ago. Wondrous indeed are the changes since then. Tiny outposts of Empire have grown into thriving cities, and infant Colonies sprung to the full vigour of young and hardy manhood. Steam and the electric telegraph have bridged the estranging seas. All this the home-dweller realises, but for the most part in a dim and hazy kind of way. His interest in the Colonies is spasmodic, and his knowledge of them fragmentary. If he would enlarge his mental horizon, let him seize the opportunity, whenever it is his, to seek out these new lands oversea, for, as the poet says, "things seen are stronger than things heard." And realising that, let him remember it is but a six or seven weeks' journey, by pleasant routes and picturesque, to New Zealand and its wonders.



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# THE SERVICES.

THE Admiralty have again acted up to the wise principle that in regard to certain high appointments tact and administrative ability are more useful qualifications than a war record, however brilliant. Certainly this principle was fully justified by the selection of Vice-Admiral Sir Arthur Fanshawe for the Commander-in-Chiefship on the Australian station, and its application is likely to be equally successful in the case of Admiral Fanshawe's successor. Vice-Admiral Sir Wilmot Hawksworth Fawkes, K.C.V.O., is best known in connection with the Cruiser Squadron, of which he was Rear-Admiral in Command. He has also had command at various times of the Royal yacht "Osborne," and of the "Raleigh," "Mercury," "Terrible," and "Canopus." For two spells he has served as Private Secretary to the First Lord of the Admiralty, and has also acted as Naval Adviser to the Inspector-General of Fortifications. The Admiralty could hardly have nominated for Australia anyone more closely in touch with every form and shape of our Imperial Naval policy than Sir Wilmot Fawkes, who, by the way, gave a most interesting and suggestive address a short time back to the "St. Vincent" boys on the occasion of what is likely to be the last prize distribution on board that training-ship.

THE Army Council has doubtless good reason for its new regulation affecting officers who act as Press correspondents in the field, and who are forbidden henceforth to use their military rank or to describe themselves as military correspondents in their published communications. But one cannot recall any special inconvenience or other objection that has arisen in regard to this rather trivial circumstance. Surely if an officer is allowed to act as a Press correspondent in the field, there is no great harm in his describing himself as what he is. The real question is whether any but retired or Reserve officers should in any circumstances be allowed to act as Press correspondents on a campaign. Of course, it suits some newspapers very well to have correspondents in the field whose expenses are being paid by the public, on the assumption that their energies are being devoted to their military duties. But the system is open to many objections, and the Army Council might have done better to consider it as a whole than merely to introduce such petty restrictions.

THE War Office might well have experienced some difficulty in finding a successor to Colonel Maunsell as Military Attaché at Constantinople. The right kind of Military Attaché is never a bird very easy to capture, for he has to have marked social and personal qualities, in addition to a head screwed on the right way, and in most cases it is desirable for him to be possessed of a decent private income. In the matter of the Constantinople Embassy there is the additional difficulty of the Turkish language, in which not many British officers are at all proficient. Happily, however, exactly the right man was on this occasion available in the person of Colonel Surtees, D.S.O., who only a short time back gave up the command of the 3rd Coldstream Guards. There are few better or more popular officers in the Army than Colonel Surtees, who holds the Staff College certificate, in addition to having served with distinction in three campaigns. He is peculiarly well qualified to become *persona grata* at Constantinople, for he has not only passed as interpreter in Turkish, but actually commanded the Turkish Mounted Infantry of the Egyptian Army in the Nile Expedition of 1884 85.

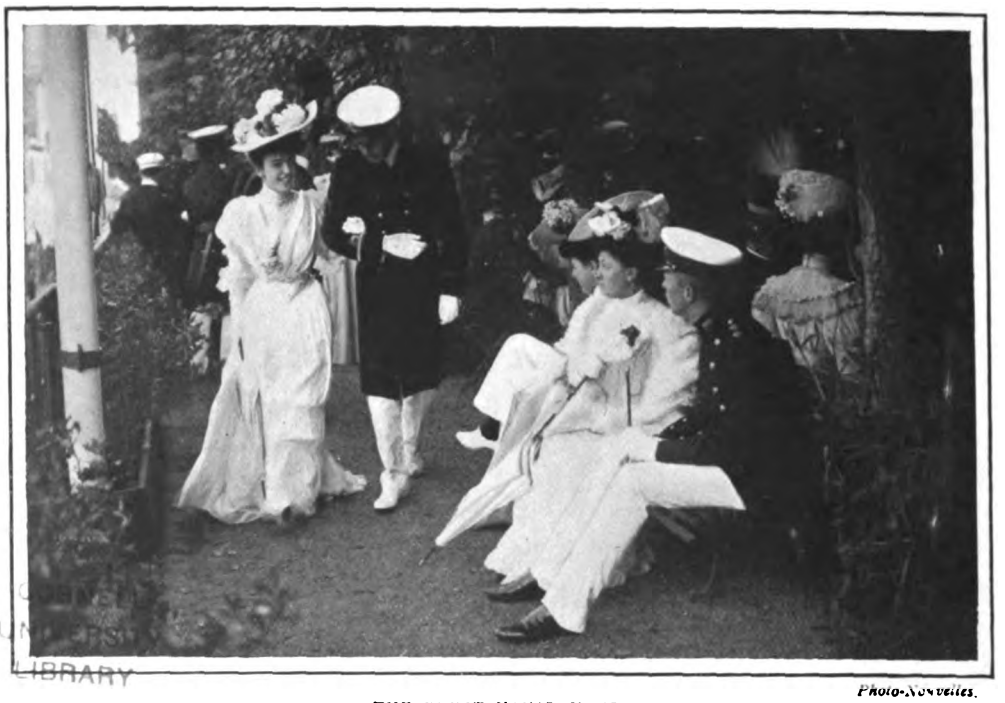

Photo-Nouvelles.

THE BREST NAVAL VISIT.

Many of the acquaintances made during the recent visit of the British Fleet to Brest give promise of developing into firm and lasting friendships.

Photo-Nouvelles.

AT BREST WITH THE FLEET.

Between the officers of the British and French Fleets a spirit of *camaraderie* was rapidly instituted, but the younger officers, at any rate, found a little difficulty in summoning up courage to be on equally friendly terms with the ladies. Once they were acquainted, however, matters progressed very smoothly.

THE unique distinction of having commanded the forces of six different nations in action is enjoyed by Admiral Rainier, who has recently received promotion to Vice-Admiral on the Retired List, for in 1897, when Captain of the "Rodney," he commanded the English, French, Russian, Austrian, and Italian landing parties during the Cretan insurrection, and, having with this very diversified contingent relieved a Turkish garrison inland, he added the latter to his command, and fought a sharp engagement with the insurgents, whom he repulsed. Admiral Rainier also served with distinction on the Somali Coast, in the West Indies, and at Venezuela during the revolution in 1902, the steps he took in regard to this last meeting with the full approval of the Foreign Office. This distinguished officer is descended from the old Huguenot family of Régnier, and, while his father was a clergyman, he is the grandson and great-grandson of well-known sailors. One of his great-grandfathers, Captain T. Harvey of the "Brunswick," was killed at Lord Howe's victory on the Glorious First of June.



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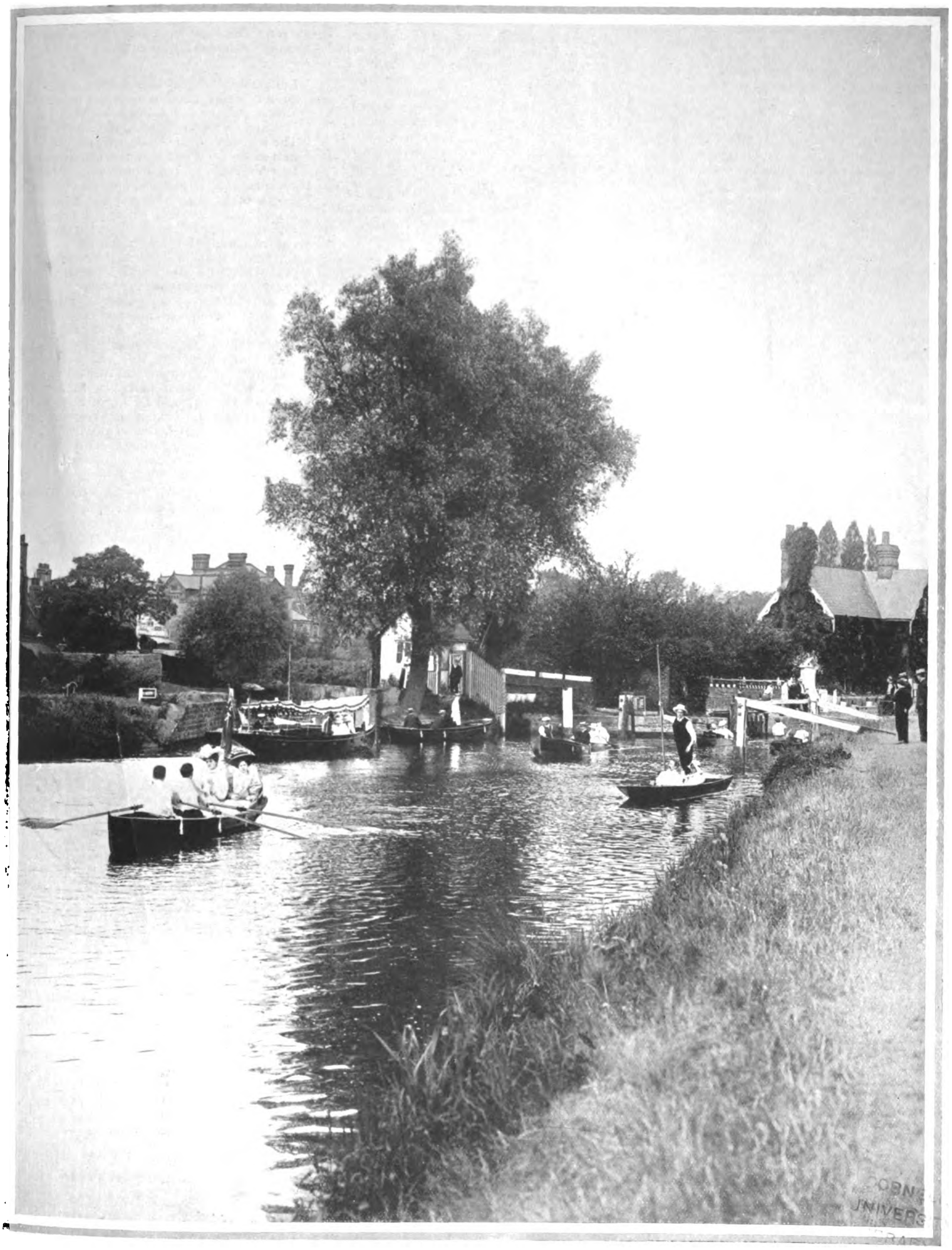
# THE RIVER SEASON.



## THE CUTTING TO SUNBURY LOCK.

Throughout July the pleasure traffic on the Thames has been enormous, and in certain reaches on Saturdays and Sundays it has been almost possible to pass from one bank to the other by stepping from one boat to another. At Hampton this year a regatta is to be held, and as Twickenham has also revived its once famous meeting, there is a plethora of engagements for rowing men. One of the events at the Hampton Regatta is to be a race for employés of the London United Electric Tramway Company, and Lady Clifton Robinson, the wife of the chairman of the company, is presenting a silver cup.

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# LITERARY NOTES.

MR. SWINBURNE'S verse suggests nothing so much as the wash of a tempestuous sea; but nowhere in his recently-published novel, "Love's Cross-Currents" (Chatto and Windus), do we find prophecy of the poet we delight in; no suggestion of the wind that pipes to the wet sheet and the flowing sail is here; the magic *timbre* is absent; and our interest is nowhere quickened. It is a reprinted product of Mr. Swinburne's literary youth, and he has chosen the epistolary form, and the letters are splashed with foreign words and phrases. This and their monotone, presumptive adolescence will account for; because of it, too, we can pardon similar defects in craftsmanship.

**A Buried Bantling.**

But what we find less easy to forgive is an anachronistic poem. Dated 1625, it is not good poetry, but for all its archaisms it betrays its origin. Its alliteration apart,

> "stoop to pluck my kiss,
> Too pale a fruit for thy red mouth's compassion,"

is Swinburnean in its essence. We think the sponsor's title far less happy than the author's unpretentious "A Year's Letters," though that is by the way. It remains that Mr. Watts-Dunton, for whose critical faculty we have the highest admiration, has performed a singular disservice to literature in disinterring this "buried bantling" of Mr. Swinburne's intellectual childhood. And he really is unkind to Mr. Swinburne, who has an excellent sense of proportion and a knowledge of relative values.

* * *

MR. MAURICE HEWLETT, in his latest book, "The Fool Errant" (Heinemann), has leaped back to the position he seemed to be losing. There is matter here, as well as manner; a fine study of a "fool"—an unworldly, pure being, a man in his passions, but something of a Saint Francis in his simple honour, his love of purity, his hatred of a stain on his innocence. He is, in fact, like Parsifal, a "reine Thor." His one slip dooms him, as he thinks, to a lifelong expiation, and the story of it and its effect on his open, chivalrous, boyish nature is the theme of a remarkable and very beautiful book, in which Mr. Hewlett has given us of his best. Whether the character and his doings are quite "natural," as we say, is another question. Saints, after all, are not natural, and the average man's sense of pollution and hatred of it are not so strong as his merely human characteristics; but the average man is not such good material for art like Mr. Hewlett's as the strange varieties of the genus. Much the same may be said of Mr. Bernard Capes's new novel, "A Jay of Italy" (Methuen), in which, again, the author has worked to happier results than in several of his later books. Here we have another "fool," a dainty, pretty little Saint of sixteen, who comes to convert the bestial, brutal Court of Galeazzo Sforza at Milan to the gospel of regeneration by universal Love. He ends his mission in a dungeon, starved to death, because the Court soon tires of its new toy; but while he lives and works, indeed, up till the moment of his death, he is a fascinating little apostle. And the picture of the Court at Milan, glowering, brutal, vicious, gorgeous, and vile, is most powerfully and convincingly drawn.

**Two Fools Errant.**

* * *

MR. GEORGE W. STOW, a well-known geographer and ethnologist, died some years ago, before his important work on "The Native Races of South Africa" was ready for the press. The manuscript was purchased by Miss Lucy C. Lloyd, "the greatest living authority upon the Bushmen," and was lately entrusted to Mr. George McCall Theal, formerly the keeper of the Archives of Cape Colony and now Colonial Historiographer, to be edited and published. It has now appeared with Messrs. Swan Sonnenschein and Co., and a handsome and valuable book it is, crammed with information on the history, customs, and beliefs of the native races. It is not a book to while away an idle hour with, but a solid contribution to the science of ethnology. The spirited art of these peoples is not unknown to any who, like the present writer, have had the opportunity of studying a number of native productions, and we reproduce on this page one of the illustrations of Mr. Stow's work, which show Bushmen's paintings at their highest artistic point.

**South African Natives.**

BUSHMEN'S PAINTING: FROM CAVE ON THE THORN RIVER, NEAR WINDVOGELBERG.

One of the illustrations in "The Native Races of South Africa," by George W. Stow. (Swan Sonnenschein.)

* * *

MR. ERNEST NEWMAN'S "Musical Studies," published by Mr. John Lane, is a book that no serious lover of music can afford to neglect. It includes a long study of Berlioz and the Romantic Movement, a full analysis of past and present "programme music," and papers on "Herbert Spencer and the Origin of Music," "Maeterlinck and Music," and "Richard Strauss and the Music of the Future." Reprinted from periodical appearance, being, in fact, examples of the best musical criticism of the modern Press, the articles are necessarily a little disconnected in subject; but there is throughout the link of the critic's personality and point of view, and a reading of the book leaves a distinct impression of a strong mind at work on subjects that need elucidation and formulation.

**Musical Studies.**

* * *

LORD ROBERTS contributes a preface to an important book now being published by Messrs. Watts and Co. for Major Stewart L. Murray, on "The Peace of the Anglo-Saxons." The work is devoted primarily to a consideration of how the peace of the country can best be preserved, and the author arrives at the conclusion that this can only be done for any length of time by the possession of such an armed force as will command peace. The question of invasion is also exhaustively discussed, and the conclusion is arrived at that, in order that the Navy may be strategically free for offensive purposes, a land force capable of adequately guarding this country during the absence of the Fleet is imperatively necessary. A strong appeal is made for the federation of the whole Anglo-Saxon race, including America. Lord Roberts, in his appreciative preface, points out that the problems discussed in the work are of the gravest import, and he urges that, if Major Murray's facts cannot be gainsaid or his arguments refuted, the sooner we set about remedying existing defects and deficiencies the better.

**Pax Britannica.**

* * *

MESSRS. HUTCHINSON, who make a speciality, an art, indeed, of the publication of handsome great works in serial parts, have sent us the first number of "British Trees," drawn and described by Rex Vicat Cole, R.B.A. Each part is to be a monograph complete in itself, and there are to be two editions—a general edition in thirty fortnightly parts at 1s. net each, and one for subscribers, with twelve additional proof photogravures signed by the artist, and an extra set of the plates, for £3. The publication is intended not only as a guide to landscape students, taking the place in their studies of the anatomy books furnished for figure-painters, but for all lovers of trees who desire to know something of their growth and character. Part I. deals with that most graceful of trees, the ash. All the parts of the tree are well and fully described, and the number is illustrated with a photogravure reproduction of Mr. Vicat Cole's well-known picture, "Young Ash Trees," now in the Leeds Gallery, and no less than twelve other fac-similes of drawings and studies by the same artist. We cannot praise either letterpress or illustrations too highly. Scientific knowledge is skilfully combined with general interest and charm, and the publication in full should be snapped up by any lover of one of the chiefest of England's beauties—her trees.

**British Trees.**

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## *BOOKS TO READ.*

The Girl Who had Nothing, by Mrs. C. N. Williamson. (Ward, Lock.)
The King's Messenger, by Louis Tracy. (White.)
Tales and Fantasies, by R. L. Stevenson. (Chatto and Windus.)
The Faroes and Iceland, by Nelson Annandale. (Oxford: Clarendon Press.)
In and Around Venice, by Horatio F. Brown. (Rivingtons.)
The Tyrol, by W. D. McCrackan. (Duckworth.)
The Fool Errant, by Maurice Hewlett. (Heinemann.)
The Romance of Lohengrin, by Bernard Capes. (Dean.)
A House of Cards, by John Heigh. (The Macmillan Company.)
For Love and Loyalty, by Paul Seaton. (Simpkin, Marshall.)
The Scenery of London. Painted by Herbert Marshall; described by G. E. Mitton. (Black.)
Rhymes of the East and Re-collected Verses, by Dum-Dum. (Constable.)
A Jay of Italy, by Bernard Capes. (Methuen.)
Iconoclasts, a Book of Dramatists, by James Huneker. (Werner Laurie.)
Children of Earth, by Sidney Paternoster. (Long.)
The Vegetable Garden, by MM. Vilmorin-Andrieux. (English Edition, Murray.)
The Native Races of South Africa, by George W. Stow. (Swan Sonnenschein.)



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# THE RACING SEASON.

NO chronicle of Turf events would be in any sense complete which did not contain a more than passing allusion to the retirement of John Porter from an active participation in the calling to which he has devoted a lifetime of hard work and unblemished honour. The famous Kingsclere trainer was born at Rugby in 1838, and the turning-point of his career was reached in 1863, when Sir Joseph Hawley entrusted him with the training of his horses. Space will, unfortunately, not allow me to deal with the many famous horses that have been sent out by John Porter from Kingsclere to do battle for the great prizes of the Turf; but of this the veteran trainer may be assured, that he takes with him into his retirement the good wishes, esteem, and sincere regard of all who have known him.

Although no racing of first-class importance was included in the programme of the Second July Meeting, which commenced on the 18th inst., lovers of quiet racing, and those who can appreciate the many charms of these summer meetings behind the Ditch, found a fresh sweetness in the air induced by the rainfall of the early morning. The Dullingham Stakes, which was doubled in value last year, and is now worth 1,000 sovs., was won amid hearty cheering by Mead, who is the property of his Majesty; 5 to 4 was laid on Cherry Ripe, hailing from Robinson's successful stable, but the wearer of the Royal colours shot out below the distance, and always having the measure of his field, won comfortably by three-quarters of a length. Mead had been a long time on the shelf, and much credit is due to Marsh for having once more got him into condition to stand the preparation for a race.

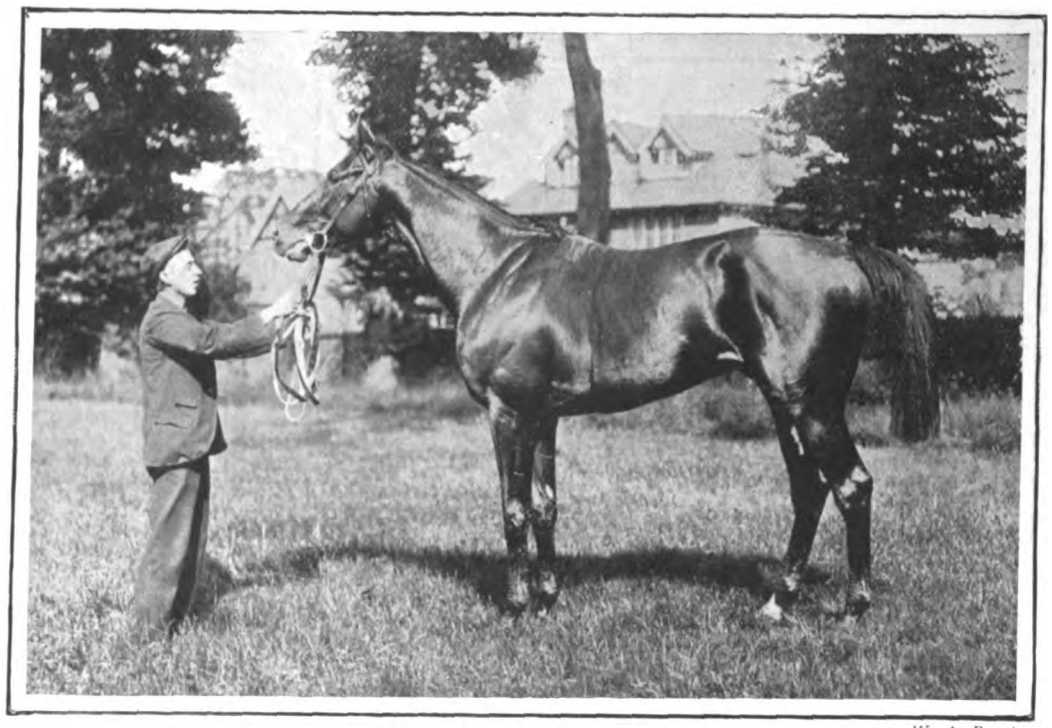
A good field came out for the Soltykoff Stakes, including Sir E. Vincent's smart filly Ulalume, but Mr. J. B. Joel's American-bred Waterflower, by Watercress out of Pansy, who appears to run better every time she comes out, proved to be good enough to check her winning career, and it is by no means unlikely that, when the winner has fully grown up to her big frame, she will prove to be entitled to a place among the best animals of her age. Morny Cannon rode quite in his old style in the Khedive Plate, and landed Lord Howard de Walden's Certosa half a length in front of Souldrop in a field of twenty-one runners.

Matters were very quiet in the sale-rings on Wednesday morning, the chief items of note being the purchase of the colt by Florizel II. out of Limasol for 830 guineas, and the 1,550 guineas paid by Sir R. Jardine for the Merry Miser colt; but a fairly interesting programme provided good sport in the afternoon. In the match Lord Penrhyn's recent acquisition, Aliena, proved altogether too speedy for Lord Cadogan's Currajong. In the Two Year Old Sale Stakes Lord Howard de Walden's His Eminence gave Morny Cannon a winning ride, and Donnetta justified her position in the betting by winning the July Handicap, but it was only after a sharp tussle with Mouraviff, half a length behind whom the wayward Orchid finished a good third, in spite of the weight he was called upon to give. Considerable confidence appeared to be placed in Rouge Croix for the Zetland Plate, and he has either made vast improvement of late, or the class behind him is much worse than it was thought to be, for he ran his race as if a mile and a-half was quite to his liking, and won in a common canter from Commune.

Admirable Crichton, the winner of the Chesterfield Stakes on the concluding day of the meeting, shaped like a good horse, and it may be that he is destined to prove a thorn in the side of Colonel Walker's crack, Black Arrow, for although the half brother to Pretty Polly ran somewhat green, he came out and won his race when asked to readily enough; and Saltpetre, the winner of the Goodwood Cup last year, made hacks of his opponents in the Summer Handicap, and administered a most decisive beating to Palmy Days and Given Up.

Glorious weather, the presence of his Majesty, the brilliant toilettes of the ladies, and the strenuous excitement of the great race itself, combined to make the Eclipse Stakes of 1905 one of the most memorable races on record, to which still further interest was added by the presence of Val d'Or amongst the runners. The great bay son of Flying Fox and Wandora is indeed a splendid specimen of a thorough-bred race-horse, and hearty indeed were the cheers that greeted the victory of M. Blanc's orange jacket and blue cap. The story of the race is briefly told. The friends of Cicero, the winner of the Derby, would not be denied, and 13 to 8 was freely laid on him, while at the finish 3 to 1 was laid against Val d'Or. Very little time was wasted at the start, and Polymelus settled down in front of his field, and remained there till making the bend for home, where Cicero took up the running. Val d'Or, who had been hampered more than once in his efforts to get through, finally cleared himself of his difficulties, and tackled Cicero in earnest. Side by side they raced home, but the mighty stride of the French horse told its inevitable tale, and he strode home a gallant winner of a memorable race by half a length.

CAURIRE.



*W. A. Rouch.*

THE WINNER OF THE ECLIPSE STAKES.
M. Blanc's Val d'Or, by Flying Fox—Wandora.

*W. A. Rouch.*

LORD ROSEBERY'S CICERO
Which ran second in the Eclipse Stakes last week. Mr. L. Neumann's Llangibby was third.



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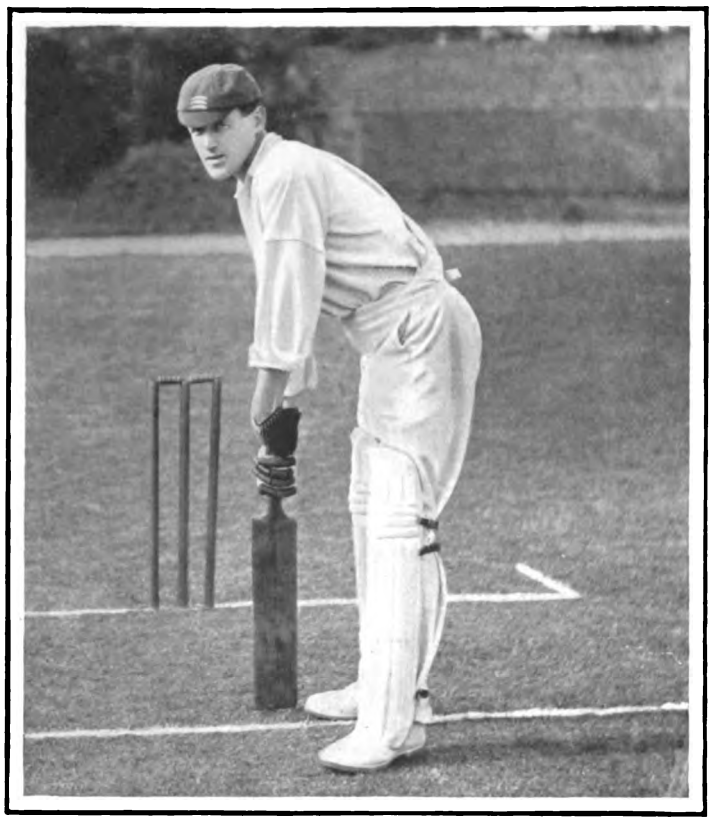
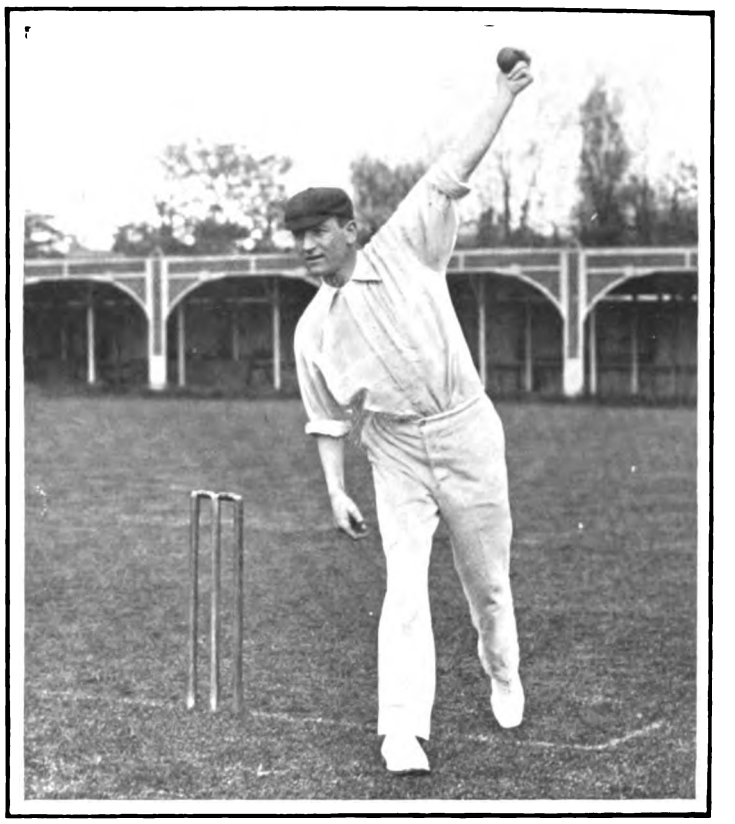
# THE CRICKET SEASON.



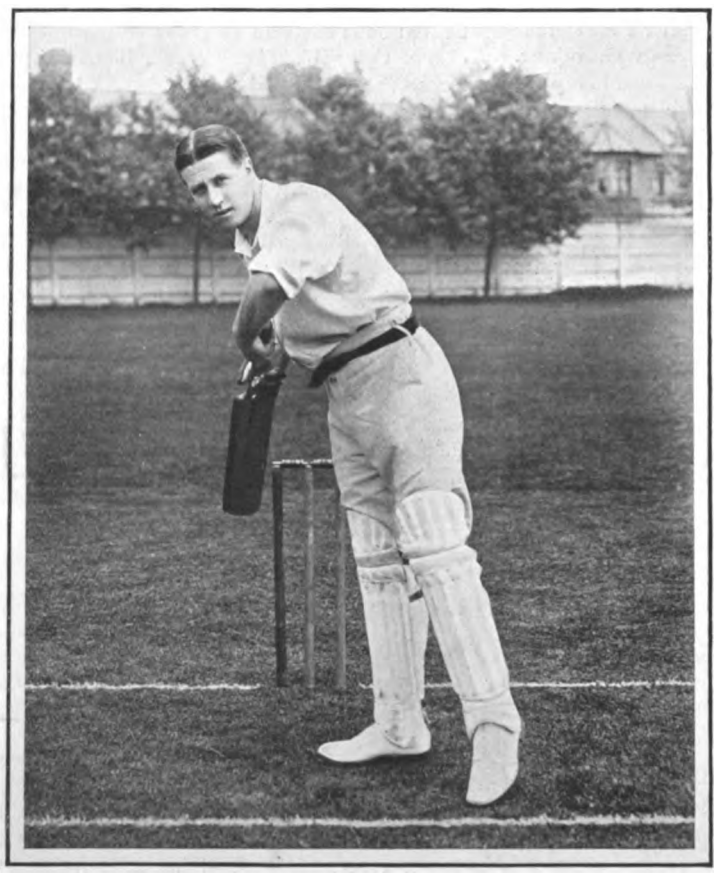
J. DOUGLAS, MIDDLESEX.

It is not difficult nowadays, when so much is written of cricket and cricketers, to make now and then a rather extravagant statement concerning the ability or class of this or that player. But when one says that J. Douglas, the Dulwich, Cambridge, and Middlesex player, would be one of the first choices for England if he was in a position to play regularly, one has not in the least exaggerated. A splendid field anywhere, he saves a large number of runs in every match, and when he bats he usually doubles or trebles the number he has saved.



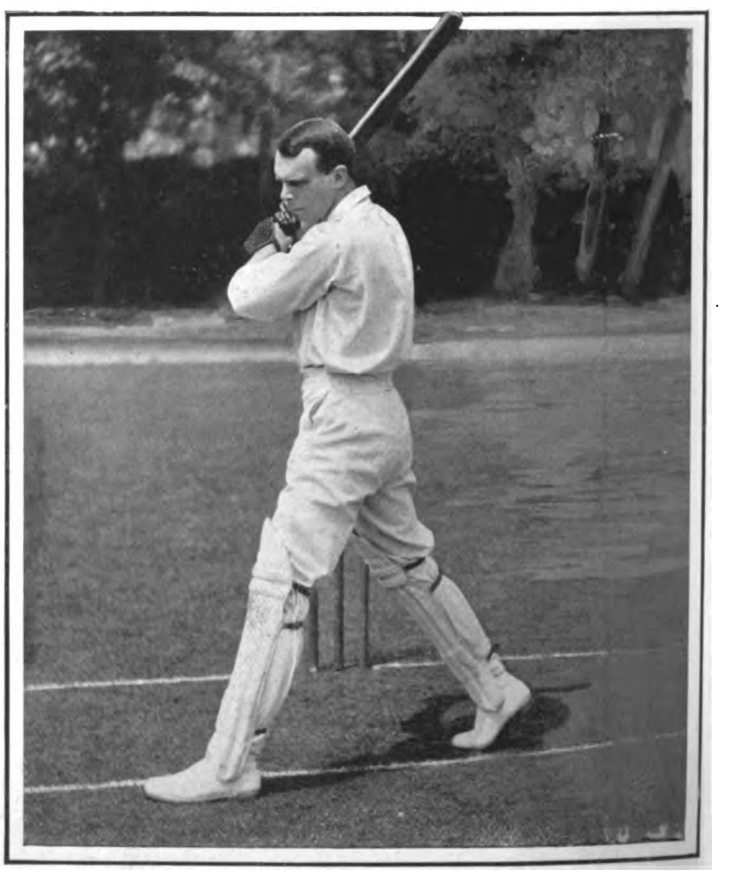
F. A. TARRANT.

This Anglo-Australian was the favoured of Dame Fortune when he made his *début* at Lord's for Middlesex against Sussex. For he had a bowler's wicket to perform upon, and good use he made of it, with something like a dozen wickets to his credit in the match. The Essex batsmen meet him for the first time this week at Lord's, and they will find his slow ball a very elusive thing to deal with. And even if he gets no wickets he is generally catching someone out, or getting runs in his own quiet way.



J. H. W. T. DOUGLAS, ESSEX.

No relation of "Jimmy," the Amateur Boxing Champion of 1905 is known to his friends as "Johnny." He might almost be known as Alphabet Douglas. Educated at Felstead School, where he was in both elevens, and several years public schools boxing champion at different weights. Grit to the backbone, he has yet to make a name for himself on the first-class cricket-field, where his fielding is not so good as his batting, and not compensated for yet by his bowling. He is young and very keen, which must, in due season, bring its reward.



REV. F. H. GILLINGHAM.

Though he was educated at Dulwich College and Durham University, the Rev. F. Hay Gillingham was not a contemporary of "Jimmy" Douglas, unless he was a very small boy when Douglas was in XI. and XV. The "punching par on" some *habitués* of the Leyton ground call this grand specimen of muscular christianity, who by the way, is the only one of the cloth to have scored 200 or over at Lord's. He did this last year for Essex *v.* Middlesex, and was promptly chosen to play for an England XI. *v.* South Africans at Lord's.



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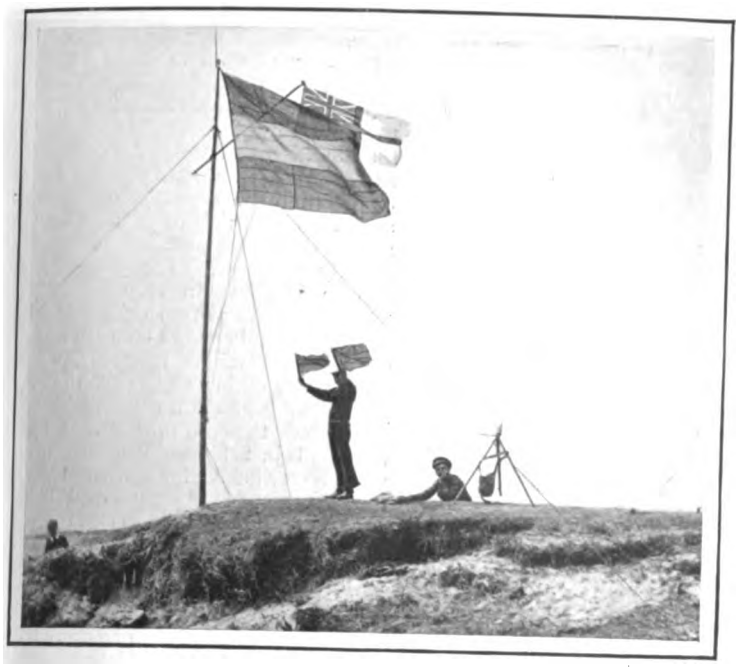
# THE SERVICES.

## Cavalry Training in Ireland.



HELIOGRAPH SIGNALLING

**Transmitting orders for the landing of a Naval brigade.**

ON THE LUSK SANDS.

**Officers at play after the labours of a day in the field.**

IN THE FIELD.

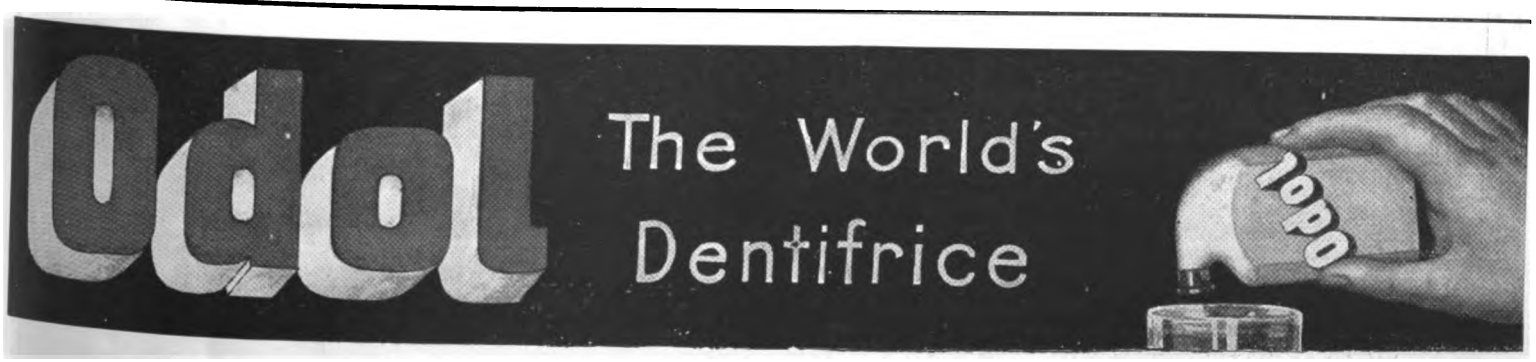
**A heliograph station receiving messages.**

THE NAVAL BRIGADE.

**Officers of the cruiser " Donegal " in camp.**

Some interesting exercises were carried out recently at Lusk, County Dublin. Thr e regiments of cavalry were embarked in the transport " Kansas," and landed on the coast the horses and men being made to swim ashore. The cruiser " Donegal " acted as convoy, and a brigade for service in the field was landed a ter the cavalry had all got ashore These conjoint Naval and Military operations on a small scale have been very frequent of late, and have added not a little to mutual understanding and goodwill between the Services.

*(From copyright photographs by Eva West.)*



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# *Dorchester and the Navy.*

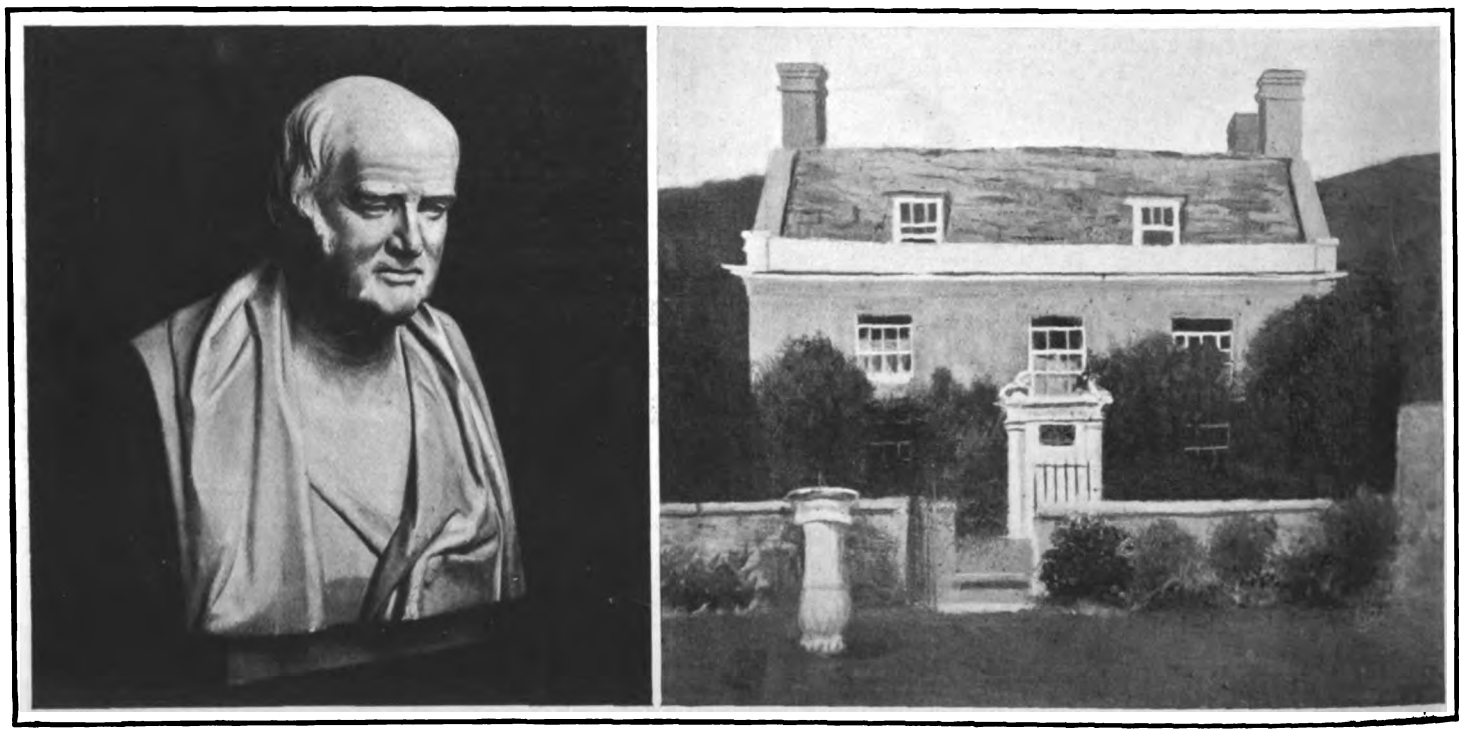
## AN INTERESTING AND IMPORTANT LOCAL EXHIBITION IN CONNECTION WITH THE COMING TRAFALGAR CENTENARY.

THE intimate connection of Dorsetshire and the sons of Dorset with the fortunes and annals of the King's Navy dates from the days of the Conquest, and even before that Saxons and Danes fought many a battle in sight of Portland Bill and Thorncombe Beacon. In Henry VIII.'s reign Bridport manufactured the whole of the rope used for our ships of war, a circumstance which gave rise to the old-world saw of being "stabbed with a Bridport dagger," or, in other words, coming to an untimely end by the hangman's noose. When the King of Spain sent the Armada to invade our shores, gallant little Dorset contributed no less than nine vessels to the opposing fleet, and it was off the cliffs of Portland that the Dons first discovered that the word "invincible" was a misnomer. Dorsetshire has given England some of her most celebrated sailors — Bingham, Somers, the discoverer of Bermuda, the three Hoods, Robert Digby, Sir William Domett, and last, but not least, Sir Thomas Masterman Hardy, K.C.B., in whose arms Nelson died, and into whose eyes he gave his last look. A hundred years have gone by since then, and the traditions of the past are well maintained. There is hardly an ironclad afloat to-day which does not count several Dorsetmen on her muster-roll. Hardy is buried at Chelsea Hospital, but William Domett sleeps at Hawkchurch, and Sir George Somers is buried at Whitechurch, close to the shrine of St. Candida. The Rev. S. E. V. Filleul, the able organiser of the Dorchester Trafalgar Exhibition, may be congratulated on having got together an exceptionally interesting collection of relics of every description, while the Rev. R. Grosvenor Bartelot, who has undertaken to deliver a series of lectures, on Dorset worthies and other kindred subjects, has made so profound a study of the life of the captain of the "Victory" that we may almost expect a Hardy biography full of new and startling facts from his pen before the centennial year of Trafalgar is over. Hardy is still represented in his native shire by descendants in the female line. To one branch belongs the well-known portrait from which the familiar print was engraved; to the other, the Hardy-Manfields of Portesham, who live in the shadow of the hill crowned by the Hardy monument, belong the desk, the rare water-colour sketch of Nelson, the latter of which we reproduce by kind permission of the present owner. The Nelson portrait was given to Hardy by the Admiral while with him in Sicily. At the back is an inscription in Italian, which leads one to believe it to be the work of a foreign artist, and not that of John Downman, as has been supposed. The sketch is slightly coloured. The present Lord Nelson possesses a very similar portrait in pencil. From one of Hardy's letters which has now come to light, it clearly appears that Hardy was at Dorchester on his way to join the "San Josef" at Plymouth early in January (probably the 12th), 1801. He was taken ill just before his arrival, and was so seriously indisposed that he thought he would have died in his carriage. He probably passed the night at the King's Arms, then, as now, Dorchester's principal hotel. In the exhibition is to be seen an original water-colour of the King's Arms, by Rowlandson, as it was in Nelson's time. In the department of Nelson caricatures and colour-prints illustrating life in the Navy between 1795 and 1805, Mr. Filleul has been specially successful, and has secured a number of rare local items, *e.g.*, an engraving of Mr. John Penn drilling the Portland Volunteers, and scarce portraits of Lords Hood and Bridport and Sir Samuel Hood, together with an original allegorical drawing of the death of Nelson by Isaac Cruickshank, and the first water-colour sketch of the funeral car. For outsiders the Thomas Hardy collection will probably prove the most powerful attraction. Thanks to the enterprise of the Great Western Railway, one can leave Paddington at 12.35 p.m., and be in Dorchester by 4.10 p.m. The exhibition, which will remain open from the 24th to the 29th inst., will take place in the County Museum, which contributes the fine bust of Hardy, illustrated on this page. The exhibition is certainly one with great attractions for all those who take an interest in Naval matters.

A.

LORD NELSON.

From a pencil drawing in the possession of the Hardy family.



BUST OF SIR THOMAS HARDY.

A collection of relics connected with the career of Nelson's Hardy is on view at the Dorchester County Museum this week.

HARDY'S HOME AT PORTESHAM.

Which is still in possession of descendants of the Hardys in the female line. It was from this old Dorset homestead that Hardy went to sea.

(*From photographs by A. H. Evans, Dorchester*).



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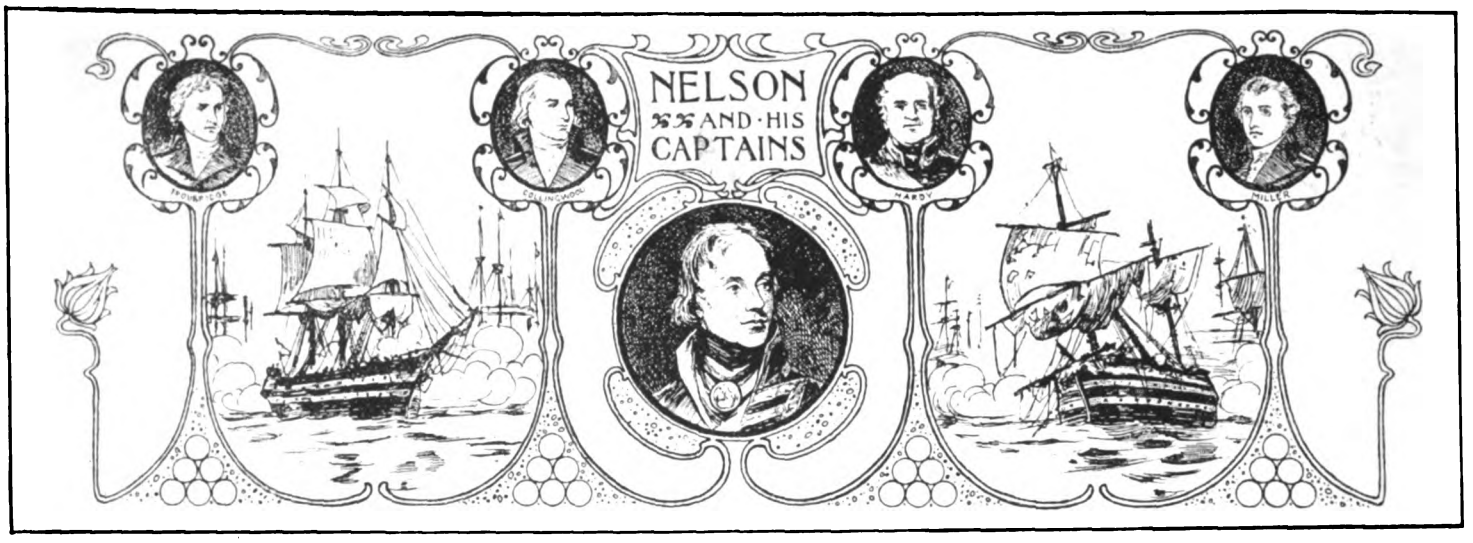
# Trafalgar Centenary Pottery.




A DESIGN FOR A NELSON MUG

Showing Nelson and his four chief captains, with scenes from the battle of Trafalgar.

WITH the British and French Fleets fraternising at Brest and Portsmouth this year, and King Edward given the rank of Admiral *à la suite* of the Spanish Navy, with exhibitions of Naval and Nelson relics all over the country, and with a general recrudescence of interest in the Navy, there will probably be many visitors to this country in the year 1905 who will take back with them mementoes of the greatest Naval genius the world has ever seen. There is not perhaps to-day so much demand for pottery figures and effigies of popular heroes, in the form of cups, mugs, and jugs, as there was in the days when every sailor, and many a good landsman too, considered the best gift he could bestow on Poll was a large mug, wherefrom he, in the days when they were married, might be able to quaff his cider or his ale. But as a lasting and decorative memento there is nothing superior to pottery, as the existence to-day of some fine old specimens that have been in the possession of one family for generations goes to show.

In this Trafalgar Centenary year, therefore, what more appropriate than that Messrs. Doulton, the famous Lambeth and Burslem firm, should make a bold attempt to revive interest in Naval pottery, by putting on the market a series of original pieces and some replicas of their own century-old designs? The Royal Doulton Potteries have a name as historically interesting as it is financially and artistically sound, and any goods bearing their mark are worthy of a place on the shelves of every collector.

As long ago as 1650 Dutch potters had established themselves in Lambeth, but there

THE NELSON STATUETTE.

Copied from the figure on the Trafalgar Square Memorial.

are pieces of Lambeth delft in existence bearing the even earlier date of 1631. The founder of the Royal Doulton Potteries at Lambeth served his apprenticeship in the neighbouring district of Fulham, where he was with White's, a firm established in 1671, by John Dwight, an M.A. of Oxford, and one of the many claimants to the title of inventor of porcelain in England. The late Sir Henry Doulton's efforts to promote the potter's art brought him distinction from many quarters, and at the Lambeth works in 1885 the King, then Prince of Wales, presented him with the Gold Albert Medal of the Society of Arts "for the impulse given to the production of art pottery in England."

Among the Nelson items which are now being made by the Royal Doulton Potteries are a statuette and a medallion, and with commendable foresight they have also placed on the market a Togo medallion, which should prove well-nigh as popular as that of the great British Admiral. Our illustrations will give some idea of the various pieces that are to be obtained, and another item, which we do not illustrate, is a replica of the Doulton-Watts jug, or rather pitcher. The original of this is now both scarce and costly, and is held to be one of the finest portraits of Nelson extant. The replica is also a wonderful piece of work, and shows the remarkable standard of excellence attained in the art of pottery. One hundred years hence these Nelson Centenary memorials should be as highly prized as are their prototypes of 1805. But we of this generation are all bitten somewhat with the craze for collecting, and no doubt "centenary pottery" will be easier to find in 2005 than are the pieces commemorative of the battle itself in this present year of grace. F.

NELSON CENTENARY POTTERY.

A teapot and cider mug, designed by the Royal Doulton Potteries in commemoration of the centenary of the battle of Trafalgar.



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The WEST COAST FIORDLAND is indescribably wild

Fares, Settlement Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

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**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged

**CHAS. E. NELSON, Proprietor.**



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# Leaves from a Collector's Note-book.

## LI.—"*THE GOLD-HEADED CANE.*" *MEDICAL RARIORA.*

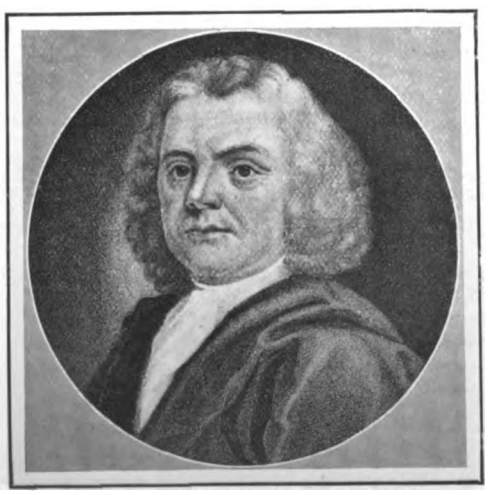
DR. WILLIAM HARVEY (1578-1657)
Discoverer of the circulation of the blood.

DR. THOMAS SYDENHAM (1624-1689)
The pioneer of scientific medicine.

DR. JOHN RADCLIFFE (1650-1714)
Founder of the Radcliffe Library and Infirmary.

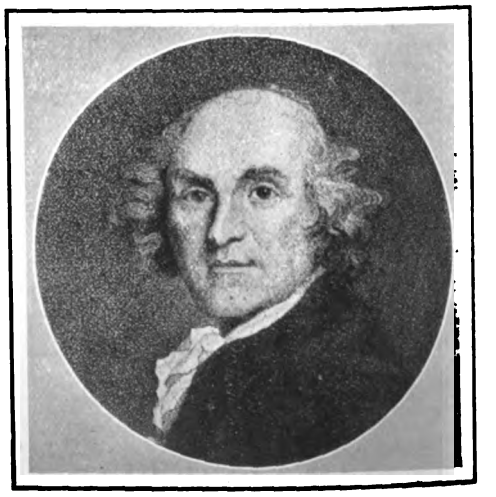
ALTHOUGH the modern doctor has apparently an intense dislike to advertising, either direct or indirect, and shuns with becoming modesty anything which a too-censorious world might construe into *réclame*, the iconography of the Faculty is exceedingly rich. By the cruel irony of Fate no members of the learned professions have been made the target of the lampooner and caricaturist more constantly and more audaciously than the retiring disciples of Æsculapius, and it would not be difficult to form a series of medical caricatures and satirical ballads as numerous as the three or four fine collections of medical portraits known to exist. Portraits of famous physicians of the past, dating from the days of Queen Elizabeth downwards, exist in great abundance, and a very favourite subject for extra-illustration is "The Gold-headed Cane," a clever collection of sketches, originally published by John Murray about 1825. A note in the writer's copy ascribes it to Dr. Macmichael, but in the edition of 1884 (Longmans) the author is announced to be William Munk, M.D., F.S.A., Fellow and Late Censor of the Royal College of Surgeons. The famous cane is supposed to have been made under the direction of Dr. Radcliffe, who located a vinaigrette in its head, which the cautious doctor held to his nose when he entered the sick chamber, so that its fumes might protect him from contagion. Radcliffe bequeathed the cane to Mead, from whom it passed to Askew, Pitcairn, and Baillie. The widow of the latter left it to the College of Physicians. The majority of the portraits now reproduced might be used as illustrations of this curious book. Amongst the best-known doctors of the earlier part of the nineteenth century were William Wadd and William Kitchiner. Both were wits and enthusiastic collectors. Wadd could draw nearly as well as Rowlandson or Cruickshank, and he illustrated an amusing little book which he christened "Comments on Corpulency." Kitchiner accumulated song-books, and wrote amusingly on a variety of subjects—cookery especially. Wadd made an enormous collection of portraits, and reproduced a good many in his "Mems, Maxims, and Memoirs of Surgeons and Medical Science" (1827). Doctors' bills might very well make a novel subject for collecting. "Quacks and Quackery" is already a favourite subject, and one might endeavour to make up a complete set of Court Physicians from the days of Mayerne downwards. One would be puzzled how to treat Lamb, whose conduct in the last illness of James I. gave rise to a very early medical caricature.

Of seventeenth and early eighteenth century books filled with nostrums and "infallible remedies" there are no end. Mr. John Timbs's "Doctors and Patients" (2 vols., 1873) would, at the present time, possibly afford a better basis for a collection of medical portraits and other items than "The Gold-headed Cane." In nearly every jest-book published between 1700 and 1825 the Faculty figures conspicuously, and medical anecdotes and *bon mots* are often more numerous than any other. Curiously enough, however, there is no "Doctors' Jest-book," although very ample materials for such a work exist. Abernethy was, in his day, a fortune to the jest-book compiler, and all sorts of smart sayings were fastened on him and two or three of his medical contemporaries. In collections of walking-sticks, the orthodox doctor's cane in vogue between 1700 and 1800 is sure to be found. "The Gold-headed Cane" gives much interesting information about fees. As their fortunate recipients have long since ceased to take them, they can be spoken of without the smallest suspicion of the forbidden "puff." Radcliffe made over £7,000 a year in the height of his fame; Mead (who attended Elizabeth Montagu and prescribed a blister on the back as a remedy for a swollen lip), £5,000 to £6,000; Baillie, £9,000 to £10,000; and Sir Henry Holford, £10,000 to £11,000. As to special fees, Radcliffe once received £1,600 for visiting Lord Albemarle at Namur, and so forth; but the fee of all fees was netted by Dimsdale (an ancestor of a recent Lord Mayor of London), who got £12,000 cash, a pension of £500 a year for life, and the dignity of a Baron of the Empire, for going to St. Petersburg in 1768 for the purpose of inoculating the Empress Catherine and her son. The portraits of illustrious foreign physicians are very nearly as numerous as those of their British *confrères*, and at least ten varieties exist of Dr. Tronchin, the great Swiss doctor, whose practice in Paris rivalled that of his English contemporary, the much-sought-after Dr. Mead, the second possessor of Radcliffe's "Gold headed Cane." B.



DR. HERMANN BOERHAAVE (1668-1738)
The father of modern medicine.

DR. EDWARD JENNER (1749-1823)
The discoverer of vaccination.



DR. JOHN HUNTER (1728-1793)
From whom the annual oration derives its name.



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# Motoring Notes.

THE programme of the first day of the Brighton Meeting commenced with a race for standard 15-h.p. Darracqs, which produced eight entries. The first heat was won by Mr. Hugh Kennedy, Mr. Hall being second, 5 4-5-sec. behind, a remarkable illustration of the difficulty of securing close finishes even when the cars are apparently closely matched. A handicap for autocycles followed, which resulted in a win for W. Genn on a Minerva, who was one of the scratch men. Event three was for cars the list price of which does not exceed £200. Seventeen of the little machines were entered, the majority of which ran very well. Two 8-h.p. Rovers and an 8-h.p. Stanley steamer showed the best speed, Mr. Lewis's Rover finally beating the Stanley by 3-5sec. There were forty-three entries in the next class, for cars of which the chassis price is between £400 and £500, Darracqs, White Steamers, and 15-h.p. Orleans being largely represented. The Darracqs, however, proved too fast for their rivals, the final falling to Mr. Keele's car.

* * *

In the race for cars costing between £700 and £800, chassis price, the final lay between a 30-h.p. Ariel, driven by Miss Victoria Godwin, and a last year's 28-h.p. Daimler, owned by Mr. G. H. Warne. The latter car ran magnificently, considering its age, weight, and long wheelbase, and, to everyone's surprise, beat the Ariel by 30-yds. after a hard-fought struggle. Miss Godwin, however, had twisted a gear-shaft at one of the earlier starts, and was unable for some distance to get her top gear into mesh. The best race of the day was seen in the class for 30-h.p. Daimlers, which was next on the programme. In the final Mr. Anthony Hordern won from Mr. Gorham, the finish being so close that there was barely a length between the two cars.

* * *

There were several absentees in the class for racing cars, but some redoubtable machines gave what must have been to the majority of the onlookers their first sight of a racer in full flight. In the final the six-cylinder Napier, driven by Earp, had an easy win from Mr. Hutton's 120 h.p. Mercédès, although the later obtained a long lead at the start. Earp's finishes throughout the meeting were made at a phenomenal speed, and on several occasions he must have been travelling over 100 miles an hour. His best time on the first day for the standing mile was 45 1-5-sec., an average of 80 miles an hour.

* * *

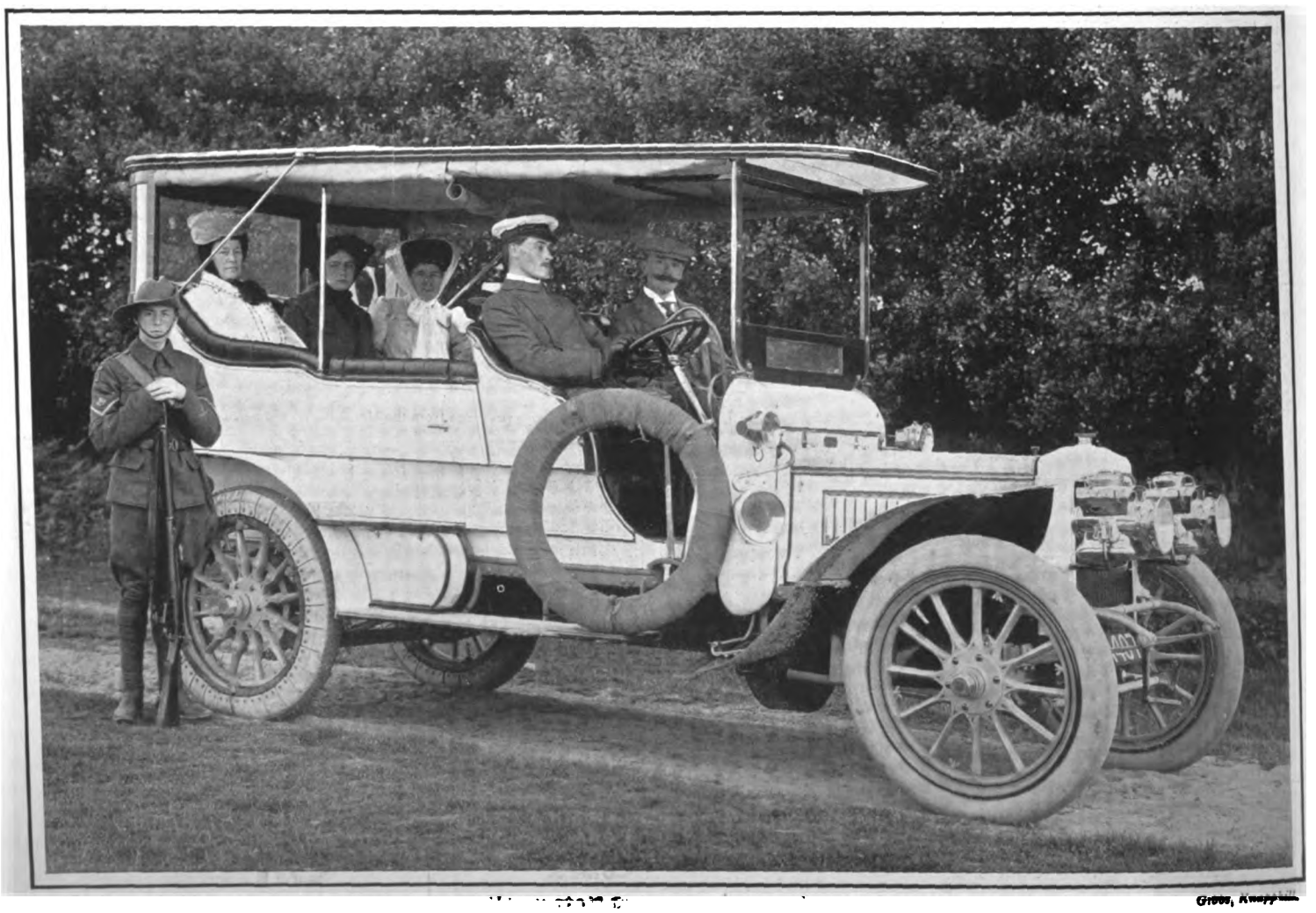
The feature of Thursday's racing was the flying kilomètre race for motor-cycles. This resulted in the lowering of several records. Cissac, on a 12-h.p. Peugeot, covered the kilomètre in 26-sec., and the standing mile in 53 1-5-sec., while Rignold, in a special run, did the flying mile in 46 1-5-sec. The racing cars were run in pairs over the standing mile, Mr. Hutton on his 120 Mercédès succeeding in beating Earp in the final by 1-5-sec., the time of the winner being 48 2-5-sec. The race for cars costing not more than £250 resulted in an easy win for an 8 – 10-h.p. Humber, which in the final passed the line 8 2-5-sec. ahead of the 14-h.p. Minerva, which was placed second. A 30-h.p. Darracq was first in the £500 to £600 class, and a 28-h.p. Daimler in the £600 to £700 class, both events attracting a very large entry. The £800 to £900 class was made up chiefly of 30-h.p. Daimlers, and in the first round there was a magnificent race between Mr. Percy Martin and Mr. Anthony Hordern, only a few feet separating the two cars at the finish. The final was won by Mr. Martin.

* * *

Friday's programme was the most interesting of the meeting. It commenced with a Ladies' Handicap, which was won by Mrs. Lloyd with her 30-h.p. Daimler, which received 18-sec. start from the scratch car, a 35-h.p. Daimler driven by Mrs. Manville. The big event for the racers was the *Daily Mail* Challenge Cup over a flying kilomètre, the winner being the driver who made the best average time for three runs. Earp carried off the trophy with an average of 23 1-5-sec., or 93 miles per hour, his fastest attempt being a level 23-sec. There were five competitors in the race for 35-h.p. Daimlers, which fell to Mrs. Manville, the Hon. J. Scott Montagu, M.P., being second. Mr. Clive Bowring easily won the event for 15-h.p. White Steam cars. A Handicap Sweepstake for touring cars followed. A 35-h.p. Daimler was scratch, and the limit car, a 7-h.p. Panhard, which received 121-sec. start. In the final the Panhard won by 15-sec. from a 28-h.p. Daimler, whose starting allowance was 22-sec. The class for 15-h.p. Orleans cars was won by Mr. Astell, with Mr Jenner second.

* * *

The chief event on Saturday was the *Autocar* Challenge Cup for the flying kilomètre. All the racers competed, Mr. Lee Guinness's 100-h.p. Darracq carrying off the trophy with an average for three runs of 25 1-15-sec., or 89·3 miles per hour. A Handicap Sweepstake for touring cars resulted in a dead heat between a 24-h.p. Germain and a 24-h.p. Beaufort.



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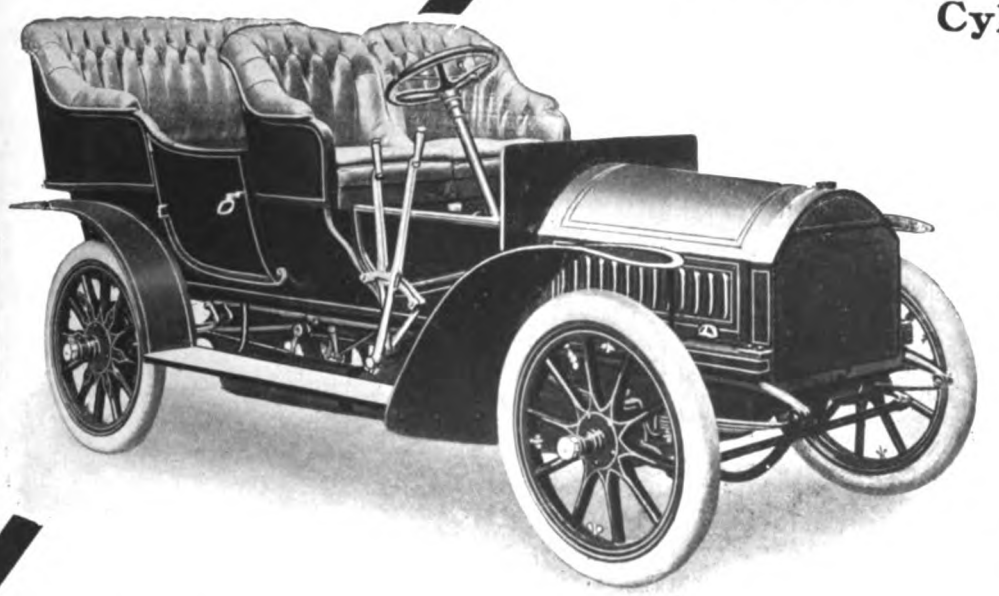

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# *Fashions of To-day & To-morrow.*

THE sales are happily nearing their end, and I wonder who will be more pleased, the tired shop assistants or the indefatigable bargain-hunters—this tropical weather does not seem to have deterred the latter in the slightest. The 31st of the month is the closing day of Messrs. Robinson and Cleaver's of Regent Street sale, and really everything is marvellously reduced, and whatever you purchase there has one very great advantage—it is always worth having, and those who are regular customers there know their sale is genuine. Just a few of the greatest bargains I cannot resist quoting; for instance, they are showing black chiffon taffetas robes of excellent wearing quality, nicely made and well shaped, all ready to join up the back seam, and bodice material included, for 52s. 6d. Those who go in for sports of various descriptions should not fail to procure some of their admirably-cut all-round skirts, for which bodice material can be obtained most reasonably. These are to be had in cream house flannel for 7s. 9d. Cheviot serges and Donegal tweeds and various other tweeds in several useful colourings from the low prices of 9s. 11d. to 15s. 6d. These are excellent value. Capital voile robes, in all shades, with bodice material, for 1 guinea.

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Bassano.

*A PASTEL BLUE HAT.*
(Mme. Retta, 8, Old Cavendish Street, W.)

buying at such low prices. If you have no room to keep the big supply you will be tempted to purchase, this firm supply the Imperial trunks at 20 per cent. below the usual prices.

I have often wanted to show you some hats from Mme. Retta's of 8, Old Cavendish Street, Cavendish Square, but her charming models are always so much in request that she has never been able to spare me any to be photographed; but I have at last succeeded in obtaining the two here reproduced. The one is in pastel blue lace with velvet trimming, and a long drooping ostrich feather, the tip of which hangs so gracefully. A velvet bandeau gives it the requisite poise. The other is a soft grey fancy crinoline, with the cache-peigne of forget-me-nots and lilies of the valley. The charm of Mme. Retta's creations

Bassano

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Before the sales are all finished, do not forget to secure some of Messrs. Charles Lee and Son's of Wigmore Street Leewig petticoats and extra flounces. This is the original petticoat of which several imitations that are placed on the market are much inferior to that of Lee of Wigmore Street in every way and shape. Millinery is almost being given away the last few days of this month, as Mr. Lee cannot cope with the demands of his customers in his present premises, so he intends to extend the same and start with an entirely new stock for the autumn season.

Just one hint to those who are purchasing lengths of materials for early autumn—buy a little extra, for the long coat, which will be general, takes a little more than the coatee or bolero, so much patronised during this warm weather. The Directoire and Incroyable styles will be the most general. Length of line is the essential point for this elegant mode. Slenderness must be cultivated by those who wish to follow closely the reigning fashions, therefore all those who are a little inclined to more buxom proportions have plenty of time before the autumn starts to go into training, and I can tell them a very simple and satisfactory way of accomplishing their object without any fear of affecting their general health. This is the prescription: Never drink with your meals. A cup of tea or glass of claret, or any wines preferred, afterwards, and in a very short time the miracle will be effected.

R. D.



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# The Bank Guarantee

We will send you, by prepaid express, an Evans Vacuum Cap, and will allow you ample time to prove its virtue. All we ask of you is to deposit the price of the Cap in the Jefferson Bank of St. Louis, where it will remain during the trial period, *subject to your own order.* If you do not cultivate a sufficient growth of hair to convince you that the method is effective, simply notify the bank and *they will return your deposit in full.*

*A sixteen-page illustrated book will be sent you on request, postage prepaid in full.*

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Composed of the Choicest Mexican Leaf raised upon Virgin Soil from Picked Leaves of the young Tobacco Plant.
Price 25/- per 100, post free.
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and pays no more than you—because there's only one quality at one price. "HYDEA" is stamped on every two yards of the selvedge—that's how you may know it—that, and its excellent surface! Send for FREE Booklet:—
APPERLY, CURTIS & Co., Ltd.,
Dudbridge Mills, Stroud, West of England.




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# THE KING'S MENU.

WHEN economy has to be considered, there is no question as to the relative cheapness of preparing the food for picnics and river parties at home, instead of turning the whole thing over to a purveyor. The dishes in the menu given—which is sufficient for from twenty to thirty people, while for a smaller number the capons, the ham, and the foie gras moulds could be omitted—are well within the capacity of a good plain cook. Of course for a smart picnic or race luncheon the menu differs little from a ball supper, except that neither consommé nor hot entrées are given. But for these to-day's menu is not intended.

## A PICNIC LUNCHEON.

COLD SALMON—CUCUMBER—RAVIGOTTE SAUCE.
GALANTINE OF TURKEY.
BONED AND STUFFED CAPONS.
BRAISED HAM.
COLD QUARTER OF LAMB AND CHERRY SALAD.
TERRINE OF PIGEONS AND QUAILS.
LITTLE MOULDS OF FOIE GRAS IN ASPIC.
BOUCHEES OF SWEETBREAD.
STUFFED ROLLS.
FRUIT MACEDOINE.
CREAM PANACHEE.
JELLY A LA RUSSE.
ASSORTED PASTRY. ASSORTED CAKES.
CHEESE BISCUITS.
CREAM CHEESE.
FRUIT.

### LITTLE MOULDS OF FOIE GRAS IN ASPIC.

If preferred, the moulds for these can be lined and filled up with either aspic cream or good meat jelly. This last is easily made by dissolving fine leaf gelatine in the proportion of a full ounce to every three and a-half gills of wine-clear consommé. It is then used to line the mould just as it is setting. When it is firm put a cube of foie gras truffé in each, fill up with the just liquid meat jelly or aspic, and set aside, preferably on ice, till firm. Pack as they are, only unmoulding when wanted to serve. For the aspic cream the proportions are one part of cream to two of just liquid aspic, say two tablespoonfuls of cream to a gill of jelly, or a gill of cream to half a pint of aspic, and so on in these proportions.

### CREAM PANACHEE.

For this any jelly and stiffened custard or fruit bavaroise mixture to taste can be used, the method being always to line the mould with the jelly selected and then fill it, when this casing is firm, with alternate layers of the jelly and the stiffened custard, or cream, or bavaroise mixture. If one of the jelly packets now obtainable so cheaply be used, only taking rather less water than the quantity given in the directions, and this made up with wine, spirit, or liqueur to taste, most excellent results are obtainable with very little trouble. The expense can be further kept down by using a cornflour custard made with a tablespoonful of cornflour and the yolks of one or two eggs to each pint of milk, with sugar and almond or other flavouring essence to taste, and stiffened with a good ounce of fine leaf gelatine. The result is a pretty and most attractive sweet at a very small cost.

### FRUIT MACEDOINE.

This can be either served in the usual way, or it can be served à la gelée. In this last case have ready some nice lemon or liqueur flavoured jelly, rather stiff, and just liquid, stir in the fruit — the more kinds the better, of course, and if used fresh (as it can be for this) previously marinaded in syrup flavoured with lemon juice or liqueur—and mould. Set aside on ice till perfectly firm before packing, and do not, of course, unmould till at its destination. This macedoine de fruits à la gelée is often served turned out into a large bowl piled up roughly and garnished with whipped cream.

### JELLY A LA RUSSE.

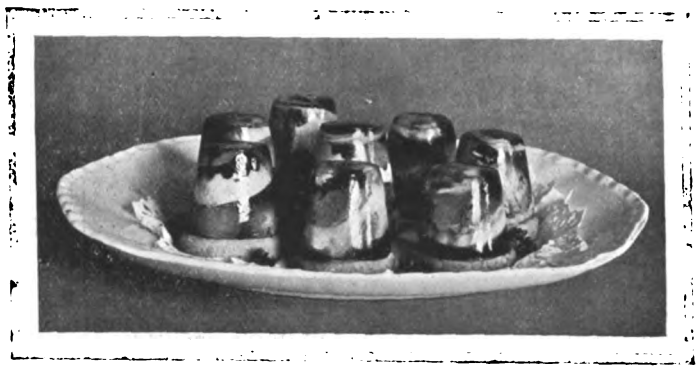
For this divide some good clear lemon jelly into three parts; flavour one with a glass of curaçoa and colour it with a drop or two of liquid yellow; flavour another with cherry brandy and colour it with a little carmine, and leave the third lot plain. Two must be kept just tepid while one is whipped till frothy and nearly set, when it is moulded, then another portion is whipped and moulded, and then the third, care being taken that each layer is perfectly firm before the next is added, so that they may each be sharply defined.

### "GLEBE" CANE SUGARS AND GOLDEN SYRUP.

Now that the preserving season is in full swing, the "Glebe" brand of absolutely pure cane sugars deserve to be widely known, for it cannot be too strongly insisted on that to make jams, store jellies and syrups, and bottle fruits with anything but really pure cane sugar is simply a waste of time and material, for the chances are ten to one that they will not keep. Inferior sugar in this case is no economy, for to the loss of its price must be added that of the fruit, fuel, and labour. The wonder is that housekeepers still abound who persist in this "penny wise and pound foolish" policy in this matter, and ask for information as to chemicals for use in preserving, to counteract the bad effects of the cheap beet sugar they will use. The inevitable injury to health, especially in the case of children, and consequent doctor's bills, never seem to weigh with them if only they can get beet sugar a farthing a pound or so less.

Another regrettable fact in connection with the present very general use of beet sugar in England, is that many of the British sugar refineries use foreign-grown beet instead of supporting British or Colonial sugar-cane growers. One is glad, therefore, to know that the Glebe brand sugars and syrup are refined entirely from sugar-cane grown in British Colonies or Dependencies, and their freedom from the slightest trace of adulteration can be absolutely relied upon.

The castor sugar is the finest made, and I have never seen any so good for table use, especially with dessert fruits, such as strawberries, melons, etc. Like the granulated, it is packed by machinery at the Glebe Company's Refinery in attractive white cotton bags of various sizes, from two pounds net weight and upwards, while the loaf sugar—cut in fine regular cubes—is packed in cardboard boxes, also of various sizes and weights, while the golden syrup is in tins weighing from one pound up to fourteen pounds.



LITTLE MOULDS OF FOIE GRAS IN ASPIC.
*(Specially prepared and photographed for this paper.)*

As I pointed out in these columns a week or two ago, this "packet grocery" system is very attractive to the housewife of dainty tastes, for it entirely does away with the handling of the sugar at the retailer's, such as takes place when sugar of no particular refinery's brand is bought in paper packages.

This, to my mind, is not the least of the reasons for insisting on one's grocer or stores always in future supplying the Glebe brand of sugars, every bag or packet of which bears this trade mark stamped on it in red letters. Indeed, if we did but see the dirty, perspiring human hands too frequently used for filling the ordinary paper packages of sugar, especially in the small seaside and country stores, on which so many holiday-makers during the next few weeks will depend for their supplies, I doubt if any of us would ever use any other sugar again!

When there is any difficulty in obtaining it, write to the Glebe Sugar Refining Company, St. George's House, Eastcheap, E.C., and ask the manager to arrange for your local purveyor to stock it for you. The leading London stores, including Harrod's, the Army and Navy, and Messrs. J. Barker and Co., already stock it.

In some cases, owing to the cost of inland transit in England, its cost may be just a trifle higher than that of beet sugar, but it is well worth it in every way, though the great value of pure cane sugar as a muscular food, and its power of increasing the resistance to fatigue during prolonged exertion, do not seem to be generally known in England. In Germany the Emperor's action in largely increasing the rations of cane sugar in his Army for this special reason, has, of course, drawn attention to its great value as a muscle food. This explains children's craving for sugar, and it is most important that while their muscles are growing and developing, and, therefore, need more of it than do those which have reached maturity, parents and guardians should see that it is cane sugar they are given. Dietetic specialists say, too, that its free use is one of the best preventatives to be found for the maladies contingent on worms, from which so many children suffer.

Then, again, there is the question of patriotism, most practically shown at the present time by supporting the industries and firms of our own Empire, instead of purchasing foreign grown or made goods. In this connection it is good news that already by those in authority at an important depôt of one branch of the Services the Glebe brand of sugars and syrup are now being used exclusively.

It is much to be wished that regimental messes and canteens and the Naval Stores authorities would give proof of a practical Imperial spirit in such matters by confining their patronage to firms who, like the Glebe Refining Company, make a point of getting their raw material from our fellow-subjects overseas, instead of from foreign competitors, whose Government take good care tariff walls prevent their manufacturers following this latter bad example — should they desire to do so.

### *ANSWER TO CORRESPONDENT.*

FRUIT PAINS (The Country Girl).—These are amongst the simplest and nicest of summer sweets. Rub sufficient of the crushed fruit to produce a pint of pulp through a hair sieve, sweeten to taste with castor sugar, add a squeeze of lemon juice, and half to three-quarters of an ounce of leaf gelatine first dissolved in a little warm water. Mould and set on ice if possible. Turn out, and garnish with whipped cream, or, if a border mould is used, fill the centre with the cream mixed with sliced fruit—whatever has been used for the pain, of course—first marinaded in a little liqueur. You can also for fruit pains make the fruit into a fool, then mix in the dissolved gelatine, and mould, etc., as before.

SYBARITE.



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# Vegetables Up-to-Date.

Vegetables

play a prominent part in our daily dietary, and are never more appetising or enjoyable than when served with a Sauce made with

## Brown & Polson's "PATENT" Corn Flour

as the basis. Many people make vegetable sauces from ordinary wheat flour, but good Corn Flour makes a smoother and more delicately flavoured sauce. Brown & Polson's "Patent" Corn Flour is the best that can be made. See that your cook uses it always for thickening all kinds of sauces.

Brown & Polson publish a Recipe Book entitled "Fish and Vegetable Sauces." A copy will be posted to any lady sending 1d. stamp to Brown & Polson, Paisley. It is well worth the trouble of writing for.

MEDICAL men all over the country are rapidly becoming acquainted with the medicinal qualities of the high-class dry Cyders of Whimple, with the result that they are not only using these Cyders personally, but are constantly prescribing them in a variety of cases subject to dietic treatment.

It is a proved fact that regular consumers of Cyder are exempt from many distressing maladies, such as stone and gravel. Cyder is also an effective remedy for gout and rheumatism.

Not only the phosphorus, but the acids of the apple are of singular use for persons of sedentary habits, whose livers are apt to be slow of action. These acids aid the liver in its work of eliminating from the body the noxious matter which makes the brain heavy and dull, and causes rheumatism and other kindred ailments.

## The Uses of Cyder:

(*a*) as a health giver.

(*b*) as a delicious beverage.

If you would drink Devonshire's Delicious Drink at its very best—if you would realise to the full what a really enjoyable drink Cyder is—you should procure only that brand which comes from the presses of Messrs. Whiteway & Co.

Whiteway's Cyders are made only of the pure juice from the finest English apples, and are absolutely free from chemical preservatives.

Write for Booklet, Price List, etc., to WHITEWAY, WHIMPLE, DEVON; or 22 and 23, ALBERT EMBANKMENT, LONDON, S.W.

Henry Whiteway & Co., Ltd.

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(ROUBLE COFFEE.)

**THE COFFEE OF THE EPICURE.**

BERRIES, FRESH ROASTED,

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WE PAY THE CARRIAGE.

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Follow our directions, and a revelation awaits you of what REALLY GOOD COFFEE REALLY IS.

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ECONOMY HEALTH PURITY

NO BEETROOT USED.

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REFINED GENUINE

## CANE SUGAR

AND

## CANE GOLDEN SYRUP

GLEBE SUGAR REFINING CO., Greenock, Glasgow, and St. George's House, Eastcheap, London.

"Tears never yet wound up a clock or worked a steam ingin'."

—PICKWICK PAPERS.

## FRY'S PURE CONCENTRATED COCOA gives the feeling of "briskness," without which work or recreation may become irksome.

*"My Ideal of Perfection."*

—DR. ANDREW WILSON, F.R.S.E., &c.

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## BULMER'S Famous Herefordshire CIDERS and PERRY.

For a beautifully illustrated booklet on Cider, price list, and special booklet for invalids, apply

H. P. BULMER and CO., HEREFORD.

## BUTLER'S "KEEN" RAZOR

HOLLOW GROUND.
SPECIAL STEEL.
HAND FORGED.

*"I know that Razor, it comes from Sheffield."*

HIGHEST AWARDS.
GUARANTEED PERFECT, AND BRITISH MADE THROUCHOUT.

"**Keen** as this razor's edge invisible." (*Love's Labour Lost.*)

Black Handles ... ... each **3/-** & ***5/-** | Ivory Handles ... ... each **5/-** & ***7/6**
*Per pair, in best Case, **15/-**; 7-day set, **50/-** | *Per pair in Russia Case, **21/-**; 7-day set, **70/-**
"CAVENDISH" CARVERS (Regd. brand) keep "an edge that won't come off."
Fine Ivory, **20/-**; Imitation ditto or Stag, **10/6** per pair. **Post Free of all Dealers.**
Sole Makers, GEORGE BUTLER & CO., Trinity Works, SHEFFIELD.




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# Here, There, and Everywhere.

LONDON'S latest Society fashion of pigskin-covered walking-sticks and umbrella and parasol handles will doubtless soon be "the correct thing" in Tokio. The Prince and Princess Arisugawa were delighted with them when their Imperial Highnesses, during their recent stay in London, honoured Messrs. Brigg of St. James's Street with a visit, and gold-mounted leather was greatly in evidence in their large purchases made from this famous firm of manufacturers.

THE new booklets published for the Town Councils of Hastings, Harwich, Falmouth, and Lowestoft, by the Health Resorts Development Association, will be sent free if a post-card request is sent to the Town Clerks.

WITH its cool green and white interior and its dainty equipments, the Cecil Café, which is the newest offshoot of the Hotel Cecil, makes a very pleasant halting-place in the Strand. Close to all the West End theatres, and having the advantages to be derived from the excellent hotel cuisine, the Cecil Café has special attractions for the neighbourhood of the Strand.

MESSRS. RAPHAEL TUCK'S third post-card competition, in which prizes to the value of £3,000 will be distributed, closes on September 25, and as only 300 Tuck's post-cards are necessary to compete, there is still ample time for intending competitors to enter.

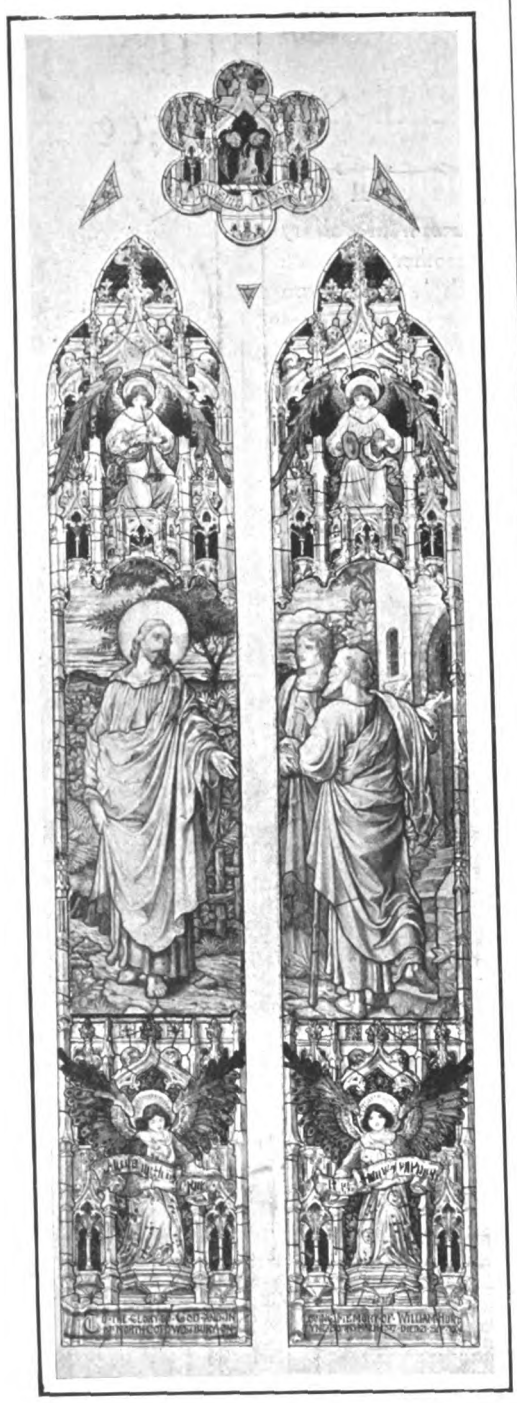
THE CHECKOGRAM is a marvellously ingenious instrument, which records, both mechanically and electrically, the number of persons passing through a turnstile, and exhibits its totals simultaneously on its own dial and on an indicator erected in any office or room which may be selected. No mere carelessness can effect the inviolacy of its records; no dishonest tampering can influence the inflexibility of its tally. It registers the passer-in; it checks the passer-out. It ensures arbitrary accuracy; it saves official time. And, whether placed at the entrance to the theatre or the music-hall, the race-course or the running-grounds, the cricket-field or the agricultural show, it equally and absolutely bars that ever-present drain upon the showman's revenue—the "deadhead."

A PRESS view of a combined new wheel and tyre, on entirely novel lines, was given at the offices of its promoters, 5, Maddox Street, Regent Street, last week. It would appear that at last we are to have in this invention, if it comes up to all its inventors claim for it, just the tyre containing the advantages the public are looking for. To be brief, the following are some of the advantages claimed for the invention: The wheel and tyre are lighter and stronger than those in ordinary use, and the tyre, although pneumatic and resilient, has no inner tube, and is easily taken off and replaced; punctures can never affect the air chamber; there is freedom from skidding, absence of creeping, and the minimum of dust-raising.

IN the tourist and excursion programme of the London, Brighton, and South Coast Railway Company will be found announced cheap week-end tickets to be issued on Friday, Saturday, and Sunday to all places on the South Coast, from Hastings to Portsmouth inclusive, and to all places in the Isle of Wight, also to Dieppe, the Parisian's favourite seaside resort on the Normandy coast, with its handsome casino, new marine promenade, fine golf links, and good roads for cycling. In connection with the Paris services, *viâ* the Newhaven, Dieppe, and Rouen Royal Mail route, tickets are issued for tours in France (including Normandy and Brittany, the Loire Valley, and Pyrenees), Switzerland, Italy, Austria, Germany, the Tyrol, Black Forest, Algeria, Tunis, etc.

WHEN a woman takes to aiding Nature in regard to her face, she needs to be very careful with whom she deals. The face, more than any part of the anatomy, resents careless or improper treatment, and there have been those who, trying to beautify, have only succeeded in ruining their countenances for all time. At her handsome apartments in New Bond Street, Mrs. Adair has spared no pains to discover the utmost possibilities of science for the benefit of the fair sex, and the results of her treatment are seen in the clear skins, bright eyes, and upright carriage of those who put themselves in her charge. In Paris, London, New York, and Birmingham Mrs. Adair has now opened branches, and her success in the line she marked out for herself has been remarkable.

AT one of the Conference meetings in Bristol last week a stained-glass memorial window to the late Mr. William Hunt, a prominent Methodist, was unveiled. The window was



THE HUNT WINDOW.
Stained-glass window in Bristol unveiled last week

designed and executed by Messrs. Joseph Bell and Son of Bristol.

THE gardens of the Royal Botanic Society looked their best on Thursday last, when the Playgoers' Club held their annual evening fête, which was a brilliant one. The band of the Royal Horse Guards (Blue) discoursed music on the lawn and in the conservatory, and in one of the byeways of the gardens the Drolls, headed by Herbert Fordwych of Aldwych, gave excerpts from what they are pleased to call their "not unamusing repertoire." The fête lasted until the small hours, and Mr. Hannaford Bennett and the committee are to be congratulated on a most enjoyable evening.


## Amusements.

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HENRY LOWENFELD, Sole Proprietor.
TOM B. DAVIS, Lessee and Manager.
Mr. GEORGE EDWARDES' SEASON.
Every Evening at 8.15.
The Comic Opera, in Three Acts,
"VERONIQUE."
Matinee every Wednesday at 2.

**AVENUE THEATRE.**
Lessee and Manager: Mr. FRANK CURZON.
To-night and Every Evening at 8.45
A MESSAGE FROM MARS.
By Richard Ganthony, in which
Mr. CHARLES HAWTREY will appear.
Preceded at 8.15 by 327 FINSBURY.
MATINEE EVERY WEDNESDAY AT 3

**PRINCE OF WALES' THEATRE.**
Lessee and Manager: Mr. FRANK CURZON.
Mr. GEORGE EDWARDES' SEASON.
To-night at 8.15,
LADY MADCAP.
MATINEE EVERY WEDNESDAY AT 2.15.

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Lessee and Manager: MR. FRANK CURZON.
To-night at 8.45.
MR. HOPKINSON.
An original farce in three acts by R. C. Carton.
Preceded at 8.15 by Mr. Nelson Jackson.
Matinee every Saturday at 3.

**DALY'S THEATRE.**
Produced by Mr. GEORGE EDWARDES.
To-night and Every Evening at 8.15.
Matinee Every Saturday at 2.30.
THE LITTLE MICHUS.
By A. Vanloo and G. Duval. Music by Andre Messager.
Adapted for the English stage by Henry Hamilton.
Lyrics by Percy Greenbank.
Box Office 10 to 10.

**VAUDEVILLE THEATRE.**
Managers: A. & S. GATTI & CHARLES FROHMAN.
Every Evening at 8.15,
THE CATCH OF THE SEASON,
By Seymour Hicks and Cosmo Hamilton.
The Vaudeville Theatre Company.
Matinees Wednesday and Saturday at 2.15.

**NEW THEATRE.**
Proprietor: SIR CHARLES WYNDHAM.
To-night and Every Evening at 8.30,
CHARLES FROHMAN presents
LEAH KLESCHNA.
A Play in Five Acts, by C. M. S. McLellan.
Matinee Every Wednesday at 2.30.
Doors open at 8. Tel. 2473 and 2480 Gerrard.

**GAIETY THEATRE.**
Manager: Mr. GEO. EDWARDES.
To-night and Every Evening at 8; doors open at 7.40.
A New Musical Play, entitled:
THE SPRING CHICKEN.
Box Office open from 10 to 10.

**DUKE OF YORK'S THEATRE.**
Sole Lessee and Manager: CHARLES FROHMAN.
To-night at 9.
Charles Frohman presents J. M. Barrie's New Play,
ALICE SIT-BY-THE-FIRE.
At 8.25 sharp, PANTALOON, by J. M. Barrie.
Matinee Every Saturday at 2.25 sharp.

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**UNKET**

TABLETS.

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Hansen's Junket Tablets make the best Junket. Each tablet will make a quart of delicious nourishing junket with the least amount of trouble. Hansen's Junket Tablets are double the value of the next best, uniform in quality, and more reliable.

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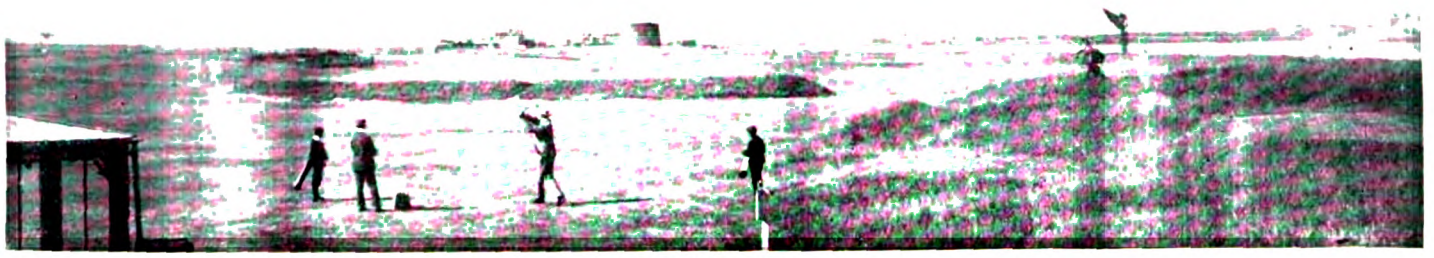

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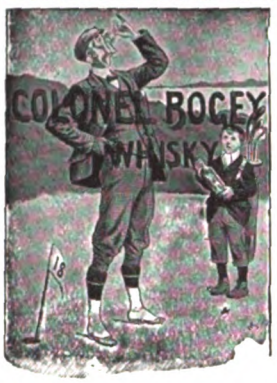


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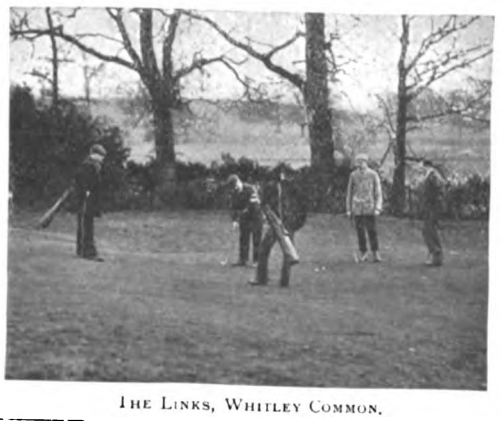

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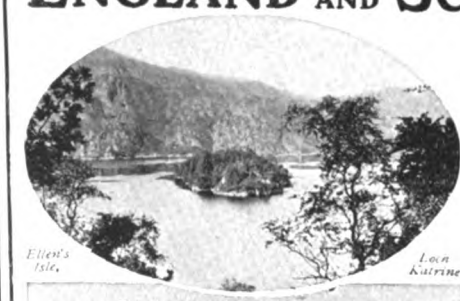


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*AND HIS NAVY & ARMY*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

VOL. XX. No. 444. SATURDAY, AUGUST 5th, 1905. PRICE 6D.

Parkinson and Kay.

MR. JOSEPH COMPTON RICKETT, M.P.

Liberal Member for Scarborough.

(See page 583.)

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected*

# THE KING

*AND HIS NAVY AND ARMY.*

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**EDITORIAL.**

*photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND GOODWOOD.—Goodwood the honoured, Goodwood the delightful, and Goodwood the great is one of the many functions which make the London season; but there is about the Sussex meeting more freedom and less ceremony than about many of the others. In the past hundred and four years Goodwood has never looked back from its Royal and aristocratic beginning, and has remained, despite the rivalry of Ascot, the favourite meeting with what has been wittily termed the frocks and frills brigade. The Duke of Richmond and Gordon has again acted as the King's host, and Queen Alexandra has also been at the Duke's Chichester home for the meeting. By the way, how many people know that since Charles II. created the first duke in 1675 Duke of Richmond, Earl of March, and Baron Settington, there have only been seven holders of the title, including the present duke.

THE KING AND COWES.—On board the "Victoria and Albert" King Edward will next week play the dual *rôle* of keen yachtsman and genial host, for while the racing under the auspices of the Royal Yacht Squadron is going on, he will entertain the Admiral Commander-in-Chief and other principal officers of the French Fleet which will be here on a visit. And no doubt at the Royal Yacht Squadron Club-house these officers will receive better treatment than did certain compatriots of theirs in 1625, who were caught smuggling, and "clapt straight into the dungeon that others might take heed thereto not to transgress," as the old chronicler puts it. Cowes Castle, which owes its origin to Henry VIII., was used as a Governor's residence until the fifties of the last century. In the castle, too, was imprisoned Davenant, who wrote there part of his poem "Gondibert." Charles I., whose history is so bound up with that of the Isle of Wight, first landed at Cowes when he was a boy of nine in 1609, and holding a muster of the forces of the island. Nine years later he was there again, and it was at Cowes that in 1647 he landed, a fugitive and a suppliant, to the long imprisonment at Carisbrooke Castle, whence he only emerged to go to his death in London. James II. also stayed at Cowes, and in view of next week's muster of the Fleets it is interesting to read that in 1620 men-of-war and their prizes, to the number of 300, were anchored in the roads.

*Esme Collings.* *Lafayette.*

SIR CLIFTON AND LADY ROBINSON

The Chairman of the London United Electric Tramway, and his wife, who have been entertaining largely at their riverside home.

THE KING AND THE FRENCH FLEET.—Vice-Admiral Caillard and his officers and men will of course have a very hearty and cordial welcome from all classes on the occasion of their visit to Cowes and Portsmouth, and had it not been that he had already arranged to be there for Cowes Week, it is practically certain that the King would have gone down in order to welcome the guests in person. Naval reviews at Spithead are wonderful sights, and to the uninitiated the sight of such a large congregation of ships in orderly rows, firing numerous salutes, is as mysterious as it is awe-inspiring. But for the King these functions are no new experience, though it will no doubt be a great pleasure to him that the result of his strenuous efforts in the direction of promoting a better feeling between the two neighbours is thus visibly demonstrated. And not only by means of a Naval review and a banquet in the "Victoria and Albert" will he show his interest. A large number of French officers are to journey to Windsor to see the famous riverside home of the British Royal House, and to take lunch there, and for nearly all of them that will be an experience as novel as memorable. London will have a chance, too, of joining in the welcome, and, sunny skies or grey skies, will know how to give a hearty cheer for those who so royally entertained our Atlantic Fleet at Brest.

THE BABY PRINCE.—This week the christening ceremony of the youngest child of the Prince and Princess of Wales takes place at Sandringham, and the names chosen for the infant Prince have naturally been influenced by the fact that King Carlos of Portugal has stood godfather to the Royal baby. There can be no doubt that both in this country and in Portugal the news will be welcomed with pleasure. England and Portugal have so much in common, and the friendship between the two countries has become so warm, that the honour King Carlos does the Prince of Wales and his youngest son will be very fully appreciated here.



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Russell.

PRINCE CHRISTIAN AT WINDSOR.

The site of the new municipal police station, police court, and fire stations at Windsor were visited on Friday last week by Prince Christian, who is Lord High Steward of the Royal Borough, and the foundation-stone of the new buildings was laid.

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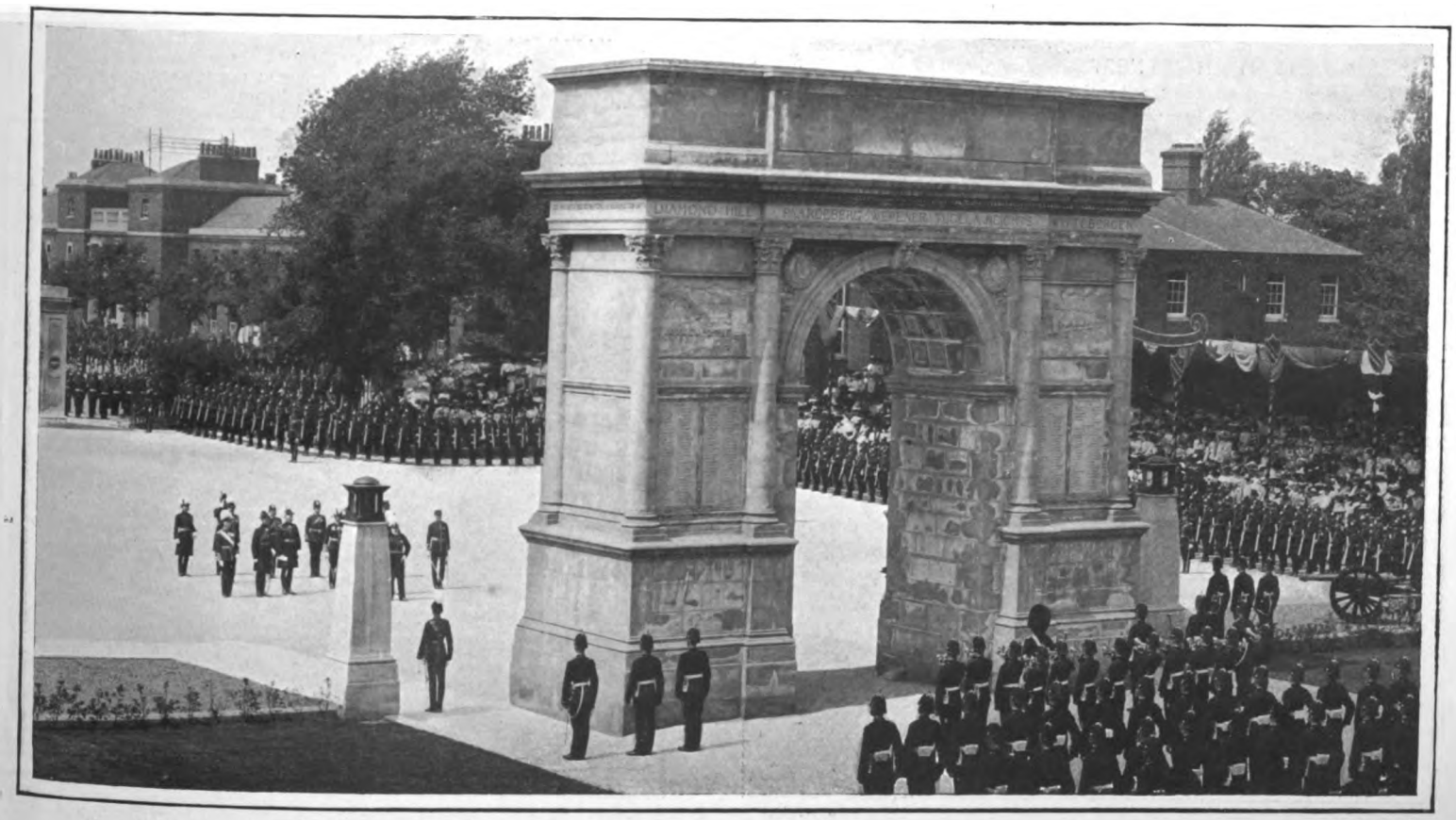
PRINCESS ALEXANDER OF TECK AT ETON.

On Saturday last the foundation-stone of the memorial buildings at Eton College, which are being erected in honour of the memory of Etonians who fell in the South African War, was laid by Princess Alexander of Teck, and among the visitors were Earl and Countess Roberts.



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THE KING AT CHATHAM.

The memorial arch erected by the Royal Engineers to the memory of their comrades who fell in South Africa was unveiled by King Edward, who went down to Chatham for the occasion. On the same day his Majesty opened the new Naval Hospital, which has been erected to accommodate 600 patients.



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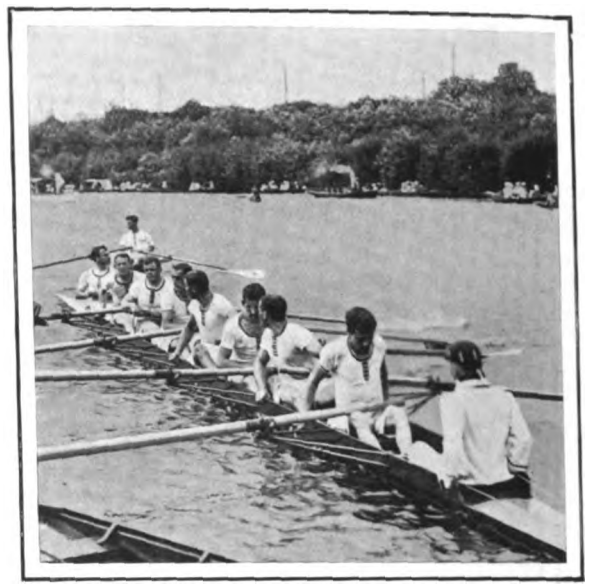
W. A. Rouch.

ARCHERY AT BEDDINGTON PARK.

**The annual prize meeting of the Beddington Park Club on the club ground last week. There were a large number of entries, and the meeting was in every way a great success.**



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GORING AND STREATLEY REGATTA.

**London, winners of the Challenge Eights, putting off from the landing-stage for the final.**

Copyright.

MISS C. DE H. BENEST

**Third prize winner at the fencing competition at the Ladies' Army and Navy Club.**

W. A. Rouch.

MISS BRIDGES

**Gold medallist and first prize winner at the Beddington Park Archery Club.**

Copyright.

MISS C. DURAND

**First prize winner at the fencing competition at the Ladies' Army and Navy Club.**

Copyright.

GORING AND STREATLEY REGATTA.

**This popular meeting took place on Saturday last, racing going on practically all day. Our illustration shows "Willow Grange," the winners of the dongola race.**

Sharp.

THE VICTORIA MEMORIAL AT NOTTINGHAM.

**The Duchess of Portland unveiling the statue in the Great Market Place last week.**



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# "AS YOU LIKE IT."

## PASTORAL PLAYERS AT THAMES DITTON.

(1) The audience, among whom were many well-known actors and actresses. (2) Celia (Miss May Congdon), Rosalind (Miss Madge Mackintosh), and Orlando (Mr. Graham Browne). (3) The last act. (4) Mrs. G. P. Huntly and a programme seller. (5) Melancholy Jaques in the forest.

*(From copyright photographs specially taken for this paper by W. A. Rouch.)*



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THE KAISER AND BELGIUM.—It is nearly always the unexpected that happens with the Emperor William of Germany. And while it is not by any means an unprecedented thing for him to contemplate a visit to Belgium, the fact that he has actually decided to go there, and that immediately after the celebration of the Diamond Jubilee of Belgian Independence, will be a matter for no little comment in the political circles of the Continent. This country is not so much or so directly affected by this contemplated tour, but for us the doings of the Kaiser are always second in interest only to those of our own King and Queen. Following his example, some of the other rulers of European States may find a visit to Belgium desirable. But in this, as in other instances, it looks like a case of the Kaiser getting there first.

A WARNING TO AUSTRALIA.—General Gordon in Australia, like Lord Roberts in England, has warned his countrymen of their Military deficiencies. He, too, is a soldier whose opinion carries weight, from his age and experience. Born in Scotland, he was, in his early days, an Artillery officer, but he retired and settled at the Antipodes. Here he became connected with the Military forces, with which his career has been identified for twenty-three years. In 1892 he was made commandant, and in the South African War acted as Chief Staff Officer of the Australasian forces in the field. For his services in this connection he was created a C.B. On his return home he was again made commandant, but on the reorganisation of the Military system of the Commonwealth he retired. It is, therefore, as a soldier-citizen that he warns Australia of the consequences of the change in the balance of power in the Pacific. Will he make any deeper impression on Colonials than Lord Roberts has on Englishmen?

THE SPANISH TREASURE-SHIP.—The romanticists of the olden days took their heroes needlessly far from home in search of adventure and wealth, if half that we are hearing now about the wonderful treasure-ship in Tobermory Bay be true. The "Florida," or the "Florentia," or the "Admiral Florence," for by all these names she is referred to by the various chroniclers, was sunk in 1589 by Donald Glas Maclean, a relative of Sir Lauchlan Maclean of Dowart, who was at the time an outlaw, but who subsequently obtained a remission of the ban on the strength of his kinsman's services to the country. Young Donald was on board the Spanish vessel as prisoner of war, and the magazine being near his cabin, he forced his way in one night and successfully fired it. Of the crew of three hundred and more only three men and a dog escaped, or, at least, that is what tradition in the Isle of Mull says. Millions of "pieces of eight" are believed to be imprisoned somewhere in the hulk of the old vessel, and ever since 1688 attempts have been made to recover this treasure. But so far only a few old guns and other relics and thirty-three coins have been recovered.

AN AUSTRALIAN LAWYER.—Colonel Morgan's leading counsel on the War Stores Enquiry is the Hon. B. R. Wise, perhaps the first Colonial to act in such a capacity on a Royal Commission in England. He is an Australian of the very best type, handsome in presence, courtly in manner, and persuasive in voice. In his youth he was a friend and associate of Arnold Toynbee, and at college took part in the debates of the Oxford Union with the Hon. George Curzon, now Viceroy of India, and other young men since become famous. As an athlete he was distinguished, and from 1879 to 1881 held the Amateur Mile Championship. He is a Free Trader, but is willing to realise his ideal by way of Preference. In Sydney he has a large practice, and is a leading figure in the political world, having been Attorney-General in more than one Ministry. His present visit to England is a long one, and he came home by way of South Africa, where he was the guest of Lord Milner.

*Lafayette, Dublin.*

BARONESS DE FOREST

Who was married to the Baron last year, is the sister of Baron Gerard. Baron de Forest is a peer of the Austrian Empire, but is also a naturalised British subject, an officer in the Staffordshire Imperial Yeomanry, and a thoroughly good sportsman.

PERFUMES.—There is evident to-day a great liking for delicate, fragrant scents, which is in great contrast to the preference for the heavy scented essences of the East which was so noticeable a few years back. No doubt Queen Alexandra has been the arbiter of this change, for she has recently abandoned her favourite Ess Bouquet to some extent and taken to Sweet Pea, a very delicate and refreshing perfume. Queen Victoria always preferred Lavender Water to any other perfume. The Empress of Russia probably uses more scent than any other Royalty, and she, too, is faithful to one kind, Violet, made from flowers specially cultivated at Grasse. Two scents that are in great demand this season are Green Shamrock and Sofranor, both of which come to us from Paris.

BANANAS.—When Theophrastus described the fruit upon which the wise men of India fed, he invented a name for the banana which the botanists of old made use of in calling the tree Musa sapientum. But there is a far more interesting and curious old belief attaching to the banana in the Canary Islands and Brazil. It is there regarded as an affront to the Saviour to cut the fruit with a knife, as when this is done a crucifix may be seen in the centre of the banana. The cross is only clearly marked in fruit which is just ripening or which has been fresh picked. In a poem on horticulture published in 1620 we get in a description of the banana the following two lines: "If with a knife the fruit in two you reave, A perfect cross you shall therein perceive."

AN ELECTRICAL MAGNATE—When Sir Clifton Robinson joined the staff of the late George Francis Train on the first tramway in Europe, he started out upon a way which has led him to equal fame and a greater fortune than it did his then chief. For to-day he is closely connected with nearly every important tramway in this country, and controls in addition the systems of San Francisco and Los Angeles, California, where he constructed the first cable and electric tramways. In London, too, he was the pioneer of electric traction, and over ten years ago he foresaw with admirable exactitude that it was to the electric tram that London would have to look for the solution of the traffic problem. It is to his energy and initiative in large measure that the electrification of our underground railways is due, and he is largely interested in the many "Tube" railways now constructing. A Lancashire man by birth, he married an Irish girl, and there are few hostesses whose receptions are more willingly attended than those which Lady Robinson holds at Garrick's Villa at Hampton. The visitor to this famous house needs no assurance that Sir Clifton Robinson is fond of horses and dogs.



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# PRIZE DAY IN THE "WORCESTER"

## ON BOARD THE THAMES NAUTICAL TRAINING COLLEGE AT GREENHITHE.

(1) Leonard Alan Robertson, winner of the King's Gold Medal. (2) Some visitors; names reading from left to right: Mrs. Batt-Mills, Mr. W. Lund, Sir Thomas Sutherland, G.C.M.G., LL.D. (Chairman of the College), Miss Fellowes, Miss McDonald, Lady Sutherland, Captain Kaburaki, the Japanese Naval Attaché, Admiral the Hon. Sir E. R. Fremantle, G.C.B., C.M.G. (Vice-Chairman), and Sir John Glover, J.P., who distributed the prizes. (3) Manning yards in honour of the arrival of the visitors. (4) Leaving the yards after the visitors have come on board. (5) The distribution of prizes The captain of the ship calling for three cheers for the King as the winner of the King's Gold Medal steps up on to the platform to receive his decoration. (6) W. Crutchlow, winner of the gold watch given annually by the P. and O. Company to the boy who is second in the gold medal competition.

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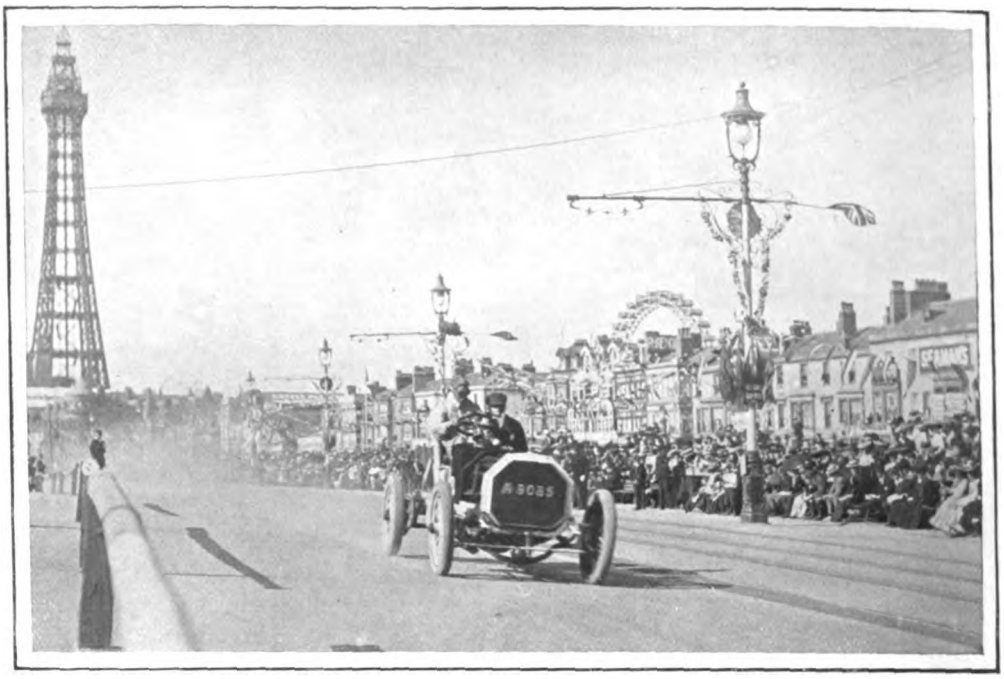
# The Motor: On Highway and Seaway.

THE motor-omnibus is, admittedly, in its infancy, but it is a very promising infant, and no one can say how important a future may lie before it. It is, therefore, a pity that the report of the Royal Commission on London traffic should contain only one short paragraph, and that a somewhat contemptuous one, dealing with the new vehicle. The majority of the Commissioners are firm believers in the tramcar, and "cannot recommend the postponement of tramway extension in London on the ground of any visible prospect of the supersession of tramways by motor-omnibuses." I fancy that the new vehicle must have had a somewhat disturbing effect on the deliberations of the Commissioners, as at the time they were appointed the motor-omnibus was practically unknown, and it was not until their labours were nearly completed that it made a sudden and successful appearance on the London streets. Apparently, to avoid the appearance of being hopelessly out of date, a clause referring to the motor-omnibus was added to the report, and, presumably, evidence was heard on the subject, but it is impossible to believe that the Commissioners have seriously studied the future possibilities of the motor in helping to relieve the congestion of the London streets.

Sir George Bartley, M.P., who presents a separate report, traverses the opinions of his colleagues in the following paragraph: "The report seems to suggest that motor-omnibuses will not take the place of tramways as a means of popular locomotion. This may not be so, but the evidence does not appear to be conclusive either way, though tending rather in favour of motor-omnibuses than the reverse. That motor-omnibuses are quicker than tramway cars in crowded streets has been ascertained; that they are better in narrow streets can hardly be doubted; and it would appear to be unwise to prophesy what they may accomplish, seeing what they have already done in so short a time. Whether they will ultimately compete successfully with tramways is at least an open question, but it seems to be sufficiently doubtful to render it scarcely wise to extend tramways in narrow streets, at a great cost to the public, until more experience has at least been gained as to the future of the motor-omnibus." There are many competent authorities who agree with Sir George Bartley, and, considering that the motor-omnibus, successful and practical vehicle though it has already proved to be, is, admittedly, still in a more or less experimental stage, it would certainly be wiser to wait for a year or two before a multitude of schemes are put forward for covering London with a network of tramways.

There are few more delightful methods of spending a summer holiday than in taking a leisurely tour by motor through the northern parts of France. A few words as to the customs and driving regulations in force on the other side of the Channel may therefore prove of value at the present time. The duty on automobiles is about £1 per cent., but the money is refunded in full when the car leaves the country, if only a temporary visit is intended. In the case of cars of French construction no customs duty is demanded, if the owner has taken the precaution to obtain a document called the "Passavant" when the vehicle is first brought out of France. This is a receipt from the customs which is valid for one year only, but can be renewed if application is made before the date of expiry. Purchasers of French machines should therefore insist on the "Passavant" being obtained from the authorities when the car is being sent over from the makers. Members of the Automobile Club have special advantages in regard to touring abroad, as they may settle all the customs formalities at the club and make the necessary deposit before leaving England, and thus avoid a great amount of trouble at the port of entry.

Before driving a car in France it is necessary to obtain two separate permits—the *Carte Grise* and a driving certificate. Before the former can be obtained the car must be examined by a Government official as to its suitability for use on the roads. This, of course, is a mere formality, but it is one that is apt to cause an irritating delay. An appointment should be made some time beforehand for the examination of the car at a certain time, and the letter (written on papier timbré) should be addressed to the nearest Prefecture to the port of entry. French cars need not be examined if the document called the "note descriptive" can be obtained from the makers. The permit when issued will assign a number to the car, which must be carried as in England. In order to obtain a driving certificate the applicant must pass an examination as to his skill, which, however, is not a very formidable matter. An appointment is made with the Prefect in the same manner as in the case of the examination of the car. Both examinations can be held at the same time, but two letters must be written. The application for the driving certificate




*Topical*

THE MOTOR-RACES AT BLACKPOOL
A view near the finish of the course.

*Topical.*

MOTOR-RACING AT BLACKPOOL.
A bird's-eye view of the course, from the top of the tower.



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must be accompanied by two small mounted photographs of the head and shoulders of the driver. Here again members of the Automobile Club are able to avoid a vast amount of trouble and delay. If the secretary is advised a few days before the member leaves England of the date of his arrival at the port of entry an agent will meet the car on the quay with the Government official, who will immediately carry out the necessary examinations. I believe this arrangement is only in force at present at Havre and Bordeaux, but assistance is given at any port. In the case of a French car the club can generally obtain the *Carte Grise* and the registered number before the owner leaves England.

overcome their early difficulties, and succeeded in turning out a craft which is the equal of the steam launch in reliability. There are bound to be some failures out of the thirty-seven vessels entered, which range in size from an 18-ft. open launch, driven by a 6-h.p. petrol motor, up to fair-sized sea-going yachts, one of which is 60-ft. in length, and fitted with a producer-gas plant for supplying its huge engine with the necessary explosive mixture.

Without entering at length into the rules which govern the trials, it may be said that they consist of two continuous runs of ten hours each, during which any stop will involve a heavy loss of marks. No repairs or adjustments will be permitted between the runs, and

most valuable guide to the merits and defects of all the principal types of motor-boat at present on the market.

There are two courses, a sheltered and an open one, and only those boats which are entered for the latter are required to cover it. The sheltered course is entirely within Southampton Water, and approximately rectangular, the starting being in a line with Hythe Pier, and the boats proceeding as far as Calshot Castle before turning. This should afford a sufficient test of the suitability of the boats for river, harbour, or estuary work. The open course, which need be covered only once each day, the remainder of the time being spent in circling the sheltered course, will take

*Wakefield.*

MR. AND MRS. VICTOR MILLER IN THEIR 24-H.P. FIAT.

In refreshing contrast to the orgy of speed demonstrations, with which automobilists have been satiated during the last few months, come the Reliability Trials for motor boats which are taking place this week in Southampton Water. The ability to start quickly and keep on running in the most adverse circumstances are of far more importance to a motor-boat than in the case of a car, for whereas a breakdown on the road merely results in delay and inconvenience, the failure of the engine at sea may have the most serious consequence if it occurs at a critical moment. The motor-boat, like the car, has to live down a reputation for uncertain behaviour, and the trials now in progress will, I hope, serve to demonstrate that a large percentage of the makers have

only ten minutes will be allowed for the necessary preparation before the start on the second day. Every type of vessel will be placed on an equality in this respect, and it will be interesting to note how the two steam launches which are entered compare with the boats driven by internal-combustion engines in regard to the time required to get under way. Marks will be awarded under the heads of reliability, general condition after trial, speed (every boat has to maintain a given mean speed throughout the twenty hours), arrangement and protection of fuel tanks and piping, economy of fuel, efficiency of reversing arrangements, design and finish of mechanism, ease of control, and silence. It will thus be seen that the judges' report when issued will be a

the competitors down the Solent as far as the gas buoy on the Solent Banks. According to the list of entries before me eighteen out of the thirty-seven boats have definitely decided to brave the dangers of the open course, while eight others are apparently still in a state of uncertainty. It is to be hoped that the weather will not prove too kind, as a strong ebb tide and brisk south-westerly breeze raise a choppy sea off West Cowes, which would give the smaller craft an excellent opportunity of displaying their sea-going powers. And with the Admiralty considering the possibility of adapting motor-boats to Naval needs, for launch service and the like, such a test of their capabilities would be very timely.

RADIATOR.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

WITH the opening of August the golfing exodus begins. The holiday period, so ardently looked forward to throughout the winter, and found to be an absolute necessity in days when the thermometer mounts to between 80-deg. and 90-deg. in the shade, has at last arrived, and bustling preparation to leave the pent-up city and to change the scene is the dominant note in every household at the present moment. The principal idea is to escape from the heat and the dust of the town, to get somewhere near the sea, where a cool breeze always mitigates the scorching fierceness of the sun, and makes life less of a burdensome trial than when business interests or unforeseen illness chains one to the old familiar round of domestic cares and scrutinising double entry. Thus at every railway station—one might almost say in every suburban street and flat—the rattle of the golf clubs can be heard as they lie loosely huddled in the bag. Among trunks and kit-bags the iron and wooden heads of golf clubs peep out as one of the indispensable accompaniments of the family equipment during the weeks to be spent either at home or abroad. The universality of the golf club among the luggage shows not only the great spread of the game among all classes of society, but how popular the recreation on the links has become with men and women of the well-to-do classes, especially at holiday times.

* * *

It would thus seem that the spread of golf, throughout these isles, at any rate, is leading to greater variety in the character of seaside amusements. The ladies like a round of the links as well as their husbands and brothers. The satirists have said a great deal in years gone by about the ladies of the household when they were on holiday bent changing the scene but not the amusements which they have been accustomed to enjoy throughout the year, or even the accustomed tenor of their social habits. The golf links have now become as much an indispensable part of seaside amusements as the pier or the promenade. Corporations of seaside boroughs are waking up tardily to the fact that there is a great deal of money in good links, and the ratepayers, too, though rather averse at first from the notion that they should put their hands in their pockets to cater for the amusement of the rich, have willingly borne an increased rate in order to make their little town a permanent attraction for the golfer throughout the year. The result is that where links are found on the outskirts of a seaside town, otherwise charmingly attractive, families return there year after year quite satisfied with the enjoyment they have earned, and the rich store of health they have laid up as a precious reserve for the hard winter that may come.

*Copyright.*

THE GOG-MAGOG LINKS, CAMBRIDGE.

Mr. G. Hoffmann, the Cambridge University Captain, playing out of a bunker. The ball can be seen just beyond the flying sand.

* * *

One sees, therefore, on nearly every seaside green at this season of the year a goodly string of mixed foursomes leaving the first tee in the early morning. Even when the players have no pretensions to be described as even fair in playing form, the mixed foursome, as thus arranged among fathers, mothers, daughters, and brothers, is an exhilarating exercise. It is sociable, entertaining, stimulating to the mind, and bracing to the body. It adds a new interest to life at the seaside, which, without this welcome change of a pastime, is apt, perhaps, to become monotonous for lack of something definite to do. A morning round with the male members of the family, or with neighbours, leaves the ladies free for the promenade or the pier in the afternoon, while the men adhere with allegiance to the golfing law that no higher form of amusement can be provided for them than that of completing as many rounds of the links as can be crowded in before darkness absolutely shuts out a dim view of the home hole.

*Mathew, Towyn.*

THE HARLECH LINKS.

A view of the home hole on the Royal St. David's course at Harlech; Mr. H. Hilton is just about to putt.



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# *On the Links.*

Sometimes the question arises as to whether the coast towns on the other side of the Channel should be given a short trial for golf at this time of the year. The golfing habit has almost become as persistent in France, Belgium, and Switzerland as it is with ourselves. If the natives of those countries do not as yet show any particular enthusiasm to play the game themselves, they are at least wideawake enough to see that facilities to play the game on some kind of makeshift links mean an added money attraction to the resort. The foreigners, however, have not been content merely to lay out a golf course; they spend lavishly in providing cups and other prizes for competition. Thus at Dieppe, Wimereux, at many of the popular holiday resorts in Switzerland, at Carlsbad, Baden-Baden, Homburg, and many other places on the Continent largely visited by English golfers in August and September, there are many "open" competitions advertised for valuable prizes in match and score play. In many cases the local town councils give handsome prizes out of the public funds, thus making it a high honour for golfers from this side to enter and to win, in order that they may be able to grace their dining-room with a silver golf trophy designed and made abroad.

* * *

The great professional foursome for £400 opens this week at Deal. All the players seem to be in brilliant form, and if they maintain collectively this form during the progress of the match it should be a real heroic battle, which will be decided by a very narrow margin. Last week Herd followed up his success at the Manchester Open Tournament by winning for the second year in succession the Leeds Challenge Cup of the Northern Section of the Professional Golfers' Association at Bradford. His score was 70 (a record) and 75, F. Leach of Northwood and B. Snowball of Scarborough Town coming next with 75 and 75. This was the qualifying round for the tournament for £240 and medals, presented by the proprietors of the *News of the World*, to be held at Walton Heath in October. Herd was putting brilliantly.

* *

Braid, Taylor, Vardon, and Williamson have taken part in a professional tournament on the course of the Sheffield Club at Lindrick. Braid and Vardon each went round in 77, and Taylor was 72—marvellously fine scoring. A four-ball foursome in the afternoon resulted in Braid and Taylor winning by a hole against Vardon and Williamson, after being 3 down at the fourth hole. The best-ball scores were 68 and 69 for the eighteen holes.

THE PROFESSIONAL AT ALDERSHOT.

James Merrilees, the professional at the Aldershot Club, whose links are on Cove Common. He learnt his game at North Berwick when apprenticed to Hutchison. Since he took over the charge of the green it has been twice extended, and now numbers twelve holes.

GOLF AT ALDERSHOT.

Major G. Haines choosing a ball from Merrilees, the professional.

ALDERSHOT CLUB-HOUSE.

The club-house is on Cove Common, and here a view is obtained of the Queen's Hotel at the back.

The Open Amateur Meeting at Romford was a great success, among the players being Mr. Hilton and Mr. Fry. The best score was returned by Mr. J. Hall (Romford), whose net score was 154, Mr. S. Feast winning the prize for the best score under handicap for eighteen holes.

## GOLF PHILOSOPHY IN SLIPPERS.

### IV.—On Stymies.

INTRINSICALLY, I do not think the stymie has any great merit. If to be great or good is to be for the greater happiness of the greatest number, I fear stymies will not come under that category. Indeed, I am not sure but what they inflict pain more than they afford pleasure. The stymie that has decided the match at the last hole, that would otherwise have been halved, will rankle more bitterly in the mind of him who has lost than it will afford pleasure to him who has won, who, poor sinful man, is too prone to ignore the stymie that gave him the match, and to attribute his victory to his superior play at some other hole.

No one intends to lay a stymie on purpose. If it is laid by an approach shot it is, of course, an arrant fluke; while if both balls are within putting distance of the hole, it is surely better to try and hole out than to stop anywhere near the hole in the line of your adversary's putt. The joy of lofting a stymie, which I admit is great, and so easy to do when practising on the club lawn, or while waiting at a tee, is seldom vouchsafed to us in a match. Yet, on the whole, I think the weight of evidence is rather against them than not. But then stymies are historically so intensely interesting. For more than 400 years they have been a bone of contention, and have aroused the evil passions of all true lovers of golf.

By no means the first, but certainly one of the most powerful, agitations for the abolition of stymies that have convulsed the golfing world, occurred during the latter part of the sixteenth century. This was got up by the Papists at the instigation of the Pope of Rome. As far as I have been able to gather—from fragments—it came about in this wise. About the year 1595 or 1596 the Pope was sitting in solemn conclave, considering how he could best bring back certain lost sheep to the fold, and the conversation had turned on Scotland, when a dour-visaged, lanthorn-awed Cardinal, speaking Italian with a strong Aberdeen accent, remarked, apparently to the ambient air, "A kingdom divided against itself cannot stand." The Pope somewhat testily assented to the truth of this assertion, but hinted that as they were sitting *in camera* platitudes



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# *On the Links.*

might be dispensed with. "Get up an agitation that shall divide them into factions," went on the Cardinal. "Yes, but how?" said the Pope. "Get up an agitation about stymies," said the Cardinal. "About what?" said the Pope. "Stymies," repeated the Cardinal. "How do you spell it?" said the Pope. "S-t-y-m-i-e," said the Cardinal. The Pope asked for further information, which the Cardinal gave, and after some additional conversation the conclave broke up. But Cardinal MacAntonio was asked to remain after the others had gone. Towards the end of that same year a prominent Roman Catholic nobleman electrified the members of the Carnoustie Club by remarking at luncheon that stymies were "alle rotte." He had, I believe, just come in from a round that had been decided on the last green. Shortly after this similar views were expressed all over the country, and an agitation began which soon shook the kingdom to its foundations. But King Jamie—he who shortly afterwards, in the year of grace 1603, succeeded to the throne of England, and forthwith founded the Blackheath Golf Club, and who, although not entirely an ideal King, was a good golfer—put his foot down firm. And, after much bitterness of spirit displayed on both sides, stymies were preserved to us.

Since then hardly ever have twenty consecutive years elapsed without an agitation on this subject, while in our own time they have been of quinquennial occurrence. And I have known many an ardent Scotsman travel from the South of Europe expressly to be present at a St. Andrews meeting when this vexed question was to be discussed. Who, then, after looking back through these long centuries of controversy, would have the heart to advocate their final abolition?

And remember always that in the course of a long and honourable golfing life, you will probably lay your adversary as many stymies as he will lay you. C. DE LACY LACY.

## GOLF IN RHODESIA.

GOLF has its keen partisans in Southern Rhodesia as elsewhere in the British Empire, and three of its towns can boast of nine-hole courses, namely, Salisbury, Bulawayo, and Umtali. Golf is usually indulged in during the rainless winter months,

GOLF IN RHODESIA.

The captain driving over the sluit at the 208-yds. hole

when the 5-ft. grass and shrubs have been cut down, and the appropriate parts of the course "scuffled," that is to say, cleared of all vegetation. From this it will be understood that play is on bare earth, and the greens are really browns. A narrow strip is "scuffled" at each hole and is guarded on each side by the unscuffled portion with its growth of grass, which forms a very good hazard. At Bulawayo and Umtali there are sluits which are formidable hazards, but at Salisbury the course is on open veldt, and artificial bunkers are raised.

The course at Umtali is the most picturesque and the most varied. The illustrations are all of the Umtali course. The holes are very varied in length. One is 86-yds. long, and is shown in one of the illustrations. It is a short pitch between two trees and over a yawning sluit, and the hole is guarded beyond by thorny bush.

The sluit has spoiled many a score of the over-anxious player. It is easy to get into, but oh! the getting out! The same hazard has to be crossed at the next hole, which is 208-yds. long; but it does not seem to have the same terrors as at the short hole. The variety of the holes is shown as follows: One hole under 100-yds., two more under 200-yds., two under 300-yds., two between 300-yds. and 400-yds., and one 645-yds. long. The long hole appears very much longer when one thinks of the possibility of soft lies on the earthy surface.

The course is an excellent training for accurate iron work on the soft sandy lies. The golf-house, although primitive, is the scene of many a festive occasion on Saturday afternoons, for the course is reserved on that day for ladies, who may, and usually do, invite the sterner sex to join in the game on their special afternoon. A shorter course is marked out for the ladies. The Umtali community is a gallant as well as a sporting one. I fancy it would make the hair of old golfers at home stand on end if they were told that they could not have a male single or foursome on a Saturday! Out of a population of 1,111 in the district there are about 200 members of the golf club, and their keenness has had its reward, because they were able to win the Champion Cup of Rhodesia from the Salisbury Club, which rather fancies itself.

*T. Delavanay, Inverness.*

GOLF AT DORNOCH.

The Dornoch Station Hotel, showing the golf course, which lies just in front of the hotel.



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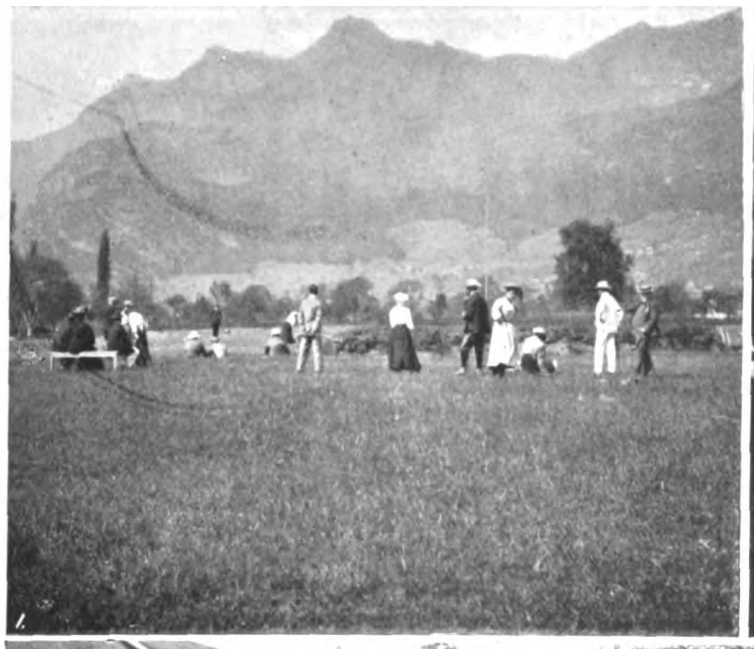
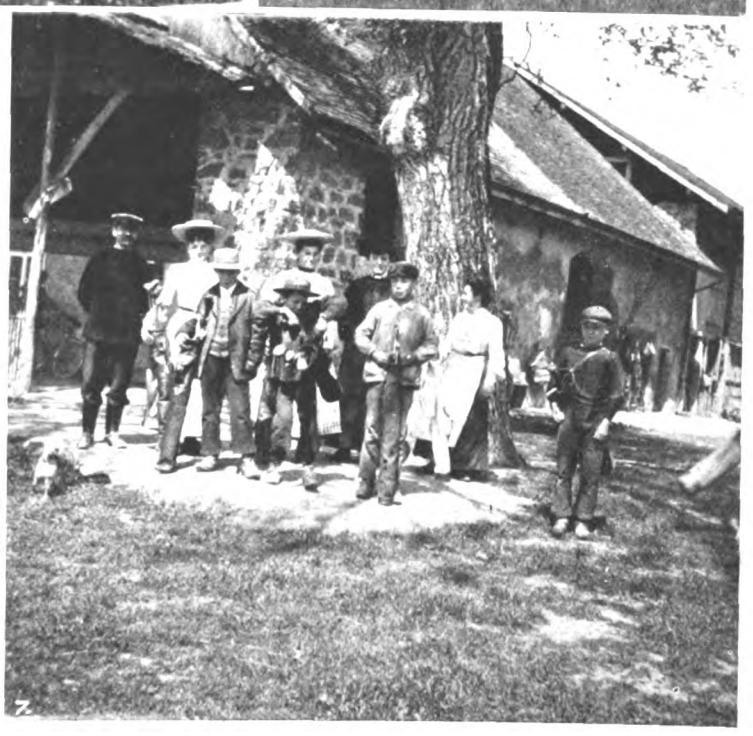
# *On the Links.*






GOLF AT MONTREUX.

(1) Spectators at a recent putting and approaching competition. (2) The driving competition: Mr. de Watterville driving, Mr. Dunsford nearest to the box. (3) Colonel Evans-Gordon, the hon. secretary, driving from the 1st tee. (4) A group of lady competitors. (5) Mr. Lawson driving; Mr. Leslie Smith, Major Clayton, Mr. Wickham, and Colonel Evans-Gordon on his right. (6) The Montreux club-house. (7) A group of Swiss caddies.



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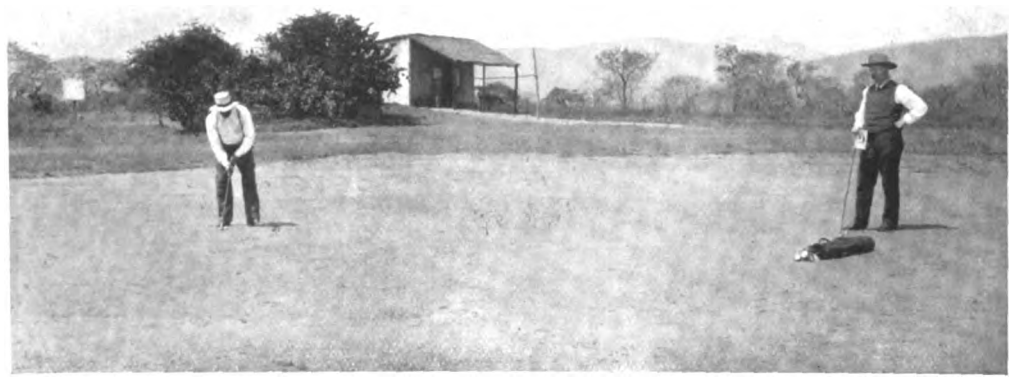
# *On the Links.*

From the nature of the course special local rules had to be adopted, particularly with regard to the greens. To render the greens of uniform texture, if such a word can be used, they are sprinkled with sand. This sand gets very uneven with many feet trampling upon it, so that putting becomes a mere game of chance. However, a player is allowed to smooth the sand with the handle of his club. The record in club competitions for the course is 81, and is held by Mr. S. Elkin; but a round of 75 has been done by Mr. H. B. Douslin, a Salisbury player.

The native Mashonas are used as caddies, and they are excellent at finding balls in the bush or long grass. It is very difficult, however, to initiate them into the mysteries of the game, so that in inter-club competitions, where one club provides all the caddies, it is agreed that if a ball strikes a caddie it is taken as a rub of the green.

The badge of the club is a crow, and the origin of the badge is an incident that occurred in the early history of the club, and before Rhodesian crows quite understood the game. A ball was driven off from one of the tees, and as soon as it stopped a crow pounced on it and carried it off in its beak. Certain versions of the story say that the crow proceeded in its flight to the hole and dropped it in, so that the hole was done in one. But this is too tall, even for a Rhodesian tale. The first part of the tale is vouched for by two well-known members of the club.



GOLF IN RHODESIA.

The captain, Major Snodgrass, putting at the last green, or brown. The primitive club-house is seen in the background.

There is a plentiful supply of artificial bunkers, which would be improved if they were filled with sand. To an ordinary good golfer no difficulty presents itself, and altogether the course is easy, the lies fair, and the subscription moderate. The May competitions lasted fifteen days. Miss Thorpe won the two Ladies' Challenge Cups, and Miss Evans-Gordon the prize offered by Mr. Jenkins, the captain of the club. Mr. Leslie-Smith won the cup given by the Grand Hotel, Territet, and Mr. Dunsford that given by the club. Mr. Wickham gained the Whitehouse and the Captain's Cups. The consolation prize, given by Mrs. Clayton, was won by the captain, to the satisfaction of all.—I am, etc.,

H.

## *Correspondence.*

### THE MONTREUX GOLF CLUB.

TO THE EDITOR OF "THE KING."

SIR,—These links (views of which are given on another page) are situated near Aigle, about eight miles from Montreux, in the Rhône Valley. Convenient trains carry golfers from Lausanne, Vevey, Montreux, Territet, and Bex, and for those who wish to live nearer the Grand Hotel d'Aigle is delightful, and the Beausite (somewhat nearer) very moderate in its charges. The links (nine holes) have been open three or four years, and though on the flats themselves, have on three sides some of the highest Alpine peaks, including the Dent-du-Midi, Les Diablerets, and others. They are open all the year round, but it is almost too hot and the ground too hard to play during July and August. May is a very good month here, and competitions are held then. The holes are, if anything, rather short, the longest being about 400-yds., and the shortest some 130-yds.

## *FIXTURES.*

**August 5.—Felixstowe, Summer Meeting.**
**August 5.—Frinton, Summer Meeting.**
**August 5.—Hythe, Summer Meeting.**
**August 5.—Ipswich, Wood Cup.**
**August 5.—Royal Ashdown Forest, August Meeting.**
**August 5.—Royal Portrush, August Meeting.**
**August 5.—Rye, Monthly Medal.**
**August 5-7.—Rochester, Royal Marine Challenge Shield.**
**August 7.—Bushey Hall, Bank Holiday Competition.**
**August 7.—Hanger Hill, Bank Holiday Competition.**
**August 7.—Hunstanton, Residents' Cup.**
**August 7.—West Cornwall, Ladies' Summer Meeting.**
**August 7.—Royal Liverpool, Summer Meeting.**
**August 7.—Royal Isle of Wight, Summer Meeting.**
**August 7.—Buxton and High Peak, August Meeting.**
**August 7-8.—Littlehampton, Open Summer Meeting.**
**August 7-8.—Dieppe, Prix de Dieppe.**
**August 8.—Enfield, Ladies' Summer Meeting.**
**August 9-11.—Newquay, Atlantic Challenge Cup.**
**August 10.—Sheringham, Summer Meeting.**
**August 12.—Hanger Hill, Medal.**
**August 13.—Boulogne *v.* Le Touquet.**
**August 14.—Southwold, Ladies' Open Meeting.**
**August 16.—Royal Cromer, Open Amateur Meeting.**
**August 22.—Hunstanton, Ladies' Competition.**
**August 22-25.—Waveney Valley, Open Summer Meeting.**
**August 23.—Royal Guernsey, Tradesmen's Cup.**

THE UMTALI COURSE.

The captain in the sluit, which forms a formidable hazard at the short hole.



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. LIV.—Mr. Joseph Compton Rickett, Liberal M.P. for Scarborough, and Prospective Liberal Candidate for the Osgoldcross Division of the West Riding of Yorkshire.**

At the present moment Yorkshire returns no less than thirty-nine members to the House of Commons. A century ago, although the City of York and the towns of Malton, Pontefract, and Scarborough had each two representatives, the whole of the three Ridings forming the county were only privileged to elect a similar number. For all that, Yorkshire was the scene of many of the most memorable contests known in Parliamentary history—amongst them the famous fifteen days' struggle in which William Wilberforce and Viscount Milton defeated Mr. Lascelles, as some of the great territorial families were permanently impoverished in consequence. Scarcely less celebrated was the fierce fight which some years later preceded the triumph at the polling booth of Henry Brougham, and paved the way to the Chancellorship. Scarborough was entirely in the hands of a close corporation of forty-four members, with the two bailiffs as returning officers. According to the unwritten law of heredity, their sphere of selection was limited to the younger scions of the noble houses of Mulgrave and Rutland. The members for Scarborough in those days were consequently, as a rule, either a Phipps or a Manners. Reform Bills have left Scarborough with a single representative, and for many years the choice of the electors—the ancient form of suffrage being abolished—has oscillated pretty evenly between the Tories and the Liberals.

Ten years ago Mr. Joseph Compton Rickett won the seat for the latter with a majority of 24, and in 1900, when he once again crossed swords with his old opponent, Sir George Sitwell, that majority rose to 107. Since then the member for Scarborough—who has in many ways made his mark both outside and inside the House of Commons—has accepted an invitation to fight the battle of Liberalism at the next General Election in the Osgoldcross Division, which has "gone" consistently for the Radicals ever since 1886, when Sir John Austin, M.P.—now an octogenarian—defeated Sir J. W. Ramsden by about a thousand votes.

Joseph Compton Rickett, though born in London just eight-and-fifty years ago, was the eldest son of Joseph Rickett of East Hoathly, Sussex. Before he entered his teens he was sent to the Bath Grammar School, an institution which, since its foundation by King Edward VI., has been more or less responsible for the education and up-bringing of such men as William Prynne, the militant Puritan pamphleteer; Sir Sidney Smith, the dauntless hero of Acre; Thomas de Quincey, the author; William Edward Parry, the Arctic explorer; Francis Kilvert, the antiquarian; and Sir Bartle Frere, the well-known Indian administrator. Here he had the good fortune to become the private pupil of the Rev. Henry Stuart Fagan, who was not only an able teacher, but an experienced journalist. When on the point of exchanging the discipline of school for a 'Varsity career at Trinity College, Cambridge, the state of his father's health compelled him to go into business. Before he finally retired from commercial pursuits only three years since, he had become the chairman of one of the largest and most important combinations in the coal trade, besides playing a prominent part in the successful development of the roller flour-milling industry in London. When only just of age he married Miss Catherine Sarah Gamble, the daughter of the Rev. Henry J. Gamble of Upper Clapton, a popular and influential Congregational minister. The prospective candidate for the Osgoldcross Division is not only a hard-headed man of business, a patient searcher after truth, a sound political economist, and a clear and convincing speaker, but he wields the pen of a ready writer so skilfully, that those who only know him either in the City or at Westminster have some difficulty in recognising the literary idealist who, while now and then straying anonymously into the realms of poetry, has delighted thousands of readers with such works as "Christianity in Common Speech," "The Quickening of Caliban," and "The Christ that is to be." In the latter Mr. Compton Rickett may be read at his best, and few of his critics were inclined to find fault with a wit which now and then reminds one of Bunyan when applied by its possessor to a picture of futurity with an underlying parable obviously relating to the present. Two centuries and a-half separate the Bath school-days of Joseph Compton Rickett from those of William Prynne, but the former possesses all the independence of thought, strength of character, and intensity of purpose which distinguished the latter, who, if he had lived in Queen Victoria's reign, instead of those of James I. and his son, might very well have written the last of Mr. Rickett's three best-known productions.

Mr. Rickett is a Free Churchman amongst Free Churchmen, and in him the indefatigable secretary of the great Free Church Federation movement, the Rev. Thomas Law, has a far-seeing and capable helper. In the next Parliament, which will in all probability be known as that of the Free Churches, the position of Mr. Rickett is likely to be one of no small influence and considerable usefulness. For many years Mr. Rickett declined all invitations to enter the arena of practical politics. When he at last consented, Mr. Tom Ellis, the Chief Liberal Whip, wished him to contest the Stroud Division of Gloucestershire, then to be vacated by Mr. Brynmor Jones; but Mr. Compton Rickett preferred the more difficult task of leading an assault on the Conservative citadel at Scarborough, where he was entirely unknown to Parliament three months before his return as its representative. Five years later, in spite of the difficulties caused by the war in a garrison town, and an agitation which culminated in a riot, Mr. Compton Rickett succeeded in retaining the seat with an increased majority. He is the only member who has been returned twice in succession since the ancient borough became a single-member constituency. He has, however, after mature consideration, decided not to contest Scarborough for a third time, preferring a constituency which offers a larger field for political and social questions, and possesses a political complexion of a more decided character than that of the beautiful and well-known Yorkshire seaside resort, where parties are closely divided, and personal considerations have too often a preponderating influence.

*Tear.*

MRS. AND MISS RICKETT.
The wife and daughter of Mr. Joseph Compton Rickett, the Member for Scarborough.

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*Previous articles in this series include:*

| | |
|---|---|
| Mr A. E. W. Mason | August 27, 1904. |
| Mr. A. W. H. Ponsonby | September 3, 1904. |
| Mr. A. Rendell | October 15, 1904. |
| Mr. J. J. Haye | October 22, 1904. |
| Mr. J. E. Sears | October 29, 1904. |
| Alderman W. H. Davies | November 5, 1904. |
| Mr. A. E Dunn | November 12, 1904. |
| Mr. T. J. Lennard | November 19, 1904. |
| Mr. A W. Wills | November 26, 1904. |
| Mr. W H Dickinson | December 3, 1904. |
| Mr. R W. Perks | December 10, 1904. |
| Mr. F. T. Leyland Scarisbrick | December 24 1904. |
| Alderman A Wakerley | December 31 1904. |
| Alderman L. L. Morse | January 7, 1905. |
| Mr. Donald Maclean | January 21, 1905. |
| Mr. Stephen Collins | January 28, 1905. |
| Mr J. Meir Astbury | February 4, 1905. |
| Mr. R. Laidlaw | February 18, 1905. |
| Mr. R. A. Germaine | March 4, 1905. |
| Mr. G. P. Gooch | March 25, 1905. |
| Mr. S. J. Pocock | April 8, 1905. |
| Captain Malcolm Kincaid-Smith | April 22, 1905. |
| Mr. R. White | May 6, 1905. |
| Mr. Timothy Davies, L.C.C. | May 27, 1905. |
| Mr. S. K. Hocking | June 10, 1905. |
| Mr. H. Greenwood | June 17, 1905. |
| Mr. G. A. Hardy | June 24, 1905. |



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# The Parisians of Paris.

## BELLEVILLE WEDDINGS.

A WEDDING among the lower strata of the Paris middle classes affords a curious subject for the student of human nature, always supposing him to be robust enough to follow the bridal party through their peregrinations, a long and arduous task. On that great day the mechanic or employé blossoms into a huge snob, for he, too, has a Mrs. Grundy before whom he quails, and who decrees that he has to do everything on a lavish scale, or be held in contempt by his neighbours.

The festivities begin at an early hour, when the guests meet at the *marchand de vin* to inaugurate the eventful day with several glasses of "madère," after which the party proceed to the Mairie, the Town Hall, for the celebration of the civil marriage. The bride drives there in state, in an imposing-looking coach with glass all round, so that she may be seen to advantage, back, front, and sideways, the guests following in carriages or in four-horse brakes holding about forty people. The religious ceremony is, as a rule, dispensed with, especially when luncheon-time is drawing near and the company is getting hungry. The populous Belleville quarter is flooded with places where wedding-parties can be accommodated; but the classical establishment for these important functions is the Lac Saint-Fargeau, which boasts of a garden and a huge dancing-hall. The average price of a wedding luncheon there is 2s. per head, including wine and coffee. It is rare that rabbit does not figure on the menu. Altogether, rabbits seem to enjoy even a greater popularity in Belleville than in any other part of the city. In the long and steep Rue de Belleville the shops display quantities of them, and on the signboards of the restaurants they are represented in various attitudes to tempt the passer-by. The meal only lasts about an hour, for a heavy programme has to be gone through. As the company issue from the banqueting-room they are pounced upon by a photographer, huddled into a group, and snap-shotted, after which they drive in solemn procession to the Bois de Boulogne, round the lake, the bride resplendent in her white dress and orange-blossom, the bridegroom in black, with one arm round her waist, and a cigar between his lips. And as driving promotes thirst, a few halts are made on the road, the refreshments being generously offered by the guests.

By that time the dinner-hour has struck — the most important moment of the day—and the horses' heads are once more turned towards the Lac Saint-Fargeau. The banquet lasts a considerable time, for many healths have to be drunk, and numberless bottles are emptied to an accompaniment of songs and recitations, very *apropos* but decidedly *risqué*. Etiquette demands that the bride should also contribute a song, and the lady rarely fails to oblige the company.

The company then scatter about the garden, and the fun becomes fast and furious, for rival parties have also taken possession of the grounds, and an *entente cordiale* is established, brides, bridegrooms, and guests getting strangely intermixed. And if mine host of the Lac Saint-Fargeau establishment is to be believed, this fraternising sometimes leads to complications which even the fertile brain of a farce writer has never invented. But all's well that ends well, and the fun which has cost a heap of money is kept up till dawn, when all go home dead tired, but conscious of having celebrated the great event in a worthy manner.

Geniaux, Paris.

THE GUESTS LEAVING FOR THE WEDDING.
Assisting the ladies of the bridal party into the brake.

One of the things that strikes you at a Belleville wedding is the grace with which the young girls of the party wear their toilettes. Be the grade of society to which they belong ever so humble, their dresses invariably bear the delightful *cachet* of the Parisienne. Never showy, always tasteful, their hair done to perfection, these girls are really pleasant to look upon.

The men's appearance, I am sorry to say, is less prepossessing. They look woefully uncomfortable in their clothes, and no wonder. These gentlemen's wardrobe rarely or ever contains a dress-coat, or even a frock-coat, and the article, therefore, has to be hired from specialists, who must do a roaring trade, for they are to be found at every street corner in the humbler quarters. For 10s. or 12s. the specialist supplies a complete suit—dress-coat or frock-coat—and for an extra 4s. an opera hat and an overcoat. The conditions on which these articles are let out are curious. Stains are considered unavoidable. The hirer can return the garments with a souvenir of every dish of which he has partaken, but the smallest rent has to be paid for. It is a lucrative business for the specialist, for, thanks to the process of cleaning wherein the French are past-masters, these clothes can be let out dozens of times. But, curiously enough, the man who does not mind spending 20-fr. to look, as he thinks, smart before his friends, has never had the courage to part with the 60-fr. or 70-fr. that would make him the proud owner of a gala suit. Perhaps he thinks he may never again require such an outfit unless he becomes a waiter. But while the young girls with nimble fingers invariably make their own dresses, their seniors frequently follow the men's example, and have recourse to a lady specialist. With them the selection of a dress is a delicate matter. The ladies who let out dresses never keep a shop. They transact their business in an apartment, and the client reclines in an easy-chair whilst the *marchande à la toilette* displays the treasures of fashion before admiring eyes. "Take this satin dress with the long train, my dear," says the temptress; "you will look like a duchess!" And the victim smiles, and gently presses her hand over the warm satin, thinking that 15-fr. is not too big a price to pay for the pleasure of looking like a duchess.

Geniaux, Paris

AT THE LAC SAINT-FARGEAU.
The artist implores the group to keep still.

Among the higher classes, when the daughter of the house "comes out," she has every opportunity to meet young men, one of whom, she hopes, is destined to become her husband. The girls of the lower middle classes have no such chances, and their papas, therefore, have organised among themselves private clubs where they and their families meet once a month. There are dozens of these associations here in Paris, all on the same lines, each with about fifty members, who pay 3-fr. per month, for which they have the right to introduce not only their own family, but also a couple of friends. The monthly subscription is sufficient to cover all expenses, including the hire of the hall, and the young people can dance to their hearts' content. Between these different coteries there is often a sense of rivalry, each trying to outdo the other in the quantity of marriages that are brought about. But the result is a good one, and the happy *dénouement* takes place at the Lac Saint-Fargeau.

FRANCES KEYZER.



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# PARISIAN PLAYERS.

MLLE. LAUSELINE

**A clever and vivacious comedienne, who has been appearing at various Parisian theatres during the past season.**

*(From a copyright photograph by Reutlinger.)*



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# The Member for the Isle of Wight.

**No. LV.—Major J. E. B. Seely, D.S.O., Member for the Isle of Wight.**

THOUGH Major Seely has been in Parliament only since 1900, he has made his mark. He comes of a family with a Parliamentary tradition, for his father, Sir Charles Seely, served in three Parliaments as a Liberal, and in one as a Liberal Unionist. His eldest brother is M.P. for Lincoln, a constituency represented by his grandfather, who was a colliery-owner in the Midlands. Major Seely himself has created a Parliamentary record, for he is the only member of the House who has been elected twice in four months during his absence from this country. He was returned in May, 1900, at a contested bye-election, and again in November at the General Election, when he was unopposed. At this time he was serving with the Hants Troop of Imperial Yeomanry in the South African War. In the Isle of Wight within the recollection of the oldest inhabitant there has never been an uncontested election but once, and that was in 1886, when Lord Alverstone, then Sir Richard Webster, was appointed Attorney-General.

Major Seely also belongs to a family whose connection with the Army and Auxiliary Forces has been long and honourable. His father was an officer in the Robin Hood Rifles for eighteen years. He and his eldest brother are in the Imperial Yeomanry, three of his sisters are married to Yeomanry or Volunteer officers, and a fourth to an Artillery officer, while his father-in-law, Colonel the Hon. H. G. L. Crichton, is one of the leading figures in the Volunteer movement in Hants. It is, therefore, natural that Major Seely should speak authoritatively in the House on the Auxiliary Forces. His speech on Mr. Arnold-Forster's now famous circular was lucid and concentrated. He denies that "in a Volunteer Force, unpaid, one can have reduction and efficiency at the same time." He sees, too, that every man should serve, not as a conscript, but as a citizen who voluntarily gives all he can to secure the safety of the State. Mr. Arnold-Forster's action with regard to the Volunteers he described in a trenchant phrase as "throttling the patriotic aspirations of the people."

The youngest son of Sir Charles Seely, who is a well-known figure in the Isle of Wight as well as in the Midlands, Major Seely was educated at Harrow and Trinity. He was called to the Bar of the Inner Temple in 1897, but it was not until the South African War that he came before the public. He went to the front with the 4th Battalion of Imperial Yeomanry, among the members of which he was extremely popular. He was mentioned in despatches, and received in recognition of his services the D.S.O.

Mrs. Seely is a niece of the Earl of Erne, and has four beautiful children. She belongs to a family even better known in Hants than her husband's. Like so many wives of members of Parliament, she is a considerable factor in her husband's success; for, in these days, it is the womanly woman, not the purely political woman, who wins the most votes. Tact, social distinction, and a hundred and one feminine weapons are all employed very much as they ever were. But it is a new feature in our political life for ladies to take the place of their husbands at an election. Mrs. Lyttelton played the part very effectively during her husband's illness a year or two ago, and Mrs. Seely played an equally effective part in 1900. The seat was contested by Mr. Godfrey Baring in the Liberal interest. But he was as ardent a supporter of the war as the other side. "Vote for Baring and back up 'Bobs'" was the legend displayed on his placards, and the Conservatives could only urge the electors to "Vote for Seely, who *is*

*Hughes and Mullins.*

MAJOR J. E. B. SEELY, M.P., D.S.O.
Member for the Isle of Wight.

backing up 'Bobs.'" Piquancy was lent to the situation by the fact that Mrs. Seely's father married, as his second wife, Lady Jane Baring, daughter of the Earl of Northbrook.

For a time it looked as though the struggle would be a close one. A member who took part in it said that it was won by Mafeking; but it is generally supposed that the credit is due to Mrs. Seely's letter to the constituency. It was lithographed, and circulated everywhere in the Island. Never before in an electoral campaign did a more simple or touching letter prove a factor so potent in the victory of a candidate. After asking the electors to vote for her husband, Mrs. Seely went on to say, "I know how very much he would appreciate the honour of being selected by his friends and neighbours as member for the Isle of Wight, and you will realise how anxious I am for his success." The appeal was irresistible, and Major Seely was returned by a majority of over a thousand.

In times of transition like these Parliament reflects the seething in the popular mind. Familiar political names, familiar political distinctions, and familiar political principles are being swallowed up in the melting-pot of new ideas and new policies, and there is a breaking up of powers. That is why there are parties within parties at Westminster, and Mr. Balfour has gained the support of several Radicals, and Sir Henry Campbell-Bannerman has gained the support of several Conservatives. When each side sees its way clearly, the old stable order of things will come about as a matter of course. At present matters political are rather mixed. The only other member who has done more than Major Seely to make this evident to popular perception is Mr. Winston Churchill. Both were returned in the Conservative interest, and both now sit on the Opposition benches. When a member crosses the floor of the House the incident is always marked; but in the case of these two able young men there were circumstances which made it positively dramatic.

Major Seely in particular disagrees with the Government on nearly every great issue of the day. He is one of the most stalwart opponents of Chinese labour in the Transvaal. On this question he is a thorn in the side of Mr. Lyttelton. He is also a Free Trader, so that he has no sympathy either with Mr. Balfour or Mr. Chamberlain in their Fiscal policy. As for the checks on Parliamentary eloquence devised of late years, the growth of party organisation, and the development of class interests, he believes that they are undermining individual liberty. He himself is eloquent witness that individual liberty has suffered less than he imagines. But in an address to the League of Young Liberals some time ago, he said that "the return of the Liberal Party would be the death-knell of these growing evils." He is, therefore, looking forward to the fall of the present Government. As his grandfather and father both sat in the House as Liberals, there is nothing curious in Major Seely's presence in the Opposition. The only curious thing is that he was elected in 1900 as a Conservative. His seeming inconsistency is, however, due to the times, and not to temperament; and in view of the visit of the French Fleet it is interesting to remember that he has received a Gold Medal of Honour from the French Government for saving life at sea.

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*Previous articles of Conservative Candidates in this series include:*

| | |
|---|---|
| Mr. A. H. Burgoyne | September 10, 1904. |
| Sir V. Caillard, K.B. | October 1, 1904. |
| Mr. A. S. Benn | December 17, 1904. |
| Mr. A. Fell | February 11, 1905. |
| Mr. J. Kebty Fletcher | February 25, 1905. |
| Sir H. Johnston, K.C.B. | March 11, 1905. |
| Major Dalrymple White | April 15, 1905. |
| Mr. D. B. Hall | April 29, 1905. |
| Mr. P. Rose-Innes | May 13, 1905. |
| Colonel Welby | May 20, 1905. |
| Mr. Sanders | June 3, 1905. |
| Mr. Ion H. Benn | July 8, 1905. |

*Previous articles of Labour Candidates in this series include:*

| | |
|---|---|
| Mr. John Burns, M.P. | September 24, 1904. |
| Alderman C. W. Bowerman | January 14, 1905. |



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# The Cowes Week.

HOME again! would be quite a fitting expression of the feelings with which the great majority of yachtsmen are inspired as they drop anchor in Cowes Roads. Yachting and Cowes have become so closely associated that the mere mention of the former always seems to arouse thoughts or memories of the latter. A remark that one is interested in yachting always draws a reply, "Then you know Cowes well."

There may be other districts as charming. The Clyde, with panoramas of delightful scenery, changing with every few yards sailed; Belfast Lough with its rugged beauty; "sweet Dublin Bay"; Queenstown Harbour; Plymouth Sound, containing some of the finest views in Europe; picturesque Torbay and Dartmouth—all these and others have their attractions for yachtsmen, all of whom, however, seem to find a never-ending enjoyment in the placid beauties of the Solent. Some may miss the Clyde for a season, others may be unable to fit in the Irish regattas with their arrangements, others again may not remain in commission long enough to visit the Western ports; but no yachtsman would consider he had done the season if he missed Cowes Week.

In some quarters the Solent is spoken of in disparaging terms as a racing district. "If you try to cheat the tides you get on a sand-bank," is a remark one often hears applied to it, and yet races always draw good entries here. Then periodically during the past few years the Royal Yacht Squadron has been severely criticised as being antiquated in its methods, and not justifying its position in the sport; and yet it can always rely upon loyal support from members and others alike for its annual regatta.

The easy access to London tells very greatly in favour of the Solent as a yachting district throughout the year. Although some ninety miles separate Cowes from the metropolis, an excellent service of trains on the London and South Western Line enables those who cannot get away for a lengthened period to leave town in the morning, indulge in a few hours' racing, and return in the evening.

The position which Cowes Regatta occupies in the yachting world is, of course, due in a great measure to the fact that it takes prominent place in the calendar of social events. For many years it has been a proud boast that the anchorage in Cowes Roads during the week presents a sight to be seen nowhere else in the world, and the spectacle is truly a remarkable one. From Old Castle Point, westward to Egypt, a distance of two to three miles, are rows of the finest yachts afloat, including every type of craft in existence, from steam auxiliary vessels which a generation back were deemed magnificent ships to stately floating palaces, rivalling in size the liners of a few years ago; and from the dainty little rater to the beautiful big class vessels of various rigs, the whole containing a floating population for the week equal to that of a moderate-sized town.

Viewed from the purely yachting standpoint, there is no other district that can compare with the Solent in the number of historic contests which have taken place on its waters, and the trophies now sailed for annually during Cowes Week are regarded as the blue ribands of the British season. Apart from the value of the trophies then sailed for, an extra sporting value attaches to them, owing to the fact that the contestants always include the best boats of the season, and the entries for the various races usually far outnumber those obtained for similar contests at other ports, thus enhancing the merit of the victories.

*Debenham, Kyde.*

DUET

24-ft. linear rater. This boat was one of the latest designed by the late A. E. Payne, and is owned by Mrs. Schenley and Miss Cox, both well known in Solent yachting circles. She sails regularly in her class at the regattas in the Solent.

The week will open on Monday as usual with a series of matches under the Royal London burgee. The Squadron programme will open on Tuesday, on which day his Majesty's Cup will be sailed for. This is always a handicap race, open to yachts on the Squadron list—that is, owned by members. On the following day the big prize is the Emperor's Cup, presented by the German Emperor. There are special conditions attaching to this contest, which, however, is open to yachts of any club. Yachts in this race have to sail in cruising trim, which means that the crew of each vessel is limited to the number carried in ordinary cruising, and all boats have to be carried as on a cruise. The prizes presented by the town of Cowes will be sailed for on Thursday, and on Friday the Squadron regattas conclude with races for the 52-footers and South Coast class.

Races are provided for the 52-footers on three of the Squadron days; they also find a place in the Royal London programme on Monday, and the Royal Portsmouth Corinthian Club caters for them on Saturday, so that with five events in one week the principal racing class of the year is amply provided for.

The week this year will be more than usually attractive from the popular point of view owing to the presence of the French Fleet at Spithead, and doubtless more than ordinarily large crowds will be drawn to Cowes in the daily steam-ships, though, to tell the truth, Cowes residents do not regard "trippers" with any great degree of favour, at any rate during the "Week." It is some years since there was any particular foreign interest attaching to the Cowes Regatta, the last occasions being those when the German Emperor was present in his fine steam yacht Hohenzollern. One year he was accompanied by some German battle-ships.

In years gone by the tricolour was a much more familiar ensign in yachts visiting Cowes than has been the case during more recent times. Napoleon III. became a member of the Squadron in 1859, and the ex-Empress Eugenie still visits the port, and is usually present during the week in her yacht Thistle. The King's famous old cutter Britannia will once more be in commission, and has undergone a fairly complete overhaul preparatory to fitting out. Although it is now some years since she took part in any race, she is always in commission for the Cowes Week for short cruises, and as a rule she is out every day with a large party of guests on board. When Britannia is under way with the King on board she flies his Admiral's flag at the truck, and many a steamer crowded with excursionists passes her, the passengers in ignorance of the fact that it is the old Royal cutter they are passing with the King on board, as, being unacquainted with the niceties of flag etiquette, they do not expect to find a



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# YACHTING AT COWES.

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*Robertson, Gourock.*

BRITOMART

52-footer. Built on the Clyde this year from A. Mylne's design for Mr. W. P. Burton, an enthusiastic yachtsman, who always sails his boat himself. Mr. Burton has for many seasons been one of the principal supporters of this class, and has owned boats designed by Payne and Fife, in addition to the one in which he hoists his flag this year. The class numbers four yachts this season, but racing has suffered to a certain degree by reason of several mishaps to gear in the different boats.



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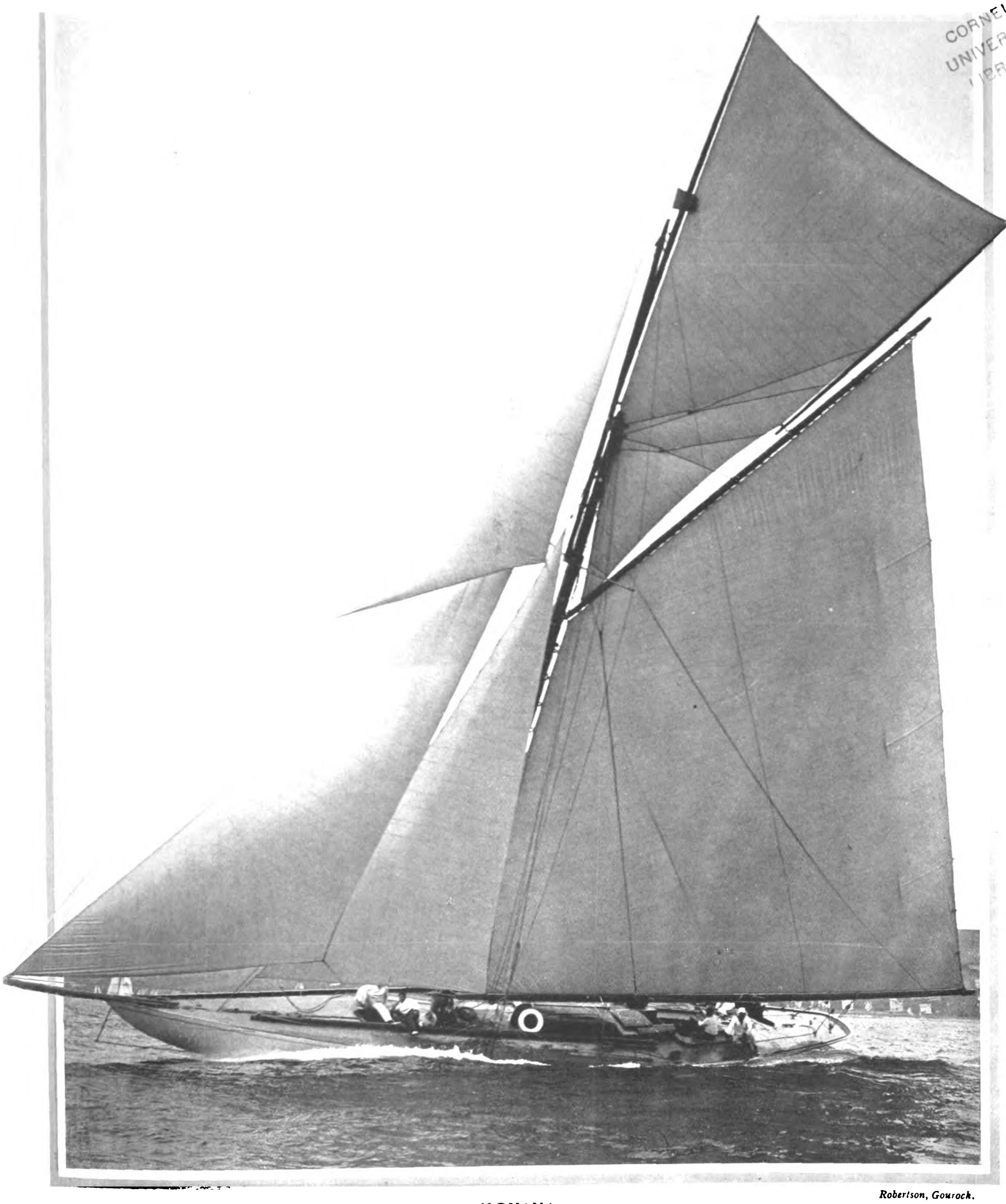
# YACHTING AT COWES.



*Robertson, Gourock.*

## MOYANA

52-footer. This boat, belonging to Mr J. W. Leuchars, is the oldest in the class, but has made a remarkably good record during the present season. She was built in 1903 by McAllister of Dumbarton, from A. Mylne's design. Her success this year is all the more creditable, when it is considered that she is opposed by two new boats, Britomart and Sonya, the latter built in America this year from Herreshoff's design, specially for racing in this class. She sails regularly at all the races for her class at the various regattas round the coast.



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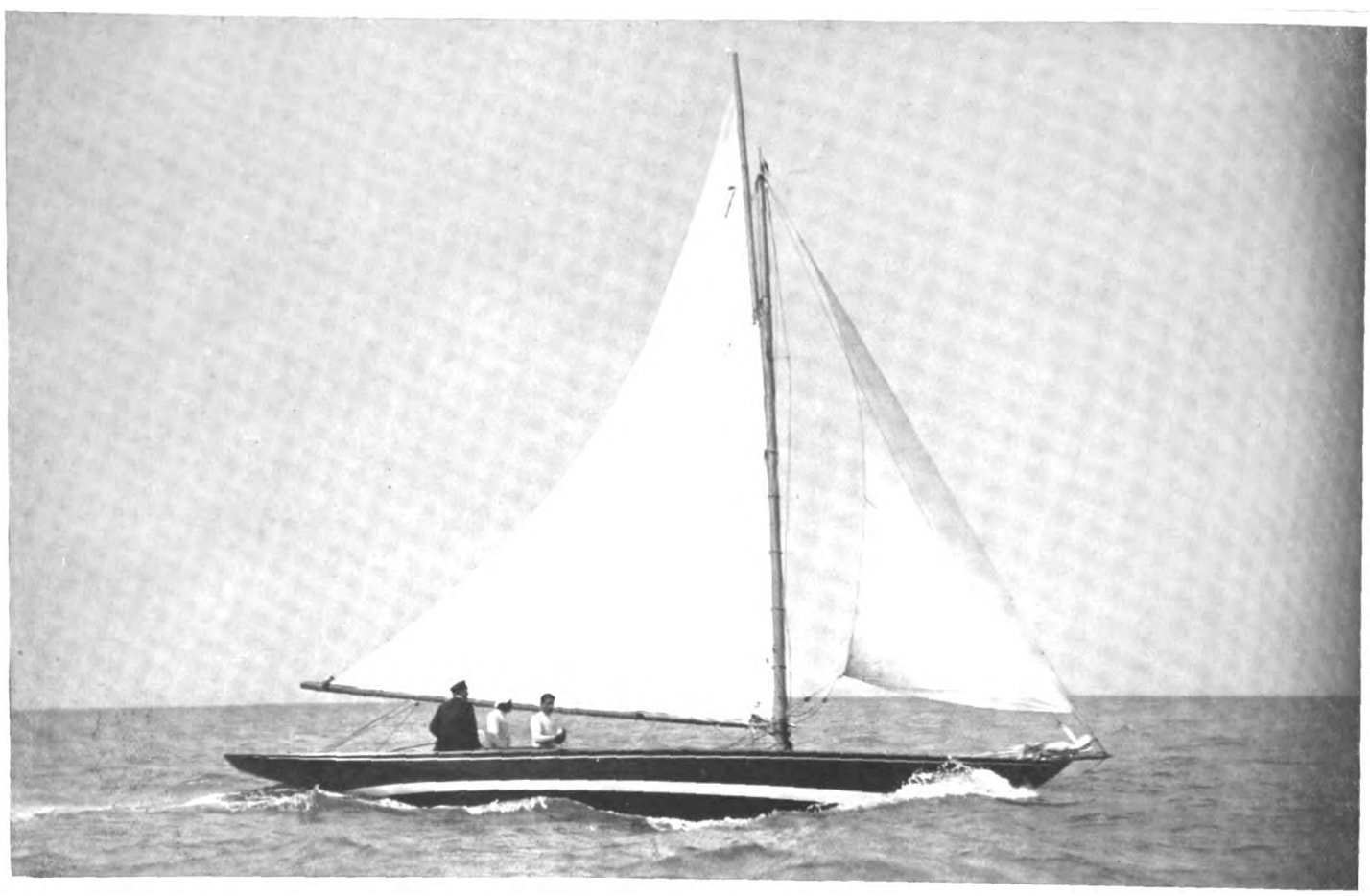
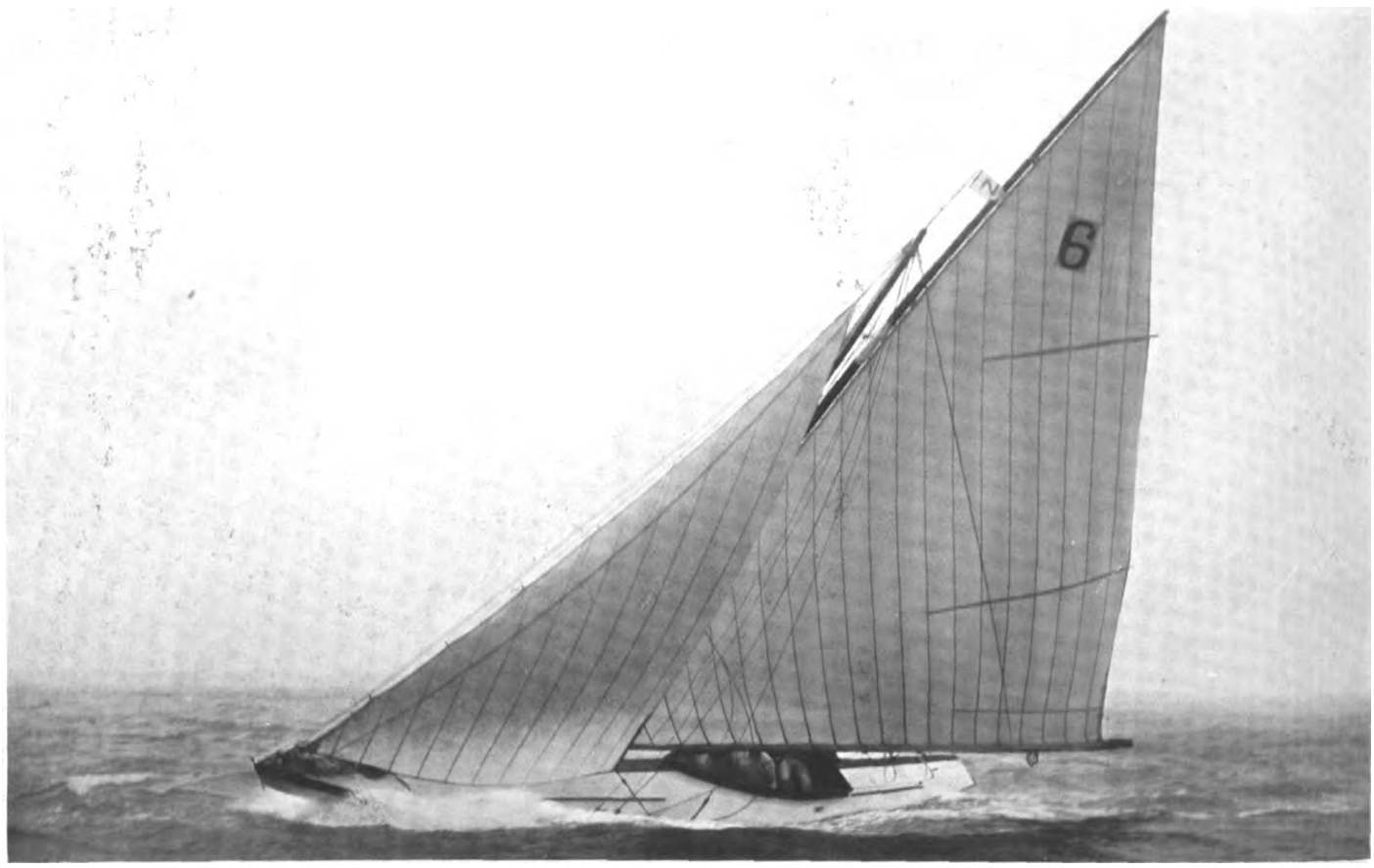


LALAGE

*A. Debenham and Co.*

24-ft. Y.R.A. class yacht, racing regularly in the Solent class regattas. She was built this year to the order of Mr. C. Rivett-Carnac, who, two years ago, sailed in the South Coast class.




*W. U. Kirk and Sons.*

NYLEPTHA II.

Y.R.A. 24-footer. She is owned by Mr. W. W. Greenhill, and sails regularly at all the regattas in the Solent. The class provides some of the most interesting racing in the district.



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## THE COWES WEEK.

Royal personage sailing in a vessel under any but the Royal Standard. John Carter, the captain, in whose hands the cutter made her remarkable record, still stands by the old vessel, and is in charge every year for her short term of commission.

An old opponent of Britannia's is at present in British waters. This is Ailsa, which, under Mr. Barclay Walker's colours, sailed many a close race with the Royal cutter. She has been in America for some few years, and was a competitor in the race across the Atlantic last May. She, however, has not remained in commission, and is going into winter quarters at Southampton. Sir Maurice Fitzgerald's yawl Satanita will be seen in Cowes Roads. She was contemporary with Britannia in her racing days, but has not raced for several seasons.

The cruising yachts which will be taking part in the various handicaps of the week are all well-known boats, the most modern of which race at various important regattas round the coast. Amongst these may be numbered Sir James Pender's Brynhild, Mr. Myles B. Kennedy's White Heather, Dr. Douglas Kerr's Valdora, Mr. A. K. Stothert's Rosamond (all yawls), and Mr. C. T. Cayley's schooner Adela, to name a few of the more prominent big vessels. Herr Max Guilleaume's schooner Clara usually pays a visit to the Solent, and three other German craft were present at the Dover regattas—Navahoe, Susanne, and Thérèse; but at the time of writing it is impossible to state definitely whether these will come to Cowes, though there is reason to hope that they will.

The quartette of 52-footers — Moyana, Maymon, Sonya, and Britomart—will make some fine racing, and little, if any, of the keenness is worn off the interest by the matches already sailed during the season, as no followers of the sport believe that either of the two new boats has as yet shown her best form. Mishaps, more particularly in Sonya's case, have been too frequent to allow of proper tuning up; so that the performances of these craft will be watched with almost as much interest as though they had not already engaged in competition, and it is to be hoped that their racing will not be spoiled by any further accidents. With a clear week's rest from racing before the opening of Cowes Week, there will be opportunity of overhauling gear, and getting everything into the best possible trim for the long series of regattas immediately ahead. There will be about a dozen races for the class before the Solent season closes.

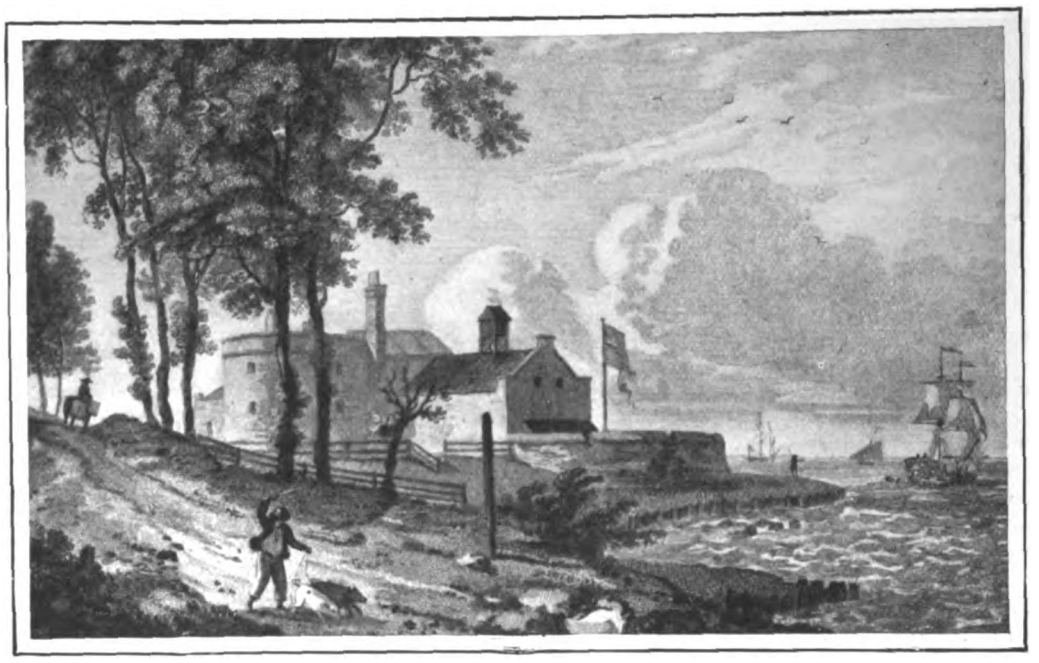
With fine weather, the success of the week will be assured, and although there will be some who may refer to the decadence of yachting as compared with some former years, yet Cowes Week, 1905, will not have to be written down as the least interesting on record.

CORINTHIAN.

### FIXTURES.

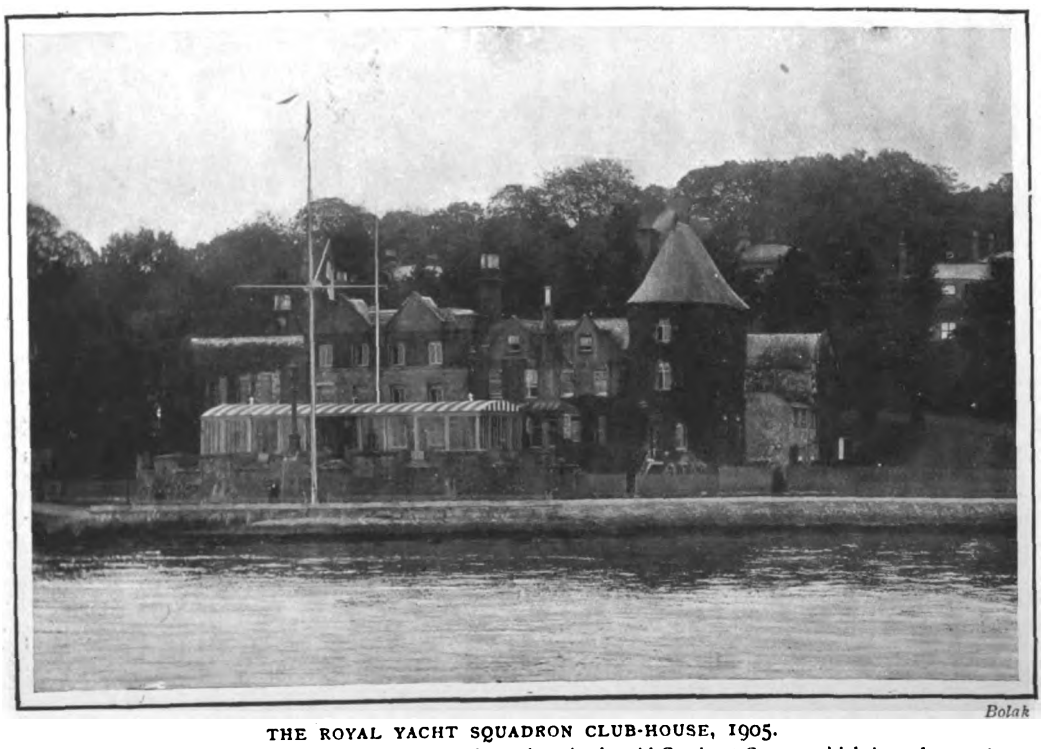
COWES WEEK.

**August 7.—Royal London Yacht Club Regatta.**
Royal Yacht Squadron.
**August 8.—His Majesty's Cup, for Squadron yachts.**
Race for 52-footers.
**August 9.—The Emperor's Cup, for yachts over 40 tons.**
Handicap for yachts over 24 tons and not exceeding 50 tons.
Race for 52-footers.
**August 10.—The Town Prizes for yachts over 100 tons.**
Handicap for yachts over 40 tons and not exceeding 100 tons.
Race for South Coast class.
**August 11.—Handicap for yachts over 100 tons.**
Countess of Dudley's Challenge Cup for 52-footers.



COWES CASTLE IN 1780.
From a contemporary painting by P. Sandby, R.A.

THE CASTLE AND PARADE IN 1823.
From a contemporary print.



Bolak

THE ROYAL YACHT SQUADRON CLUB-HOUSE, 1905.
Many and various are the changes which have taken place in the old Castle at Cowes, which is to-day the headquarters of the Premier Yacht Club of the World.



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# The Traveller.

## IN THE GARDEN OF ENGLAND.

THERE are probably few of us who, at some time or other, have not paid a fleeting visit to the Isle of Wight. A more beautiful or restful spot wherein to pass one's holiday now or in the autumn would indeed be difficult to find within so easy reach of the metropolis. Although nearly a century has elapsed since Sir Walter Scott described it as "that beautiful island which he who once sees never forgets, through whatever part of the wide world his future path may lead him," there yet remains quite a considerable area untouched by the hand of the improver. Its attractions are so numerous and varied that the tastes of practically every class of holiday-maker are well provided for.

*Kirk, Freshwater.*

FRESHWATER BAY.

The gate to Freshwater, near which is Farringford, the late Lord Tennyson's home. Freshwater Bay is one of the breeziest places in the Isle of Wight, and in a gale the sea dashes on to the front with tremendous force.

For those who wish to see about the island as much as possible within a prescribed time, Ryde, of course, is an admirable centre. It should be scarcely necessary to mention that one has the choice of two routes, namely, the "South Western" from Waterloo and the "Brighton" from Victoria and London Bridge. An excellent summer service is maintained between the island and mainland, the run to Ryde being accomplished in less than three hours from town. For the convenience of those visiting the western portion of the island, including Yarmouth, Totland Bay, and Freshwater, the South Western Company also run a number of daily expresses to Lymington, on the Hampshire coast, whence steamboats cross to the island, landing one either at the Totland Bay Hotel Company's private pier, or at Yarmouth, whence the journey can be continued by train to Freshwater. The journey by this route occupies roughly four hours.

Apart from its inherent attractions for the holiday-maker, Ryde has long been the chosen spot of yachtsmen, a fact that is fully testified to by the large number of smart yachts usually to be seen lazily riding at anchor in the Solent. The Royal Victoria Yacht Club, probably the best known club in the world, under the patronage of the King, has long made its headquarters here. The commodious club-house lies a little to the westward of the town. At one time a favourite resort of the *élite*, Ryde's popularity as a holiday centre has to some extent diminished during the past few years. Much of the ordinary tourist traffic has been diverted to such favourite watering-places as Sandown, Shanklin, and Ventnor, where the conditions are even better suited to those requiring rest and entire change of air.

*Frith.*

BONCHURCH, NEAR VENTNOR.

One of the leading beauty spots in the Isle of Wight. Bonchurch is a very favourite excursion from Ventnor, and no visitor to the Island who has the opportunity should miss seeing this quaint little village.



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Photochrom.

TOTLAND BAY.

From Totland Bay in Wester Wight one may make some delightful excursions to Alum Bay and some of the lesser-known villages in the north-west corner of the island. Totland Bay s connected with he mainland by a good service of steamboats.

Throughout the island the hotel accommodation leaves little to be desired, and in Ryde the Marine would be difficult to beat. Practically every room commands a view of the Solent, and Mr. Frank Band has a well-earned reputation for the excellence of his cuisine. If we regard Ryde solely in the light of an excursion centre, it would be difficult to beat. The Isle of Wight and the Isle of Wight Central Railways run to practically every point of interest in the island. One of the most popular excursions from Ryde is to go by steamer round the island. The boats keep so close to shore as to afford the *voyageur* good views of Osborne, Cowes, Totland and Alum Bays, the Needles, Ventnor, Bonchurch, and Sandown. The trip usually takes from six to seven hours, and its cost is extremely reasonable. For a modest shilling another pleasant day trip can be made along the north coast of the island, to Yarmouth and Totland and Alum Bays; while those who enjoy a good blow at sea will find the short cruise to Bournemouth most exhilarating. A number of well-appointed coaches leave Ryde daily for all parts of the island. This is by far the most enjoyable way of viewing the lovely inland scenery of the "Garden of England." For the younger members of the family, Sandown Bay, with its great wealth of firm sands and excellent sea-bathing, is, perhaps, the most popular place in the island; moreover, it has the reputation for more hours of bright sunshine than any other spot round the coast. There are good golf links within easy distance of the town, and first-rate accommodation is offered to visitors in the numerous hotels and boarding-houses.

Shanklin, one of the most picturesque spots in the British Isles, whose romantic scenery can scarcely be surpassed, is reached on the way to Ventnor. Like Sandown, it, too, has beautiful smooth, firm sands, with a pier and countless other attractions. Continuing along the coast, Ventnor is the next town of importance reached. Scarcely should it be necessary to dwell long upon this charming spot, which is perhaps one of the most celebrated winter resorts for invalids in Great Britain.

Mention has already been made of two routes to the Isle of Wight—one *viâ* Portsmouth and Ryde, the other by way of Lymington and Yarmouth. There is a third from Stokes Bay, which will be found very convenient to a considerable number of travellers. Passenger steamers also start from Southampton, and this journey, occupying about an hour, is the most interesting of the four. It will thus be recognised that passengers have ample choice in the way of reaching the island. Once there they may take advantage of train, coach, or motor for their tours.

Photochrom.

SANDOWN BAY.

Situated in the south-east corner of the island, Sandown Bay has the double advantage of being very warm in winter and getting some cool breezes in summer. The beautiful sands and clear water at Sandown Bay make sea-bathing a great attraction.



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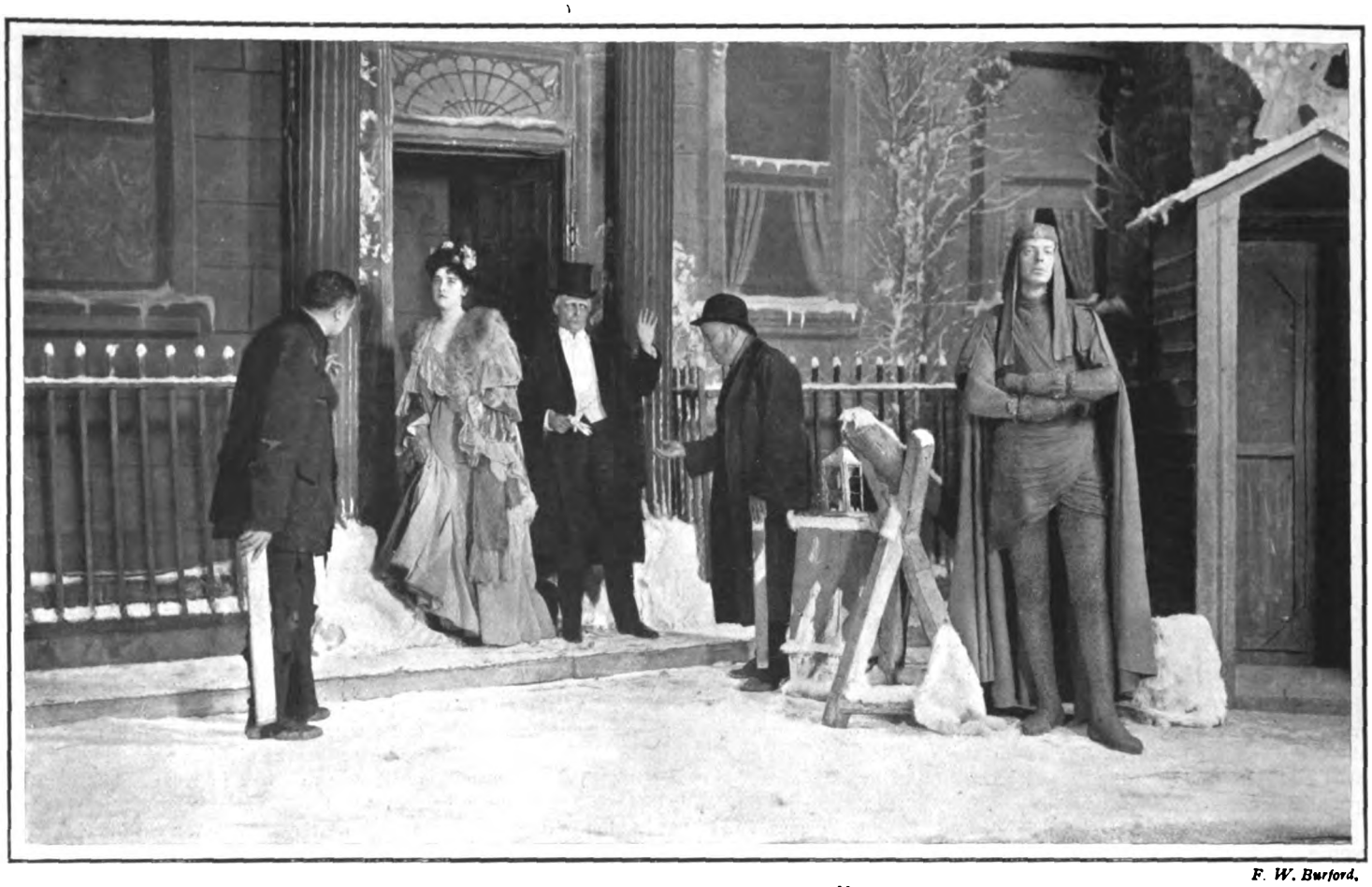
# PLAYS AND PLAYERS.



F. W. Burford.

"A MESSAGE FROM MARS."

This popular play has just completed a successful revival at the Avenue Theatre, with Mr. Charles Hawtrey and Mr. Arthur Williams in their original parts. Mr. Hawtrey is to appear at the Criterion Theatre during this month, and will then go to the Haymarket for some time.

ON THE STAGE OF THE NEW YORK HIPPODROME.

A scene from the grand spectacular production of the West Point Military Academy, at the time of the outbreak of the Civil War. The New York Hippodrome, which claims to be the largest theatre in the world, was only recently opened.



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# PLAYS AND PLAYERS.

*Foulsham and Banfield.*

## MISS GERTIE MILLAR.

Despite the obvious presence of summer, "The Spring Chicken" continues to chortle nightly at the Gaiety with all the vigour and vivacity we are accustomed to expect at that house; and though the holiday season has removed one or two prime favourites from the cast for a time, others remain to bear the burden and heat of the day. Our illustration shows Miss Gertie Millar in one of the many bewitching costumes she wears in the play.



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# French Fleets in English Waters.

## PREVIOUS PACIFIC INVASIONS OF PORTSMOUTH BY THE NAVY OF FRANCE

IT is fourteen years since last a French Fleet paid this country a visit, as the small squadrons which came over to represent the Republic at the time of the Diamond Jubilee and on the occasion of the Coronation Review can hardly be ranked as visiting Fleets; and Vice-Admiral Caillard is, therefore, the immediate successor of Admiral Gervais, who commanded the French vessels, with his flag in the "Marengo," which came in the year of the great Naval Exhibition at Chelsea, to pay a visit to Queen Victoria at Osborne.

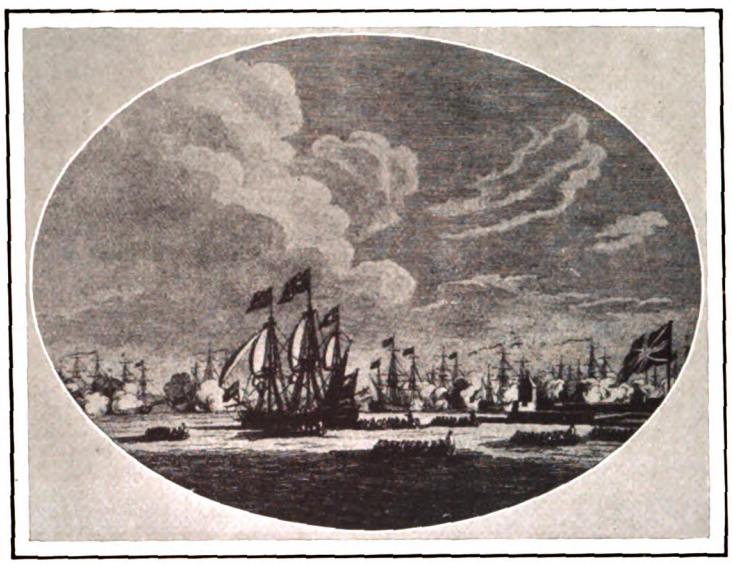
But it must be confessed that visits from French Fleets have been less frequent during the past century than one would have wished. Single ships have, of course, frequently called at our Naval ports, and at other points on the coast, and have everywhere been made very welcome; but visits of ceremony, such as that of next week, have been all too few.

The earliest record of a visit of a French Fleet to England on a peaceful mission is in 1672, when the *London Gazette* contained an account of the visit of Charles II. and his Queen to the combined English and French Fleets in English waters.

In 1844, two years after Queen Victoria held her first great Naval review, a Fleet crossed to Spithead on a peaceable mission and was well received; but no other visit was paid for twenty-one years, when the Comte de Bouet-Willaumez brought his Fleet over to repay the call made at Cherbourg and Brest the previous week by a British Fleet. On the occasion of the 1844 visit, the first French paddle-steamer was seen in English waters, and it was from her that our "Terrible" was designed.

The 1865 visit only covered the last three days of August, but during that time a great many functions were carried out, and the visitors given a very good time.

Twenty-six years were destined to elapse before a third visit was paid to our shores, and this was the famous week which it is the intention of all to eclipse on the present occasion. Fourteen years makes many gaps in the higher ranks, and of those who held the first place in the festivities of 1891, very few are left to see the fraternisation of the Fleets in the year of the Trafalgar centenary.

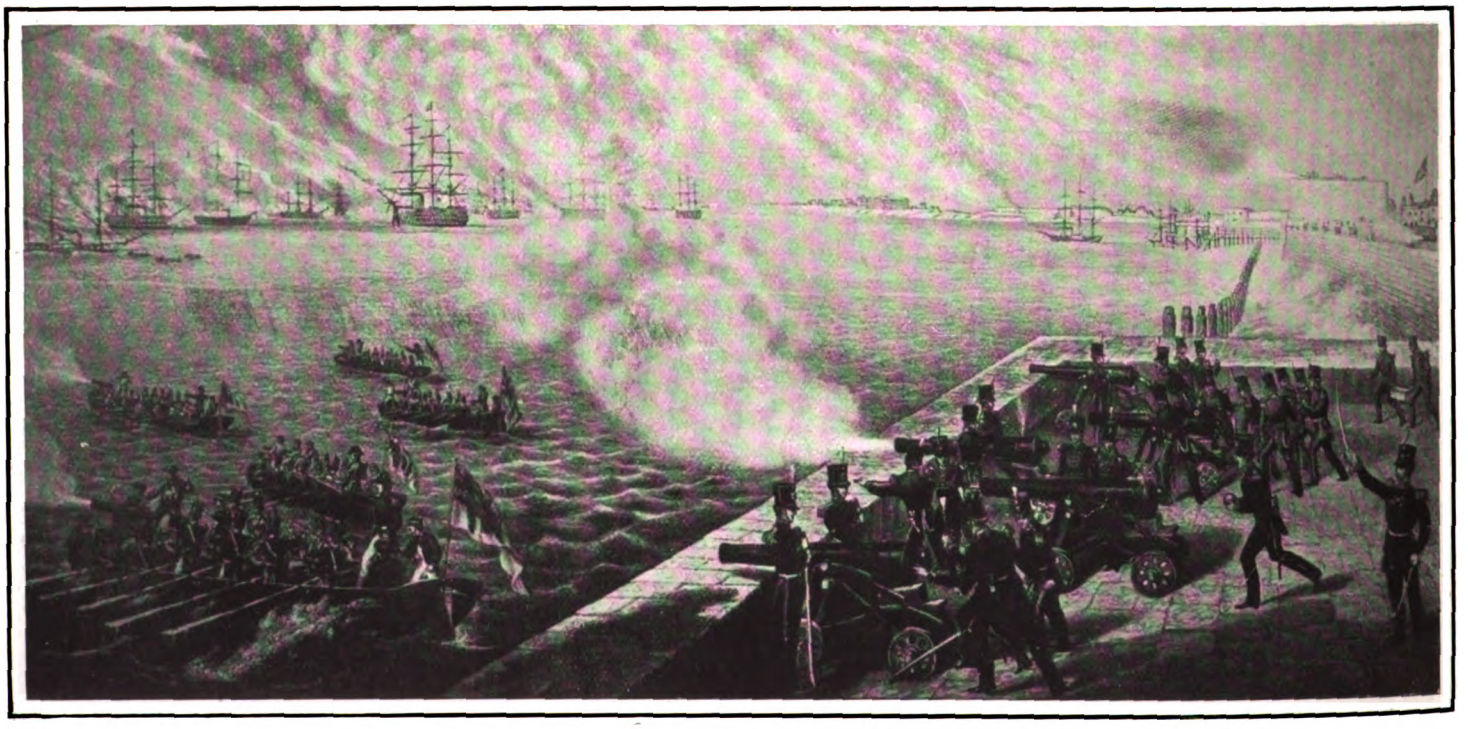


A NAVAL REVIEW IN 1794.

From the frontspiece to a poem published in the same year. It was inscribed to Admiral Sir Charles Saunders, and was written by the Rev. Robert English, "late chaplain to his Majesty's ship the 'Royal George.'"

The Fleet which came under Admiral Gervais's orders was composed of the "Marengo," 7,750 tons, flag-ship; the "Marceau," a barbette ship, then only four years old, of 10,851 tons; the "Requin," two years older, an iron and steel barbette ship of 7,200 tons; and the "Furieux," of much the same design, but launched in 1883, and displacing only 5,700 tons. In addition to these were the cruiser "Surcouf," of 1,848 tons, the "Lance," torpedo gunboat, and two torpedo-boats. The figures given for these ships show more than could any amount of argument the enormous strides that have been made in Naval architecture during the past twenty-five years.

The Fleet that Vice-Admiral Sir Michael Culme-Seymour commanded included the battleships "Nile," "Rodney," "Anson" (flag), "Howe," and "Camperdown" (flag), with the cruisers "Immortalité," "Aurora," "Pallas," and a number of gunboats and small craft. To recapitulate the fêtes and functions that then took place would be unnecessary. The programme this time will be very much the same, and this the fourth visit of our neighbours to our shores since those stirring times when we were more ready to cut each other's throats than to drink to one another's health and prosperity, will no doubt live in the annals of Portsmouth and of the Navy as one of the most enjoyable and most historical weeks in the many such which we have on record. Vice-Admiral Caillard and his colleagues hold a high place among contemporary Naval officers. We must make their welcome worthy of their rank. F.



THE NAVAL REVIEW AT SPITHEAD IN 1856.

At the conclusion of the Russian War Queen Victoria held a grand review of the Fleet, which numbered over 200 vessels. After the review the screw line of battle-ships and the gun-boats manœuvred, and there was a sham attack on Southsea Castle.

(*From a Baxter colour-print.*)



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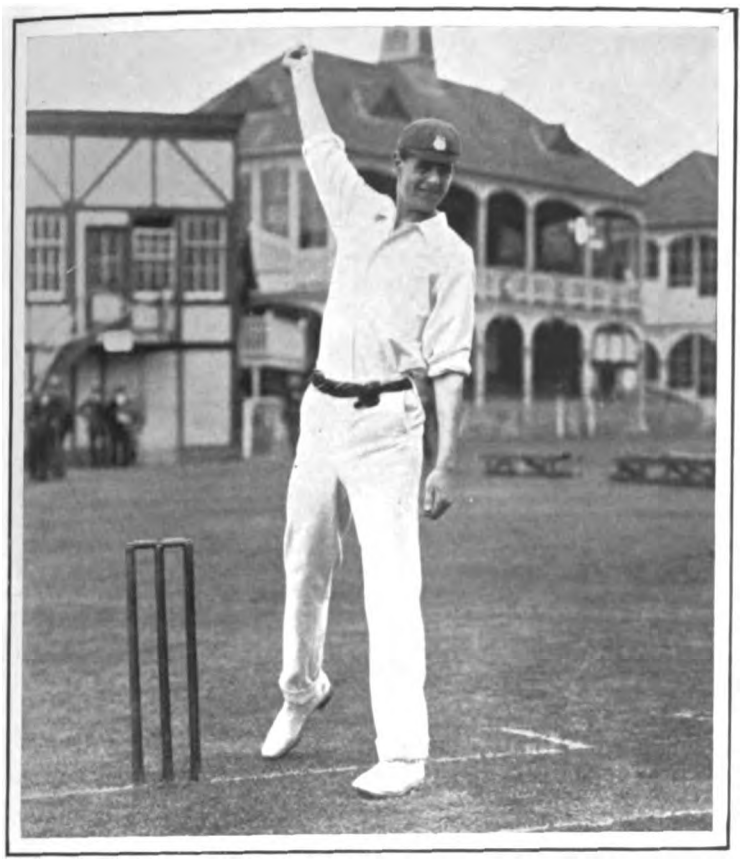
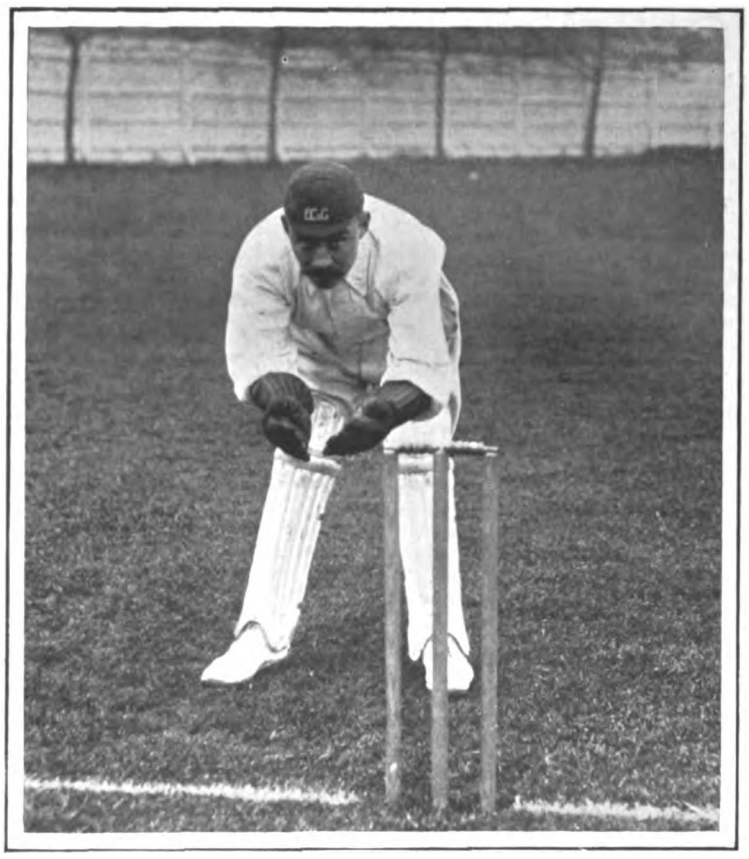
# THE CRICKET SEASON.



*Copyright.*

H. W. PERSSE, HANTS.

At the beginning of the present season Hants hoped against hope they had found the long-sought-for treasure—a fast bowler. They are not, by the way, alone in this particular hunt. H. W. Persse, a young amateur, gave much promise, and besides getting good wickets, showed he could hold catches in the slips. He has not quite maintained early promise, and though there may be reason to fear that novelty got him several wickets, he is still young, and may train on to creditably fill the gaps caused by Hesketh Prichard's inability to play regularly.



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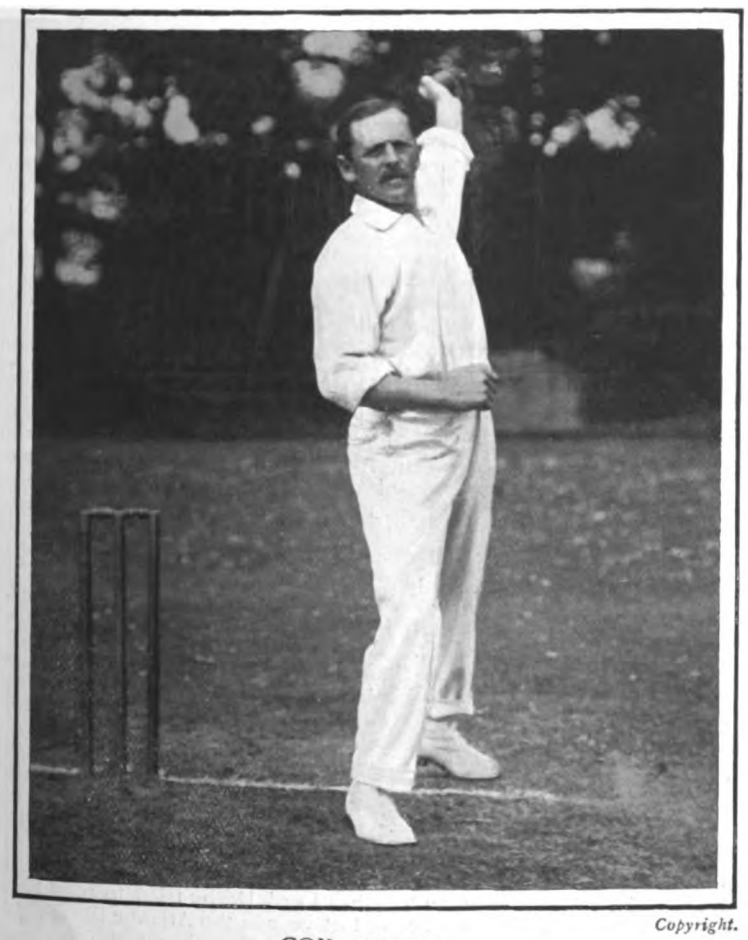
T. RUSSELL, ESSEX.

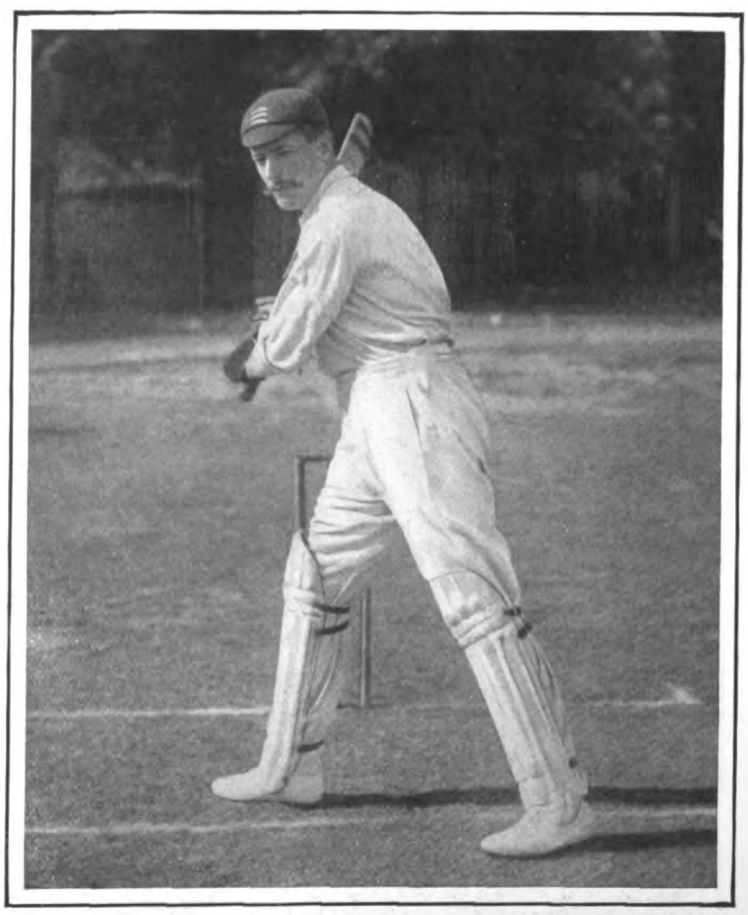
This very popular professional gets his well-deserved benefit this week at the Essex County Ground, Leyton. He originally appeared for Essex as a fast bowler. Chance one day gave him the gloves in a club match, and for a dozen years he "kept" Essex's wicket, most of the time to C. J. Kortright at one end and Pickett—now "coach" at Clifton College—at the other. Few, if any, wicket-keepers have had such an ordeal. For very many years on the ground staff at Lord's, there is not to-day a more popular professional than old Tom Russell.



*Copyright.*

COX, SUSSEX.

More than one supporter of Sussex would like to see highest honours awarded this indefatigable slow left-hand bowler, who has a very telling faster swerving delivery. Cox suffered some seasons ago when Ranjitsinhji led the fortunes of Sussex from his skipper's depreciation of his (Cox's) value. Since that fine all-rounder, C. B. Fry, has been in command "George" gets quite his share of bowling to do. Over 100 wickets annually fall to him. And he is a batsman of much better value than is generally supposed to be the case.



*Foster.*

C. M. WELLS, MIDDLESEX.

In the game for Russell's benefit will be found one of Middlesex's powerful August reinforcement, to wit, Cyril M. Wells. Like his schoolfellow, Jimmy Douglas, Wells finds his profession—he is a master at Eton—prevents him from playing before the end of July or early in August. Never did Wellington wait more anxiously for Blücher than Gregor McGregor does annually for August. A fine forcing bat, first-rate slow bowler, and great fieldsman, profession alone prevents C. M. Wells from getting his England cap.



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# THE RACING SEASON.

SPACE will hardly permit of dealing in detail with the entries for the Derby and Oaks of next year, but it is very satisfactory to notice that in both cases the list is headed by the nominations of his Majesty. It is somewhat curious that no engagement for either of the great classics has been made by M. E. Blanc, although his famous stallion Flying Fox will be represented in the Derby by two of Mr. H. Cholmondeley's entries and one of Mr. B. A. Brice's. Lord Clonmell is responsible for three Gallinules, and half-a-dozen entries stand in Lord Derby's name. Lord Falmouth and the Duke of Portland are well represented, and Colonel Hall-Walker has one by Count Schomberg, two by Gallinule, and fillies by Persimmon and Isinglass to do battle for him.

With a note of preparation for Goodwood in the air, the principal racing event of the past week was the Liverpool Meeting, at which the success of horses trained by Mr. George Lambton has constituted quite a remarkable feature. A steady downpour of rain, however acceptable from a trainer's point of view, had a somewhat deterrent influence upon the general public, and the curtain drew up to a comparatively scanty audience when the horses went down to the post for the Windermere All-Aged Plate, which fell to Mr. H. Lindemere's Salford. Cyllene was credited with another winner when Lord Durham's Cyrus won the Seaforth High Handicap, after which the serious business of the day commenced with the Great Lancashire Breeders' Produce Stakes, with the result of which the fielders must have been hugely pleased, for although the actual favourite was Garnock at 5 to 2, there was any amount of money forthcoming for Goldwin at 3 to 1, whereas the actual winner, Anniversary II., started at 8 to 1, and was clearly lucky to beat Goldwin by a head. The finish of the race was by no means devoid of interest, for to all appearances Dillon, who is an exceptionally careful and capable horseman, thought he had won his race, and was only watching the Perfect Dream colt, when Maher shot up on the inside and robbed him of the spoils.

Mr. G. Thursby rode a really good race in the St. George Stakes of 1,726-sovs., which he won on Standen by half a length from Pure Crystal, with Lord Stanley's Stadtholder close up third. In a scrimmage before the barrier went up Higgs, the rider of Shilfa, had his heel cut open by a kick from Stadtholder, and by permission of the stewards his place was taken by Halsey, who, curiously enough, was within an ace of meeting with a similar accident. Only two runners came out for the Selton Plate, and Lord Derby's Altcar had no difficulty in disposing of Palace Yard.

On the second day of the meeting Mr. G. Thursby again rode a most determined race in the Knowsley Dinner Stakes, but had to put up with a head beating at the hands of O. Madden on Lord Derby's Persinus, but it should be remembered that he was giving 20-lb. to the winner. Mr. Dunne's Irish-bred Earla Mor won the rich Molyneux Plate from a field of good horses, with Sweet Katie and Countermark filling second and third places respectively, and the performance of the winner should draw the attention of breeders to his sire, Desmond, who is by St. Simon out of L'Abbesse de Jouarre. The Mersey Stakes of 680-sovs. fell to Sir John Thursby's Bill of the Play.

With the advent of "Cup Day" the tameness which had characterised the opening days of the Liverpool Meeting vanished from the proceedings, and both actors and audience woke up in a positively startling fashion. There was plenty of speculation about the great race of the day, and in the actual betting Andover, Whistling Crow, Song Thrush, and Bachelor's Button were quoted in the order named, with Chaucer standing at 12 to 1. Fifteen horses went down to the post, and certainly no one would deny the "class" of the runners. The white flag went up at 2.50, but owing to a good deal of bad behaviour on the part of Vril, Powder Puff, and Bibiani, there was a delay of nearly a quarter of an hour before the horses were despatched on their journey. As soon as they settled down Chaucer showed slightly in front, and remained there for a quarter of a mile, when Song Thrush took up the running, and swept round the bend in front of Chaucer, Vril, and Whistling Crow. On they came, with but little alteration in their places, till about a quarter of a mile from home, when Chaucer took his place to win his race, and came on from Song Thrush and Whistling Crow, with Sun Bonnet creeping up. Neither of the two latter could make any impression on the leaders, and Chaucer, drawing away at every stride, won easily by three lengths from Song Thrush, with Sun Bonnet just beating Whistling Crow for third place. Lord Derby's colours are so popular and so much respected that winners and losers alike were pleased to see the cup pass into his possession; but the victory must have been somewhat of a surprise even to the trainer of the winner, as hitherto Chaucer has been looked upon as being anything but a stayer; in fact, he had not previously won over any distance beyond a mile. However, he was very leniently handicapped, and Wheatley made plenty of use of his advantage in the matter of weight. A big entry for the Croxteth Plate dwindled down to four runners; but if the field was small, the excitement over the race was great. Sight jumped off with the lead directly the barrier went up, and held his place till nearing home, when Airlie and Wolfshall challenged right and left, and a battle royal took place between the three. Wheatley, Saxby, and Maher all rode their hardest, and there was no sign of flinching on the part of their mounts; it was anybody's race, and as they swept past the post, no one could even guess which had won. The judge could not separate Wolfshall and Sight, and his verdict was that the dead-heaters had finished a short head in front of Airlie. There was no division of the stakes, and in the run off Wolfshall waited on Sight until the distance, when he drew out and won by a length. Lord Derby tried to repeat his victory of last year in the Atlantic Stakes, but could get no nearer than third with Altcar, the race falling to Mr. Neumann's Nirvanah, who beat Rievaulx by a good length and a-half. Mr. J. L. Dugdale won the Jolliffe Two Year Old Stakes with Picton, steered by Mr. G. Thursby.

CAURIRE.

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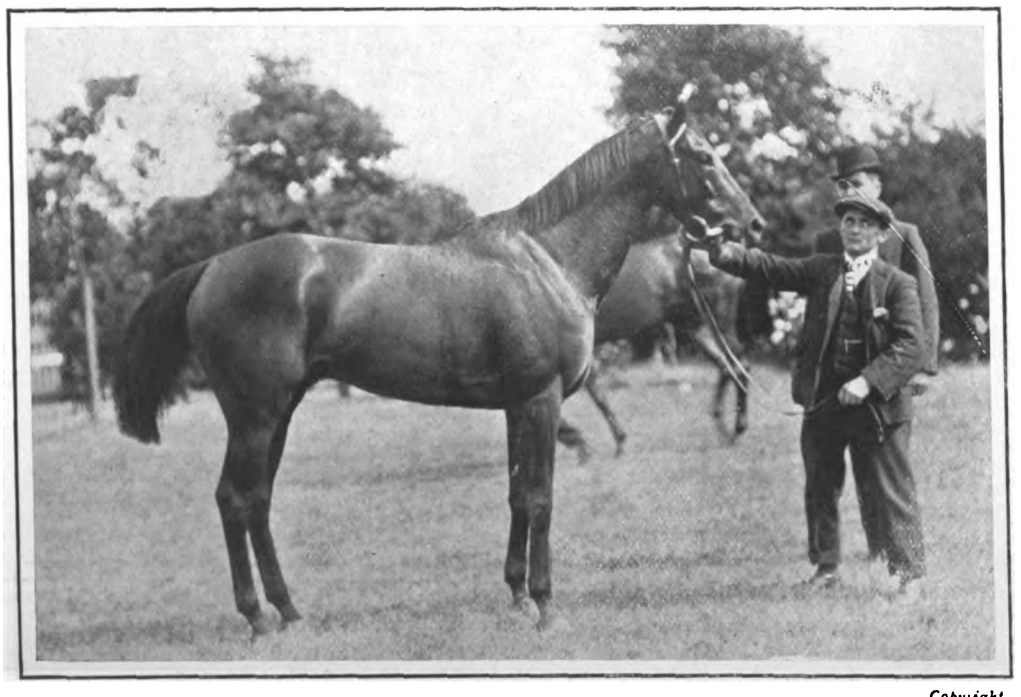
THE LIVERPOOL CUP: AT THE POST.

This year there were fifteen runners in the race for the Liverpool Cup, the field being the largest for a number of years.



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THE WINNER OF THE LIVERPOOL CUP.

Lord Derby's Chaucer, by St. Simon—Canterbury Pilgrim.



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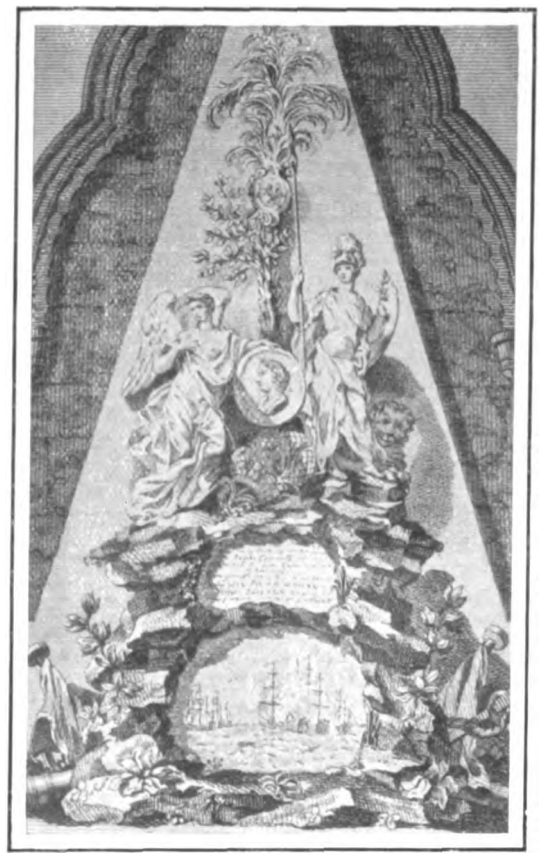
# THE SERVICES.

## THE STORY OF THE THREATENED NAVAL MEMORIAL.

THERE may have been those who have looked upon the opposition which has been offered to the removal, and the inevitable damaging, of the monument erected in Westminster Abbey to Captain James Cornewall as a mere outbreak of family *amour-propre*, and who hold that the Dean of Westminster's statement that the consent of the family was obtained for the removal of the monument satisfactorily disposes of all objections. But this matter is not a family one. It concerns the nation, for, as Mr. Julian Corbett has so justly observed, Captain Cornewall was the first to set the right example, and he was the first to receive the reward, which so many after him won by the inspiration of his great spirit. For though his superior officer's conduct in the battle off Toulon in 1744 was long the subject of political discussion and party dispute, Cornewall's bravery called forth nothing but encomiums.

The battle of Toulon was fought on February 11, 1744, and has been truly enough described as a "feeble and disreputable" affair. The allied French and Spanish Fleet under De Court, a veteran of eighty years, and Navarro was composed of twenty-seven vessels, and had Lestock obeyed the signals of Mathews, the British Commander-in-Chief, there is no doubt that the result would have been an overwhelming victory for the British arms. But Mathews was left in the lurch by his second in command, who pleaded subsequently that the Admiral's signals were contradictory, and only half the available force was engaged in the fight.

Mathews in the "Namur" tackled the "Real" (100), Navarro's flag-ship, and Rear-Admiral Rowley, in the "Barfleur," attacked De Court's flag-ship, the "Terrible." Mathews was ably supported, in the words of an old chronicler, by his seconds, the "Marlborough" (Captain Cornewall) and the "Norfolk" (Captain Forbes); and to Rowley's aid went the "Princess Caroline," in command of Captain Osborne, and the "Berwick," under Hawke, who with Cornewall did most to stem



THE CORNEWALL MONUMENT.

The first Naval memorial erected by vote of Parliament, which it is now proposed to move.

the tide of defeat. The fight lasted all day, and it was a terribly battered squadron that welcomed the arrival of the night. In three hours' fighting 500 men were killed in the Spanish flag-ship, and the "Marlborough's" loss was 171 officers and men, including her captain. Early in the fight Cornewall had both his legs shot off, but he received his death blow from a spar, when the main and mizzen masts of the "Marlborough" were shot away. Lieutenant Cornewall, his nephew, took command of the vessel after the captain's death, and he, too, lost a limb in the action, his right arm being shot away.

Of Captain Cornewall a brother officer wrote soon after the battle: "Courage was far from being his only endowment; his genius and knowledge were equal to any task that could be set him in his profession; few persons came up to him, and none surpassed him." Had he lived, there seems little reason to doubt that he would have played as prominent a part in the Naval history of the next twenty-five years as Hawke. We perhaps realise too little to-day what it meant, in the days when Naval personnel was impressed and of very rough calibre, to have men like Hawke and Cornewall to lead, and that which Nelson both did and put into words, Cornewall was content to do. To George II.'s recognition Hawke owed his preferment, and Cornewall his memorial. And we cannot forget that the monument to Captains Hutt and Harvey, two of the heroes of the Glorious First of June, was broken up some time back, part being re-erected in Eastney Church, near Sandwich. That, again, was with the consent of the family.

If it be necessary to move the Cornewall memorial now, would not Trafalgar Square be a fitting place to re-erect it? There it would be in appropriate company, and would be more in the public eye even than it is in the Abbey. But to allow it to be lost, or to be hidden in some unseen corner, would be little short of a national disgrace.

*W. M. Crockett.*

SPORT AT THE ROYAL NAVAL ENGINEERING COLLEGE.

In the big swimming bath on the occasion of the annual display. Competitors negotiating the second obstacle in the obstacle race.



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# LITERARY NOTES.

OUR illustration shows the gateway of Sir Walter Scott's house at Abbotsford, and is taken from Messrs. A. and C. Black's latest picture-book, "Abbotsford," painted by William Smith, jun., and described by the Rev. W. S. Crockett. Mr. Crockett—who must not be confounded with Mr. S. R. Crockett, the novelist—is minister of a parish in Peeblesshire, and has written a number of works on Scott and his country (including "The Scott Country," in Messrs. Black's series). He tells in a graphic and interesting manner the story of Abbotsford, that palace "built of ink"; and Mr. Smith's pictures are admirable, showing, as they do, a little warmth and colour of a country which most people think of, for some reason, as cold and grey. No author is so closely identified with his home as Scott with Abbotsford. It contains the story of his rise to matchless success, his heyday, and the blow that saddened all the late years of that noble life. To it his heart turned in exile; it was the very expression of the main characteristics of his great mind. You cannot know Scott without knowing Abbotsford, and you cannot know Abbotsford without knowing Scott. Mr. Crockett's letterpress and Mr. Smith's pictures are an admirable introduction to, and reminder of, both.

**Abbotsford.**

* * *

LORD BROOKE, the son and heir of the Earl of Warwick, spent nine months with the Russian Army in Manchuria, and followed the campaign as a soldier, joining the Russian forces not long after the loss of the Yalu, and leaving them some three weeks before the battle of Mukden. It was inevitable, perhaps, that he should write a book about his experiences; but there is always room for so modest, graphic, and cool-headed a book as his, "An Eye-witness in Manchuria," which has been published by Mr. Eveleigh Nash. Clearly Lord Brooke watched the campaign with a professional eye, and drew his own conclusions on the strategy employed, the worth of the troops, and their chance of success. He has nothing but praise for the Russian soldier, and not nearly so much of it for the Russian officer. He tells, in fact, the old story, but with a freshness that will make his book acceptable to many who are not specialists in military matters, and are, perhaps, a little tired of reading about the war.

**Lord Brooke in Manchuria.**

* * *

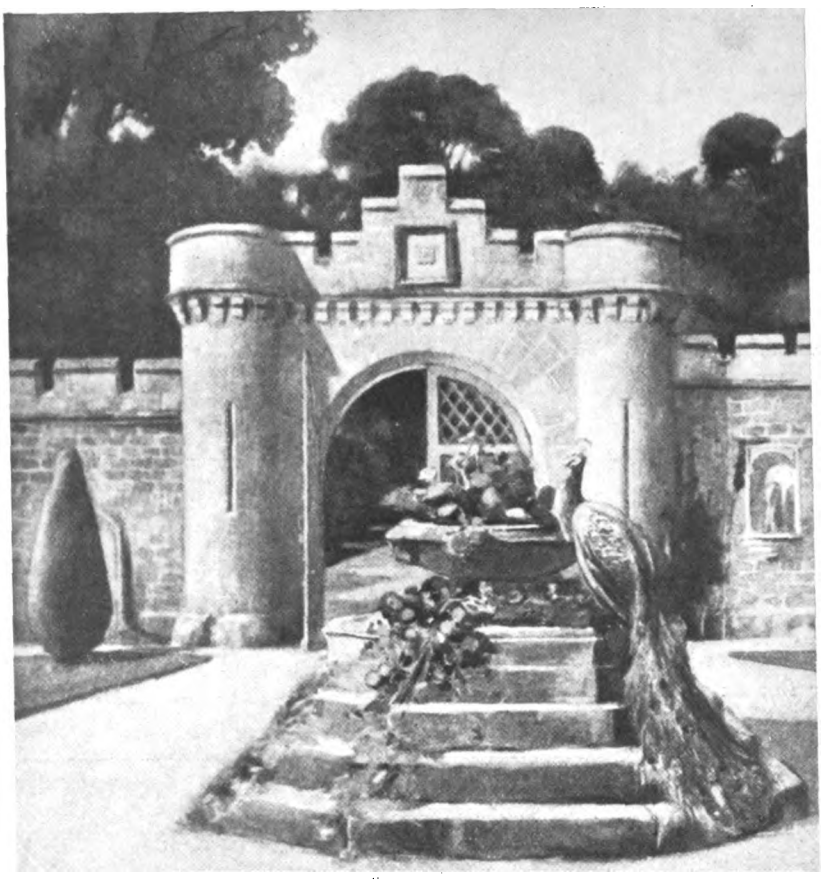
CONNOISSEURS in cookery have always told us that we make but poor use in England of the fruits of the earth, which generously goes on supplying us with a lot of good vegetable food we never have the enterprise to use. The truth becomes still more clear on turning to the large volume on "The Vegetable Garden." The authors of the work are MM. Vilmorin-Andrieux of Paris, and the English edition is published under the direction of Mr. W. Robinson by Mr. Murray. The full title will give an idea of the scope of a volume which no owner of a vegetable garden can henceforth afford to be without—"Illustrations, descriptions, and culture of the garden vegetables of cold and temperate climates"—and the book claims to be the first book in any language which classifies, describes, and illustrates the products of the vegetable garden. The importance of the vegetable garden to the whole question of food reform is pointed out in Mr. Robinson's able preface, and the book gives a vast amount of indispensable information.

**The Vegetable Garden.**

* * *

THE new golfing story hails from America. Its title is "John Henry Smith"; its author, Mr. Frederick Upham Adams; its illustrator ("for Mr. Smith"), Mr. A. B. Frost; and its publishers, Messrs. Hutchinson. It is capital fun; we can even imagine it interesting people who do not play golf. The conversion of Mr. Smith, by golf, from misogynism to love is the theme of the book, and it is Grace Harding, at once a pretty girl and a good golfer, who contrives the change. Incidentally Mr. Smith makes money, and the curtain rings down (at St. Andrews) on a very happy couple. There are some capital pictures by Mr. Frost, who has a strong sense of humour of his own to match that of the author, and the last picture is one that will appeal to all who have a golf-maniac in the family. Harding *père*, gazing at Vesuvius, remarks that it is quite a bunker, but that with a little more practice he believes he can carry it!

**A Golfing Romance.**



THE GATEWAY, ABBOTSFORD.

One of the illustrations from "Abbotsford," painted by W. Smith, jun., and described by the Rev. W. S. Crockett. (A. and C. Black.)

* * *

MR. JOHN LONG has acquired the rights of all Nat Gould's new stories. We have before us two editions of a new novel, "One of a Mob," in cloth at 2s. 6d., and in the familiar "yellow-back" illustrated covers at 2s. It is a capital story of life in Queensland, racing, gold-digging, and other familiar elements beloved of Mr. Gould's many readers. In August Mr. Long will publish "The Selling Plater," and in October "The Lady Trainer."

**Nat Gould's Stories.**

* * *

IT is announced by Messrs. Sampson Low that the 1905 issue of Mr. Fred T. Jane's "All the World's Fighting Ships" will be ready at the end of this month. The changes in this year's edition are said to be drastic, as capped projectiles and increased velocities have made great differences to Naval gunnery. The section of the Russo-Japanese War is illustrated by special photographs, few of which have appeared before, some being of the highest technical interest and importance. The price of the volume is raised to one guinea net.

**Fighting Ships.**

* * *

WHEN a man composes his poems during a war, and scribbles them down in note-books, you do not expect a new Tennyson, Browning, or Swinburne. And "Centurion," the author of "Ante-Room Ballads" (Routledge), is none of these. He is, however, a writer of sound sense, shrewd humour, manly sentiment, and considerable fluency in rhyme, and we can commend his tiny book of verses to the casual reader. Many of them are on the topic of the war, and very spirited they are. Many are amusing, all are straightforward, vivid, and clearly the work of a man who knows more of poetry than his modest preface confesses.

**Ante-room Ballads.**

* * *

HINTS on the stable, by Mrs. Power O'Donoghue, are published by Messrs. Thacker and Co. in a revised and up-to-date edition, under the title of "Riding for Ladies." The book has nearly seventy illustrations by the well-known artist, Mr. A. Chantrey Corbould. Among the chapters are articles dealing with "Ought Children to Ride?" "Lady's Dress on Horseback," "How to Canter and Trot," etc., with special advice as to how to fall off. It will prove a most useful book to every horsewoman.

**Riding for Ladies.**

* * *

"AND who shall say that bridge is dead?" Here, from Messrs. Thomas de la Rue and Co. are the sixth edition of Mr. W. Dalton's "Bridge Abridged, or Practical Bridge" (3s. 6d. net), and the second edition of the same authority's "Bridge at a Glance" (1s. 6d. net). The latter is, so to speak, an abridgment of "Bridge Abridged," arranged for those who wanted some little book in which they could go straight to the point required, without wading through other sound but irrelevant matter. Both books, as bridge players do not need to be reminded, are excellent.

**Bridge.**

---

## *BOOKS TO READ.*

The Scenery of London. Painted by Herbert Marshall; described by G. E. Mitton. (Black.)
London to the Nore. Painted and described by W. L. and Mrs. Wyllie. (Black.)
An Eye-witness in Manchuria, by Lord Brooke. (Nash.)
Some Famous Women of Wit and Beauty, by John Fyvie. (Constable.)
James Macpherson: An Episode in Literature, by J. S. Smart. (Nutt.)
A Jay of Italy, by Bernard Capes. (Methuen.)
The Parish Nurse, by May E. Mann. (Methuen.)
Hugh Rendal, by Lionel Portman. (Alston Rivers.)
Children of Earth, by Sidney Paternoster. (Long.)
The Vegetable Garden. (Murray.)
Country Cottages: How to Build, Buy, and Fit them up, by "Home Counties." (Heinemann.)
Arachnia, by James Robertson. (Macmillan.)
Shrewsbury, by Thomas Auden. (Methuen's Ancient Cities.)



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# Leaves from a Collector's Note-book.

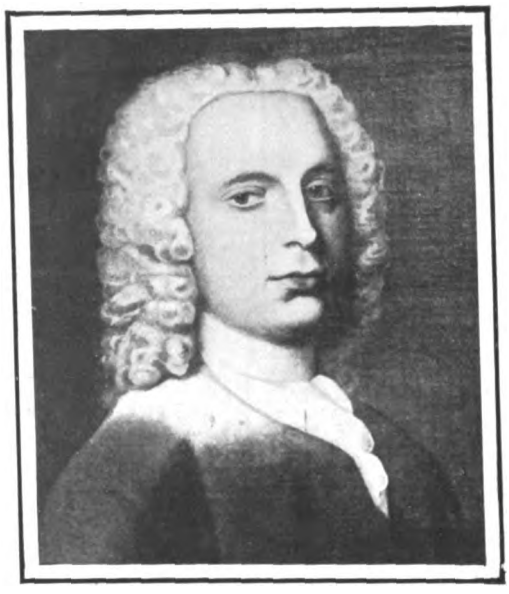
No. LII.—*THE PIONEERS OF "POTTING" AT WORCESTER. JOHN WALL, M.D.—HIS ASSOCIATES AND HISTORIAN.*

EARLY WORCESTER CHINA.

(1) A British ship portrayed on a cider mug, about 1755. (2) Cider cup, showing political emblems suggestive of the alleged origin of the porcelain works. (3) A milkmaid mug.

THE story of the rise and progress of porcelain-making at Worcester occupies a unique place in the history of British ceramics. By a curious coincidence it will form a not altogether unappropriate sequel to the observations made last week on the artistic ability often displayed by professors of the healing art, for the pioneer of Worcester "potting" (to borrow the homely phrase of Mr. R. W. Binns, its able historian) was a man who, if he had not been a distinguished physician and practical chemist, would have certainly won name, fame, and fortune as a celebrated painter. As it is, John Wall is entitled to a place amongst English potters very little inferior to that occupied in France by Bernard Palissy, and in Italy by Luca della Robbia or Maestro Georgio. John Wall was indubitably the Josiah Wedgwood of Worcester. He was beyond the possibility of quibble the founder of one of the best-known and most successful of our national industries, yet "The Dictionary of National Biography" is wholly and provokingly silent on this important feature in his many-sided career, preferring to immortalise him as the writer of erudite essays on the employment of musk in cases of hiccough and fevers, the use of cinchona bark as a remedy for small-pox, the nature of angina pectoris, and the treatment of putrid sore throat! Wall, it seems, was the first man to call attention to the curative properties of the Malvern Waters, and the medicinal attributes of olive oil. He was born in 1708, matriculated at Worcester College, Oxford, at the age of eighteen, graduated four years later, took the degrees of M.A. and M.B. in 1736, and that of M.D. in 1759, eight years after he had turned Warmstry House on the banks of the Severn into a prosperous porcelain factory. He passed the whole of his life at Worcester, but died at Bath on June 27, 1776. His son states in the preface to his father's tracts, which he published in a collected form at Oxford after his death, that "an unremitting attachment to the art of painting engaged almost every moment of his leisure hours from his infancy to his death," but not a syllable escapes him either as to the pottery works at Worcester, or the stained-glass windows at Hartlebury and Oxford, although the presence of pictures by him at both Hagley Park and Merton College is faintly indicated.

If Worcester china is the only form of English porcelain which owes its existence to the skill and enterprise of a medical man, its *raison d'être* is not a whit less extraordinary. "However true it may be," writes Mr. Binns, "that between 1740 and 1750 Worcester required a manufacture of some kind to employ the working classes, then suffering from loss of trade, we are disposed to believe that had not that manufacture conduced to bring together a number of intelligent artificers,



JOHN WALL, M.D.

The pioneer of "potting" at Worcester. Born 1708, died 1776.

who should be eligible as *electors* for the city, and also enable the proprietors to create voters, who should be devoted to their cause, in the apprentices who were bound to their manager, we should not have had Worcester porcelain."

It appears, therefore, that the present prosperous Royal Porcelain Works at Worcester owe their first inception to the exigencies of local politics and the skill of a local medical practitioner, who was at the same time an artist, a chemist, and an ardent supporter of what was then called the "low" party. The election of 1747 was one of the fiercest ever known, even in the "City of Many Sieges," which appears to have been a veritable political cock-pit from time immemorial. Mr. Binns believes that this election was the direct incentive to the establishment of a new manufacture in Worcester, "as it induced the leading members of the 'low' or anti-Tory party to deliberate as to the means by which they might more easily and more certainly return a member favourable to their views."

A patent taken out by one Thomas Frye of Bow in 1749 very likely influenced the train of thought which two years later led Wall to associate himself with Winnington, Ingram, Vernon, and other stalwart Whigs in acquiring Warmstry House, and starting on the banks of the Severn a manufactory destined, before Dr. Wall's death, to acquire celebrity in every part of the world, both for the beauty of the china itself, as well as for the taste displayed in its decoration. It is also said that politics influenced many of the earlier subjects chosen for illustration. The King of Prussia appears constantly on the mugs and plates, and so does the head of George II., accompanied by all sorts of Republican emblems, like the specimen now reproduced. As early as 1752 a woodcut of the Worcester "works" appeared in the *Gentleman's Magazine*. By this time the historic "crescent" mark had been adopted from the "cross molyn between four crescents" of the Warmstry arms, and it was announced that "a sale of this manufacture will begin at the Worcester Music Meeting on September 20 with great variety of ware, and 'tis said at a moderate price." The whole of the illustrations now given belong to the first decade of the "factory's" existence.

B.

EARLY WORCESTER WARE.

(1) Masonic beer mug engraved by Ross, probably about 1770. (2) Plate and tobacco jar of milkmaid pattern. (3) A Worcester mug with portrait of Shakespeare.

*Some of the previous subjects dealt with in the "Collector's Note-book" have been:*

Famous Dorsetshire Medals. April 8, 1905.
Engraved Shakespeare Portraits. April 22, 1905.
Freemasonry—Relics and Curiosities. April 29, 1905.
Three Centuries of British Broadsides. May 20, 1905.
Oak-apple Day and Its Associations. May 27, 1905.
Welsh Porcelain: Nantgarw China. June 10, 1905.
Waterloo Medals — British and Foreign. June 17, 1905.
Relics of Independence Day. July 1, 1905.
Eary Editions of the "Pilgrim's Progress." July 15, 1905.
Antiquities of Methodism - Wesleyana. July 22, 1905.



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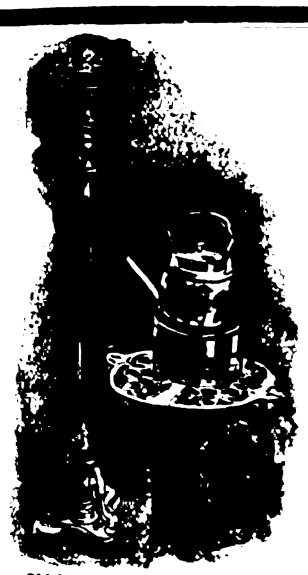

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# Motoring Notes.

THE Siddeley-Meyan match resulted in a dead heat, as both cars completed the 4,400 kilomètres within the prescribed time, and fulfilled all the conditions of the competition; that is to say, they averaged about 185 miles a day for fifteen days over very trying country, and maintained a mean speed of more than 25 kilomètres per hour on each of the numerous sections into which the itinerary was divided. This perhaps is not surprising, as both the 18-h.p. Siddeley and the 24-h.p. De Diétrich are cars of the highest standing. It is interesting to learn that the competing vehicles had covered many thousands of miles in ordinary use before they set out on this long reliability trial.

* * *

It is worth while to recall the fact that the match was in reality the outcome of a somewhat amusing mistake. An advertisement appeared in *The Times* setting forth the merits of British-built cars in general, and asserting that the world's record for reliability was held by a car of native origin, a statement which was obviously based on the successful result of the 5,000-mile official trial which a Siddeley had undergone during the winter. The French papers, presumably misled by their London correspondents, got the mistaken notion that *The Times* had been devoting a series of leading articles to the praise of the British motor industry, and fired by the allegation that the Siddeley was the most reliable car in the world, M. Meyan issued his challenge to run his De Diétrich against any vehicle built on this side of the Channel, with the result now known to everybody.

* * *

The *Autocar* has published some interesting statistics concerning the number of motor-vehicles in this country. According to the figures which have been obtained from the various registration authorities there were 31,129 cars, 34,706 motor-bicycles, and 868 commercial motors on the road at the end of June last. The total number of motor-vehicles registered on that date was, therefore, 66,703, showing an increase of 26,842, or 67 per cent., since the corresponding date in last year. These figures, by the way, take no account of the large number of machines which are registered under a manufacturer's general identification mark.

* * *

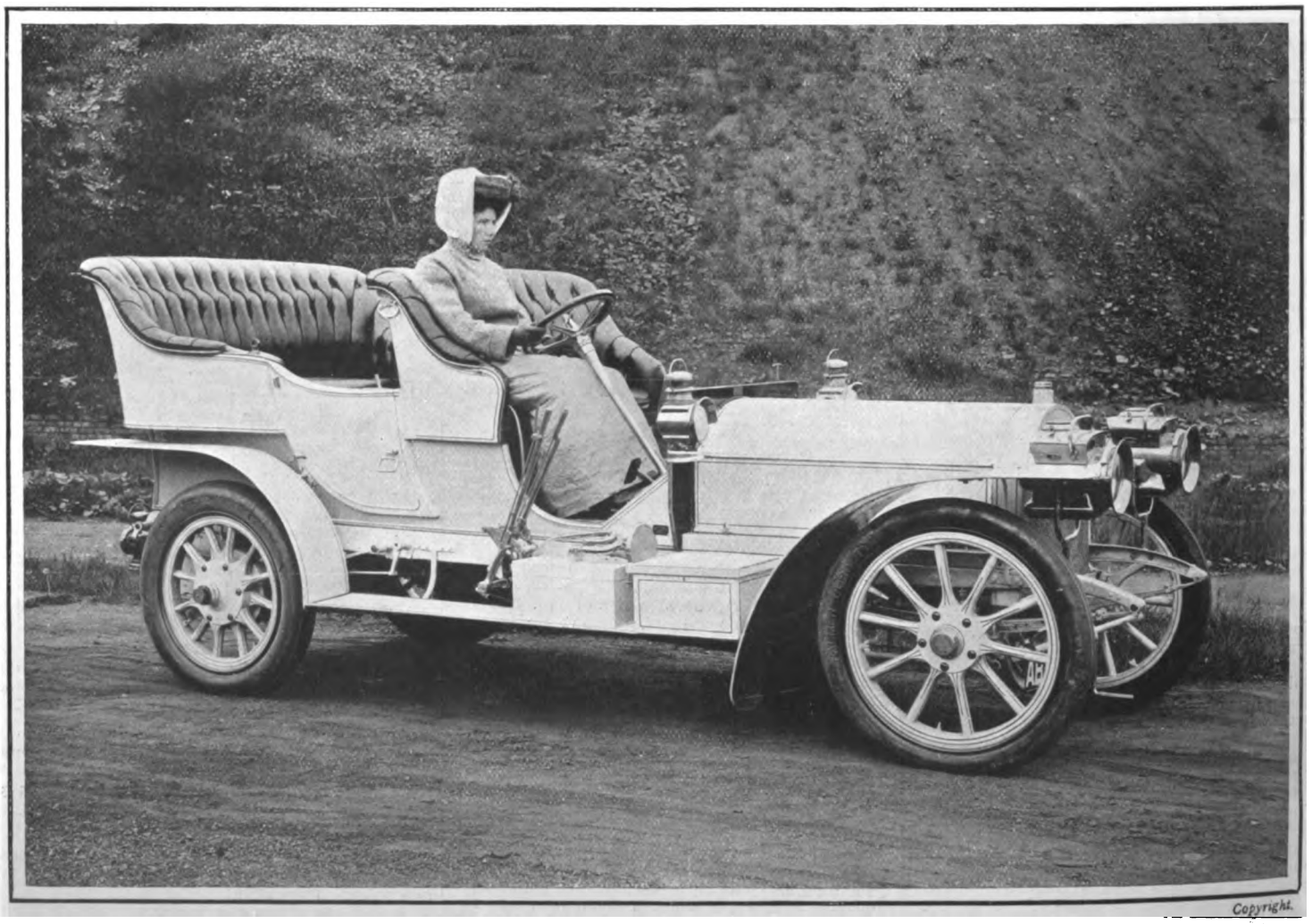
The Blackpool Meeting was confined to racing cars and bicycles and big touring vehicles stripped of their ordinary bodies and run in racing trim. In the latter class the Daimlers again proved invincible. In a scratch race of one and a-half miles with a standing start for cars whose chassis price does not exceed £1,250, Mr. A. Birtwistle's 35-h.p. Daimler proved an easy winner, although among the other starters were a 70-h.p. Darracq, a 60-h.p. Berliet, a 40-h.p. Léon-Bollée, a 50-h.p. Itala, and a 40-h.p. Hermes. Another 35-h.p. Daimler was second, driven by Mr. Percy Martin. In another race for chassis priced at not more than £1,500, Mr. Birtwistle, with the same car, again proved victorious over a 60-h.p. Mercédès, a 50-h.p. Panhard, and a 70-h.p. Darracq, Mr. Instone's Daimler running second.

* * *

In the racing classes Cissac, on his 12-h.p. Peugeot, rode the flying kilomètre in 25 3-5-sec., equivalent to a speed of 88 miles an hour, beating his own world's record of 26-sec. at Brighton. Among the big racers the six-cylinder Napier, driven by Earp, won the flying mile with an average for three runs of 38·07-sec., or 94·7 miles per hour. His best attempt was 37 2-5-sec., or 96·25 miles per hour. Mr. Lee Guinness was second on his 100-h.p. Darracq, with an average of 40·7-sec.

* * *

Friday's racing was over the flying kilomètre, and some remarkable results were achieved. In the £1,250 class, Mr. Percy Martin's 35-h.p. Daimler averaged 30·5-sec., or 73·5 miles per hour for three runs over the distance. A 70-h.p. Darracq was second, less than one mile per hour slower. In the £1,500 class, in which many of the same cars competed, the order was reversed, the Darracq being placed first, with an average of a fraction under 30-sec., with Mr. Martin's Daimler second. Three other Daimlers competed, as well as a 100 h.p. Darracq, a 60-h.p. Mercédès, and a 60-h.p. Napier. In the racing class the six-cylinder Napier, driven by Earp, was easily first, its times being 23 1-5-sec., 22 4-5-sec., and 22 4-5-sec. for the three runs. Towards the conclusion of the meeting, Earp, running with the wind behind him, made a series of attempts on the world's record for the flying kilomètre. The time for his first effort was 21 3-5-sec., which on his second run he improved by 1-5-sec., thus tying with the world's record made by Baras on a 100-h.p. Darracq at Ostend. Earp's time is really more meritorious than the Frenchman's, as the Blackpool track has a slight curve, and the wind which favoured the English car on Friday last was less strong than that which blew behind Baras on the long, straight Ostend road. The time works out at 104·46 miles per hour. The Lancashire Handicap, over a mile and a-halt, resulted in a win for the 8-h.p. Coventry Humber, which received an allowance of 60-sec.




MISS VICTORIA GODWIN
On the 30-h.p. Ariel car which she drove at the Brighton Meeting.



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| Cowes | ,, | ... | 3 18 | 3 35 | 5 50 | 5 5[illegible] | 8 5 | 8 5 | 9 10 | 9 20 |
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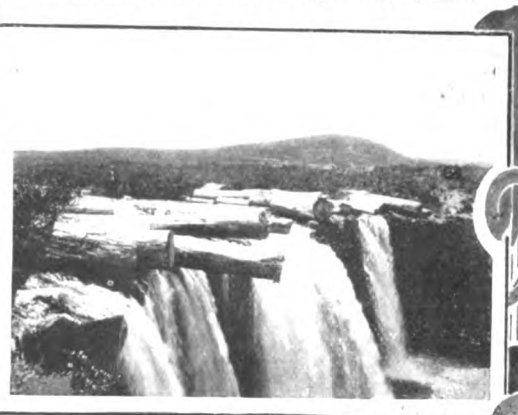

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Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

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**SPORT.**—The Streams in the hotel grounds are exceedingly well-stocked with Trout. Plenty of Game, viz: Pheasants, Virginian Quail, Wild Duck, Hares, and Deer. **Lawn Tennis, Golf, and Croquet.**

The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

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**Manager.**

## NEW ZEALAND.

### THE GRAND HOTEL, ROTORUA.

**Situated in the Centre of the Hot Lakes District.**

*Patronised by T.R.H. The Prince and Princess of Wales.*

**THE HOTEL** is in the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

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W. J. LEES, Manager.

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**WHAKAREWAREWA, ROTORUA.**

**Situated** in close proximity to the **wonderful Geysers** and **Maori Settlement.**

**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged

**CHAS. E. NELSON, Proprietor.**



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# *Fashions of To-day & To-morrow.*

THE railway stations are truly worth seeing at the present time; they are blockaded with trunks, bicycles, mail-carts, and children of all sizes. The eager, excited faces of the little ones, as they cluster round their tired mothers and nurses, are interesting indeed to a lover of children. This is to them the all-important season of the year. The mothers, alas! do not always look forward to this summer exodus with unmitigated delight. It is not a holiday to them. I think it would be an excellent idea to let pater-familias take his offspring to the seaside alternate years, and let mother have a holiday by herself. I overheard one man telling his meek little wife, one day last week, "I am not going away with the caravan this year, my dear; I shall take a trip alone for a few weeks—I need rest, perfect rest." I smiled to myself as I looked at the great robust-looking man and the delicate little woman at his side, doubtless with a tribe of little ones, and wished I possessed Fortunatus' cap, and could have reversed their positions during the summer holidays. Fortunately *all* women are not so meek and mild in these days, and some of them do manage to get a little amusement occasionally.

The shooting season will soon be here now, and the ladies' dresses are most practical and charming at the same time. Tartans, in blues and greens, made in flat-pleated skirts, are to be much worn, with plain cloth short coats, double-breasted and tight-fitting, some trimmed with soft leather in the same colours; boots and stockings all to correspond.

The Aquascutum Company of 100, Regent Street have an absolutely waterproof material of which their coats and capes are made, and entirely free from the unpleasant rubber smell. I give here an illustration of a useful coat, suitable for shooting, riding, golfing, and all outdoor exercises. For motoring these coats are invaluable. They are to be had in several varieties of colourings.

I hear of some marvellously beautiful gowns and costumes, designed by some of our leading houses for Homburg, which will be more frequented than usual this season. Some of these creations are perfectly simple in make, but the charm is in the material and exquisite cut. Lace and batiste artistically blended are most desirable for morning wear, and really some are of such delicate fabrics, and so beautifully made, that they are suitable for any dressy occasion. The sprigged Russian and Brussels nets, in cream and white, with wide insertions of handsome lace, are most useful acquisitions. I saw a very pretty young girl's evening dress the other day, which could be easily made at home. A spotted net over white glacé, the skirt had two wide insertions of silk guipure, which had a narrow quilling of Valenciennes top and bottom, and three or four flat graduated folds to the hem. The bodice was very simply draped over a turquoise blue corselet, and a guipure berthe outlined the décolletage. Those who have been fortunate in their sale bargains could easily copy this idea for very little money. Another charming evening gown is the one illustrated on another page of this issue, and emanates from the well-known firm of Messrs. Robinson and Cleaver of Regent Street. This is composed of white gros grain silk, with a charming floral design in delicate pink and green tints in perpendicular lines. This is most quaintly and picturesquely made in long plain panels, which open at regular intervals, showing an under-skirt of soft Valenciennes in tiny ruffles from the waist downwards. The bodice is delightfully simple and becoming, and the whole effect is charming and original. Lingerie is more dainty than ever, and some beautiful combinations of corset-covers and skirts are to be had in the finest of nainsooks and Indian muslins, with Swiss muslin insertions and wide frills. Open-work beadings connect the corset-cover and skirt, through which coloured ribbons are run, and form the waist. Petticoats are more elaborate than ever, and the laundry bills must be a large item. With the treatment received in the London way of washing these confections will not last very long. Therefore I cannot impress it enough on everyone to send their laundry work to country places, not only for the care taken of the clothes, but also for sanitary purposes. During this season of the year, more than at any other, when pure air is more than necessary, they should take advantage of the many admirable laundries that have the personal superintendence of able managers, with sun and fresh air and abundance of water.

Bassano.

*A WATERPROOF COAT.*
(The Aquascutum Company, Regent Street, W.)

I am told by good authorities that suède leather of a beautifully soft, pliable substance will be much used for early autumn promenade costumes. Some of the coats will be made in a modernised Russian blouse form, entirely of this kid, which clings most beautifully to the figure and gives a very *svelte* appearance.

Skirts are to be very tight-fitting, and all semblances of crinolines are obsolete. The tall, slim woman is the correct figure for autumn and winter. The new coats being designed in Paris and Vienna for that period are, from all accounts, most fascinating, but also most costly. Boots and shoes are worn to match quiet-toned costumes, but the brighter colours are dropping out again, as they do not look very good style.

I am pleased to observe that men, or at least some of them, are breaking the hard-and-fast rule and departing from the hot tweed suits and wearing entire suits of Tussore, and one or two have even had courage enough to go through London in white linen suits, and most charming and becoming they were. Certainly the wearers we remarkably handsome, broad-shouldered specimens of mankind, and could well afford to laugh at "fashion."

I have not forgotten the new face lotion I mentioned a week or two ago; indeed, it has more than answered my expectations, as it is "working wondrous well," and I have been astonished at its good effects. In the course of a few weeks I can tell you where to procure this valuable addition to your toilette necessaries. R. D.



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# THE MEXICAN HAIR RENEWER.

Prevents the Hair from falling off.

Restores Gray or White Hair to its ORIGINAL COLOUR.

Being delicately perfumed, it leaves no unpleasant odour.

IS NOT a dye, and therefore does not stain the skin, or even white linen.

Should be in every house where a HAIR RENEWER is needed.

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**THE MEXICAN HAIR RENEWER.**

*Price 3s. 6d. per large Bottle.*

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**Eruptions, Pimples, Blotches, Entirely fade away.**

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If the Evans Vacuum Cap gives the scalp a healthy glow this denotes that the normal condition of the scalp can be restored. A three or four minutes' use of the Cap each morning and evening thereafter will produce a natural growth of hair. If, however, the scalp remains white and lifeless after applying the vacuum, there is no use in trying further—the hair will not grow.

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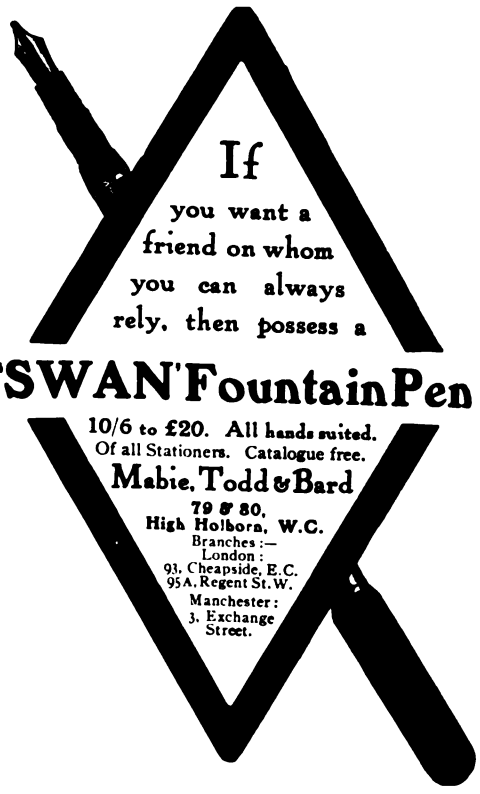
We will send you, by prepaid express, an Evans Vacuum Cap, and will allow you ample time to prove its virtue. All we ask of you is to deposit the price of the Cap in the Jefferson Bank of St. Louis, where it will remain during the trial period, *subject to your own order.* If you do not cultivate a sufficient growth of hair to convince you that the method is effective, simply notify the bank and *they will return your deposit in full.*

*A sixteen-page illustrated book will be sent you on request, postage prepaid in full.*

**Evans Vacuum Cap Co., 923, Fullerton Bldg., St. Louis, U.S.A.**

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# THE KING'S MENU.

WHILE the dishes in to-day's menu are purposely less substantial than those usually given for a quiet shooting luncheon, they are all easily managed by a plain cook. If wished, the spiced or pickled beef so frequently the *pièce de résistance* on these occasions can, of course, be included, but only a thoughtless hostess sends such a thirst promoter to the hillside in August.

## MACEDOINE OF FISH IN ASPIC.

This is a very useful dish, and can be varied considerably. For instance, the aspic lining of the mould can be either plain or of tomato aspic, aspic cream, cucumber aspic, or a plain fish stock jelly, flavoured with a little tarragon vinegar, can be used. The various aspics named are obtained by mixing a gill of cream, tomato, or cucumber purée with two gills of liquid aspic, tamnying, and using when cooling for lining moulds or masking, etc. For the filling of the mould layers of finely-flaked salmon, crab, or lobster, minced prawns, shrimps, or crayfish, or a mixture of two or three of these, are used, after mixing the fish selected with the following: Mix a gill each of tartare sauce and stiffly-whipped cream with two gills of just liquid aspic. The fish is put in layers alternately with the contents of a bottle of vegetable macedoine, over each layer of which must be run a very thin layer of whatever aspic is used for lining the mould. Instead of the ready prepared bottled macedoine, one of freshly-cooked young vegetables, such as peas, asparagus heads, artichoke bottoms, young carrots, and potatoes all cut into dice, French beans cut into diamonds, etc., can be used. Whether the macedoine be fresh or bottled, however, the vegetables must be well seasoned with oil, vinegar, salt, and pepper, before moulding. When the mould is full finish the top with a good layer of aspic. It should then be set on ice, and not unmoulded until it reaches its destination. When fish is not desired for the filling, use finely-flaked cold game or poultry, alone or mixed with diced foie gras. Sweetbread, tongue, or ham can be used like this, which is a very attractive way of using up any dainty odds and ends. Moreover, for a small family little individual moulds can be used, and a pretty little cold entrée evolved out of the veriest scraps of game, etc., when eked out like this with sauce and vegetables.

## CASSEROLE OF PIGEONS AND STEAK.

For this the birds can be halved or quartered, or, better still, the breast fillets only used. Mutton kidneys and mushrooms are a great addition, but failing the latter small button onions can be used, and red wine should be added in the proportion of one wineglassful to every gill of rich brown sauce (or demi-glace), and two or three tablespoonfuls of good stock, to which has been added a teaspoonful of Lemco. If the kidneys and mushrooms are omitted two or three small smoked sausages cut into thick slices can be added. Proceed as for chicken, etc., en casserole, lightly frying in butter the pigeon fillets, the steak cut into neat even-sized wedges, and the kidneys, then straining this off and adding the sauce, stock, and wine, with a bouquet of herbs tied up with a bay-leaf, a blade of mace, and some peppercorns, and the onions or mushrooms; cover the casserole down closely, and stew in a slow oven for about an hour, adding a little more stock as that in the pan reduces. If no proper packing appliances for keeping the casserole hot *en route* are available, it can be reheated without injury to the contents if the casserole be placed in a pan of hot water and on a spirit stove, the water brought to the boil, and the casserole kept in this till the contents are thoroughly hot. For this reason casseroles are most useful shooting lunch dishes, especially as the weather gets colder and hot dishes are even more appreciated than now. At the same time, one hot thing in the menu is always liked, especially by elder men.

**A SHOOTING LUNCHEON FOR THE TWELFTH.**

MACEDOINE OF FISH IN ASPIC.

CASSEROLE OF PIGEONS AND STEAK.

CUTLETS A LA CONNAUGHT.

MAYONNAISE OF QUAILS.

LITTLE BAVAROIS AU KIRSCH.

CAKE AND PASTRY.

GERVAIS CHEESE.

## CUTLETS A LA CONNAUGHT.

For this braise a neck of lamb or mutton and set it aside uncut till perfectly cold. The cutlets are then divided and trimmed neatly, then masked in aspic. If lamb, use mint aspic, made by mixing a bare gill of strongly-flavoured mint sauce with three gills of just liquid aspic jelly, then use to coat the cutlets before it sets. For mutton cutlets tomato aspic is, perhaps, the nicest. Arrange the cutlets round a tomato or other salad to taste, or a pile of asparagus heads or cold boiled green peas seasoned with oil, vinegar, pepper, and salt.

## MAYONNAISE OF QUAILS.

Plainly roast some quails and set aside till cold, then take the fillets from them (the carcase pickings can be used up for coquilles, petites salades en caisses, or rechauffés). Lay the fillets on a bed of broken-up lettuce, seasoned with oil and vinegar, pour mayonnaise over the whole, and garnish with stuffed olives and plovers' eggs (bottled, of course, now). Another version of this dish is obtained by putting the inferior joints of the quail on the bed of lettuce, masking with mayonnaise, then using the fillets for garnish together with the olives and eggs, while round arrange little heaps of the following: Boil separately, then set aside till cold, equal parts of green peas and asparagus heads, with very young carrots and turnips cut into little olive or pea shapes; take the same quantity of canned flageolet beans and French beans, if available, rinsing them well before mixing them with the other vegetables. Now to half a pint of these mixed vegetables add three dessert-spoonfuls of capers and French gherkins cut into dice, a score or so of stoned olives farced with green butter, some well-washed and boned anchovies, a dessert-spoonful of very finely-minced chives, and a tablespoonful of finely-minced tarragon and chervil; mix all these with mayonnaise, then arrange in little heaps round the mound of lettuce and quail. Cold partridges or other birds are also very good like this.

LITTLE BAVAROIS AU KIRSCH.
*(Specially prepared and photographed for this paper.)*

## LITTLE BAVAROIS AU KIRSCH.

Make a rich custard with a pint of milk, the yolks of eight eggs, eight ounces of castor sugar, and while the custard is still hot mix with it an ounce and a-half of finest leaf gelatine previously dissolved in a little warm milk. Pass the custard through a tammy or fine hair sieve into a bowl stood on ice, and whisk till the custard is on the point of solidifying, then mix with it half a pint of whipped cream flavoured with a sherry-glassful of Kirsch. Have ready some little moulds lined with clear bright jelly, fill them with the bavarois mixture, and set aside till firm. Do not unmould till at the luncheon-place. Those in the illustration were garnished with a glacé cherry stuck with a drop of just liquid jelly on the top of each after unmoulding, but this is not really necessary. The jelly lining of the moulds can also be omitted if wished. When a glassful of Benedictine takes the place of the Kirsch, this sweet appears as bavarois or crème à la monastère.

## ANSWERS TO CORRESPONDENTS.

POULE-AU-POT (Brittany).—This is M. Hermann Senn's recipe: Put a large fowl, trussed for boiling, breast downwards, into a fireproof china or earthenware casserole (you can get the latter in a large size for as little as 2s. at Shoolbred's, Tottenham Court Road, by the way), add the cleansed giblets, a pint of cold water, a carrot, a small onion, a blade of mace, a teaspoonful of salt, and ten peppercorns. Cover closely and stew gently, either in the oven or on the stove, till perfectly tender. Now take up the fowl, joint it, and return to the casserole (as you say you wish to serve it in this) after straining and seasoning the liquor it was cooked in. Have ready a garnish of small braised onions (kept whole and unbroken) and slices of young carrot, add these to the casserole, and serve very hot. Personally I prefer to use good stock instead of water for this dish, and to omit the salt till the liquor is seasoned at the last, when the addition of some rich, well-reduced supréme or other white sauce to the strained stock greatly improves the dish. I also find a bunch of herbs tied up with a bay-leaf and some mushroom powder a great addition, put in with the fowl at first.

CREAMED PEAS (La Belle).—Yes, this favourite American dish can be prepared in a chafing-dish on the dinner-table, and is, indeed, at its best under these circumstances, so it will be an excellent plat in your summer quarters. You can use either freshly-cooked peas or cold boiled or preserved ones. In the two last cases reheat them (after thoroughly rinsing first if preserved) in boiling water lightly salted, and with a sprig of fresh green mint in it. The peas are then strained off and put into the chafing-dish with a tablespoonful of good thick fresh cream for every gill of the peas, and a teaspoonful of finely-minced parsley, and just a little bit of butter is a good addition. Season with pepper and salt, and stir carefully over the spirit-lamp without allowing the cream to boil. It is best to fill the blazer with boiling water and heat the cream and peas au bain-marie.

SYBARITE.



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MEDICAL men all over the country are rapidly becoming acquainted with the medicinal qualities of the high-class dry Cyders of Whimple, with the result that they are not only using these Cyders personally, but are constantly prescribing them in a variety of cases subject to dietic treatment.

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# Here, There, and Everywhere.

By inadvertence we omitted to mention that the photograph of Miss Gwladys Wilson, reproduced in our last issue, was taken by Langfier, Limited, 23A, Old Bond Street.

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At Woodford, Essex, there has just been opened a high-class residential home and sanatorium for invalid gentlemen. Situated on the borders of Epping Forest, and commanding a magnificent view over a wide expanse of beautifully-wooded country, Eden Hall is a retreat where those suffering from alcoholic excess and the drug habit will find themselves rapidly brought back to health and strength, without experiencing any of the obnoxious restraint and supervision that render some other establishments unpopular.

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August Bank Holiday arrangements by the London and South Western Railway include trips to the seaside, holidays afloat, and excursions inland, and passengers holding ordinary, tourist, and week-end tickets will find their every comfort and convenience thoroughly studied; and through the system of running all the principal trains in duplicate and triplicate, the company hope to avoid the enormous crush which has in the past been the only unpleasant feature of railway travelling. Programmes can be obtained of the Superintendent of the Line at Waterloo.

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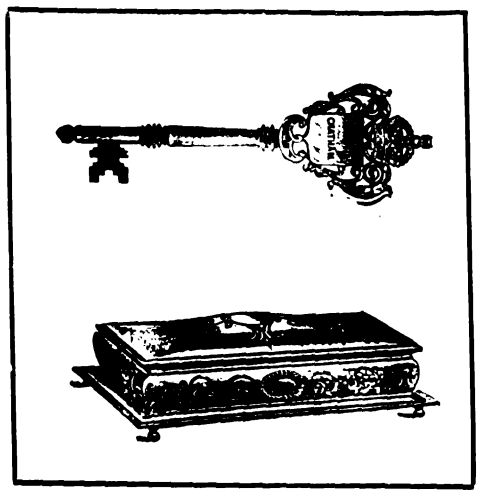
The gold key with which the opening ceremony at the Chatham Naval Hospital was



THE KEY AND CASKET

Used in connection with the opening of the new Naval Hospital at Chatham.

performed, was presented to his Majesty enclosed in an elegantly-engraved silver casket. As will be seen by our illustration, the bow of the key consists of a shield supported by foliated scrolls, surmounted by the Royal crown, and the casket is of a chaste and pleasing design. Both key and casket, we understand, were designed and executed by Mr. James Gibbons of Wolverhampton.

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The South Eastern and Chatham Railway make a great point of catering for travellers to the Continent, and their Bank Holiday arrangements include a large number of extra trains connecting London with Calais, Boulogne, and Ostend, by means of their comfortable cross-Channel boats. The home arrangements are also admirable, and every resort in the South-east of England is made accessible by one, two, three, four, and eight-day excursions. The special illustrated holiday programme contains full particulars of these excursions.

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August in Denmark is a delightful month, and there will no doubt be many this week who will take advantage of the Great Eastern Railway Company's arrangement with Det Forenede Dampskibs Selakab of Copenhagen to visit the native country of the Queen, travelling *vid* Harwich. For those who prefer to stay in their own country, the Great Eastern Railway have made admirable arrangements, and it would be difficult to find a known or unknown resort between the Thames and the Wash that is not attainable by this line.

---

Very concise and complete is the information contained in the Great Central Railway Company's programme of excursion facilities from Marylebone to the Midlands and the North. Over 200 towns can be reached by week-end tickets, and the fares are wonderfully moderate. The Great Central Company's A.B.C. programmes are easily obtainable, and easy of reference. And being official, they are absolutely reliable.

---

The Great Northern Company's claim that they make "a speciality of holiday traffic" is fully borne out by their arrangements for the Bank Holiday excursions. Half, one, two, and three day trips figure largely in the list, and for those who are going for longer periods there are equally cheap express excursions to Yarmouth, Gorleston, Cromer, and other popular resorts served by this line.

---

The new turbine steamer "Dieppe" has been justifying all the nice things said of her on her maiden trip, and the popularity of the Newhaven-Dieppe route to the Continent will, no doubt, continue to grow even more rapidly than it has done in the past ten years. For those travelling to Switzerland or the Tyrol, the Riviera or Italy, the London, Brighton, and South Coast Company's route offers the attractions of comfort, speed, and moderate cost. For Normandy and Brittany, both of which are rapidly increasing in popularity as holiday resorts, the Newhaven-Dieppe route is admirably adapted. Last year over 213,000 passengers travelled over this route, and both day and night services being run at very convenient hours, and under most comfortable conditions, it would not be surprising to learn that this year's total already very nearly equals last year's.

---

For Scotland, Ireland, and the chief provincial towns in England and Ireland, the Midland Railway has arranged a splendid service of trains in connection not only with Bank Holiday, but with the August holiday season generally. To Ireland, *vid* Heysham, there are sixteen-day excursions starting every Thursday, and to Scotland, for seven, eight, or sixteen days, excursions start every fortnight from this week until September 29. This, of course, is in addition to the usual admirable service of trains and boats which is run by this company to the North and to Ireland. Full particulars of all these and other arrangements can be obtained at Derby, or at any of the London offices of the company.

---

Probably the cheapest travel tickets of the world are the season tickets available over the Belgian State Railways, which cover over 2,530 miles. Hitherto these tickets have only been procurable in Belgium, but Messrs. Dean and Dawson, the tourist agents, of 82, Strand, are now in a position to issue these season tickets on demand.

---

Despite the warm weather, the music-halls seem to continue to attract numerous and enthusiastic patrons. At the Palace, Patrice with her radiant smiles, and Harrigan, the tramp juggler, are the staple attractions, though there are several other very good turns. The Alhambra production, "Le Rêve," now plays rather more closely than on the first night, and the beautiful scenic effects are as marvellous as ever. The Tivoli brings an entirely new programme into existence next week, with Little Tich, Victoria Monks, and Gus Elen as the leading lights.

---

Messrs. Tuck have just issued twenty new sets of post-cards, and, the public having during the past twelve months shown a decided preference for "oilette" cards, it is only natural that the larger proportion of the new sets are done in that style. "Nothing but the best" fully describes Messrs. Tuck's cards, and higher praise than that it were not easy to give.


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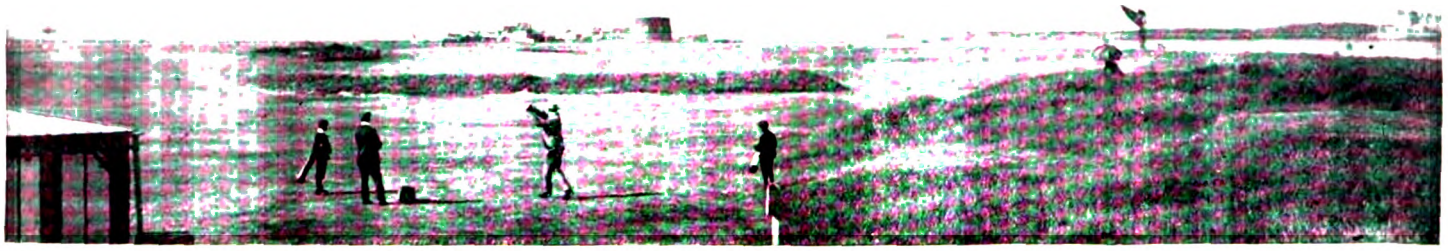

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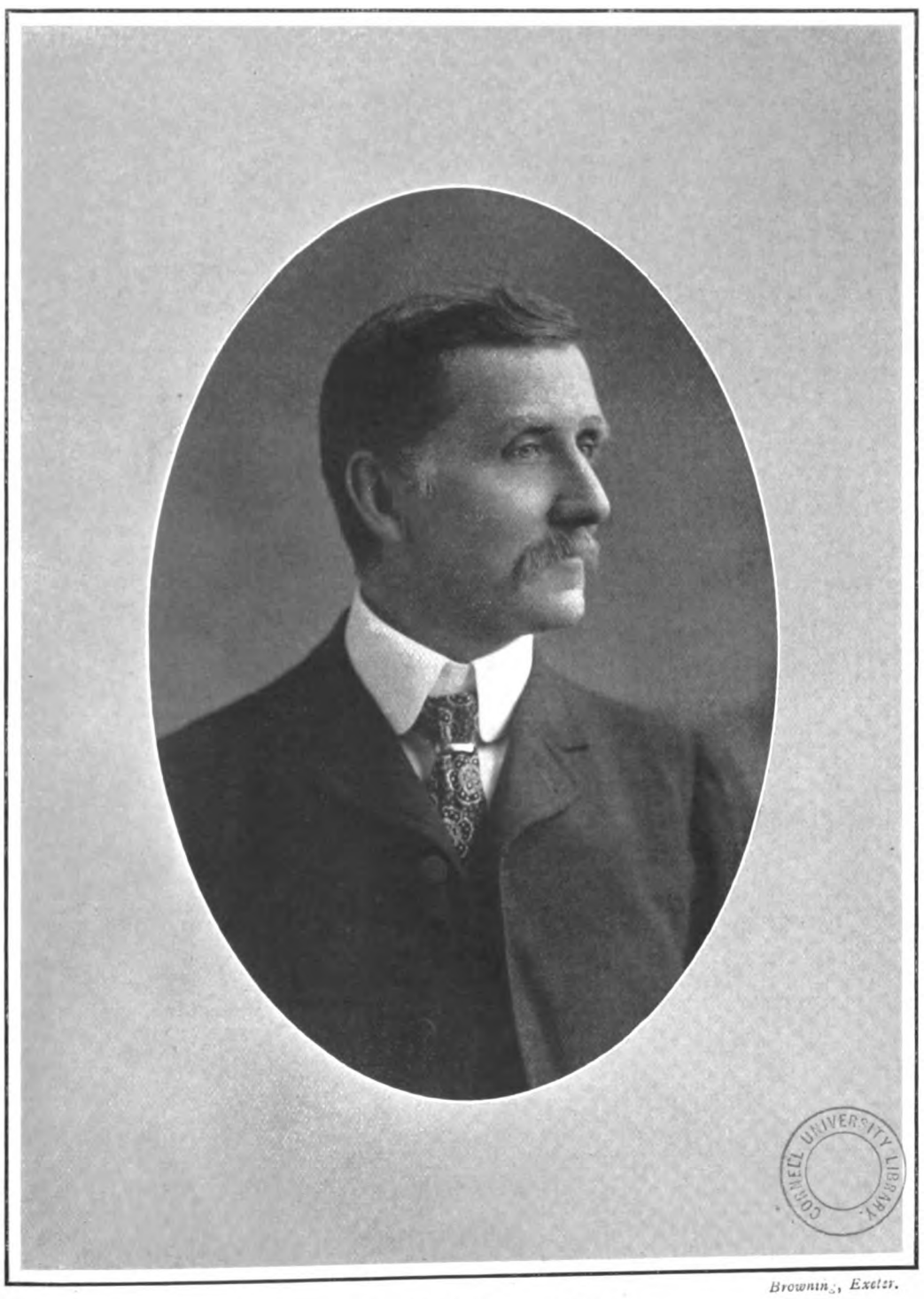
# THE VISIT OF THE FRENCH FLEET.


# THE KING

*AND HIS NAVY & ARMY*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICE.**

VOL. XX. No. 445. SATURDAY, AUGUST 12th, 1905. PRICE 6D.

*Brownings, Exeter.*

MR. WILLIAM REED.

Prospective Liberal Candidate for the Tiverton Division of Devonshire.

(*See page 613.*)

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# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 445. Saturday, Aug. 12, 1905.**

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
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**EDITORIAL.**

*TO CONTRIBUTORS.—The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

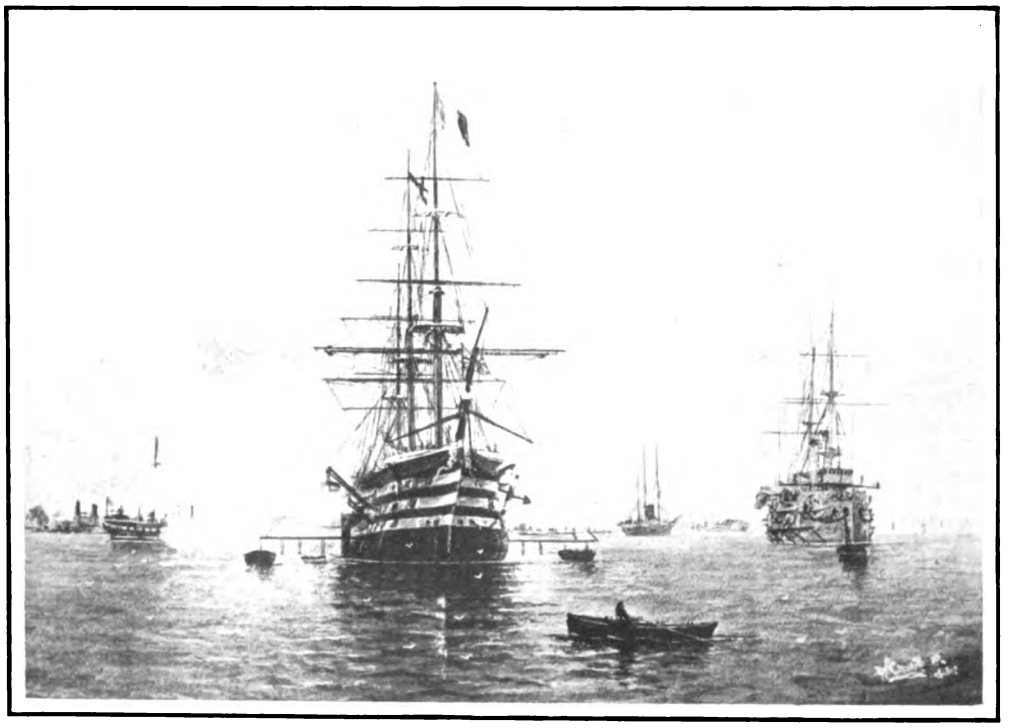
*THE KING is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND HIS YACHTS.—Although it was at first stated that King Edward was by no means satisfied with the "Victoria and Albert," the alterations that have since been effected in that vessel have made her a very comfortable sea-boat, and a very palatial residence as well, and she is now quite satisfactory. On board her many distinguished personages have been entertained, and even the "Hohenzollern" has not seen more epoch-making interviews. Another of the King's yachts, the "Osborne," has now reached the end of her days, and her last service has been to accommodate some of the King's guests during the Cowes week. Her successor is a turbine boat, which has been built very quietly by one of the big private firms, and the old "Osborne" is to go the way of many a good ship before her, to the shipbreaker's yard, where she will be converted into old timber. Some parts of her will be preserved with the King's other relics at Virginia Water; but as a serviceable boat, the "Osborne," second of that name, is now at an end.



*Crilb.*

A CENTENARY CELEBRATION.
Nelson's flag-ship salutes the flag of France.

THE KING AND THE ACTOR.—It has been a matter for some comment that the King has not bestowed so many knighthoods or other distinctions upon the theatrical profession as it had seemed likely would be the case when he came to the throne. His Majesty's own feeling in this matter is admirably illustrated in a story which is now being told in the clubs, and which, therefore, may or may not be true. A certain actor-manager, who shall be nameless, happened to be in conversation with the King at a big Society function, and casually mentioned the feeling that prevailed in "the profession," that they had been rather slighted in this respect. "Surely, my dear sir," it is said the King replied, "you would rather go down to posterity as Mr. Thomas Jones the artist than as Sir Thomas Jones the knight." Perhaps on reflection the actor was inclined to agree with the King.

THE PRINCE AND ABERGELDIE.—After all the excitement of the christening ceremony, though that was a quicter function than had at first been expected, and the reception of the French Fleet at Cowes, the Prince and Princess of Wales will be glad to get away to Abergeldie. Though it is never the lot of Royalty to be absolutely *en famille*, it is in Scotland that they manage to get the most privacy, and at Abergeldie the Prince will get a little fishing. One may be allowed to wish him better luck this year than last, for it is an open secret that the Royal bait did not succeed in attracting a vast number of Dee salmon last year. But good sportsman that he is, the Prince takes the good and the bad with equal equanimity. But one wonders what it will be when Prince Edward takes to rod and line, for that young gentleman has a certain dictatorial way with him that the Scottish fish may not like. And if they come not to his lures the gillies may have some experience of the Royal displeasure that a certain governess wots of. But that is another story, and has been told in these columns before.

A WEST INDIAN BAND.—The Indian and Colonial Exhibition at the Crystal Palace has a new attraction. It is the band of the 1st West India Regiment. Not only is it a fine one from the musical point of view, but the performers are dressed in a picturesque uniform, which is something to see. Years ago, when the Sandwich Islands had a King, his Kanaka Band was so good that it beat all comers in a contest at San Francisco. It always played the mail steamer away, and those who enjoyed this pleasant experience will never forget it. The West Indian Band at the Crystal Palace has the same haunting quality. The native regiment to which it belongs has the longest tradition of any Colonial corps. It has fought at short intervals for over 100 years, and has a record which is worthy even of the British Army. It garrisons West African Stations, and played a fine part in all the Ashanti Wars. In one of them a private won the V.C. He is the only negro who holds it.



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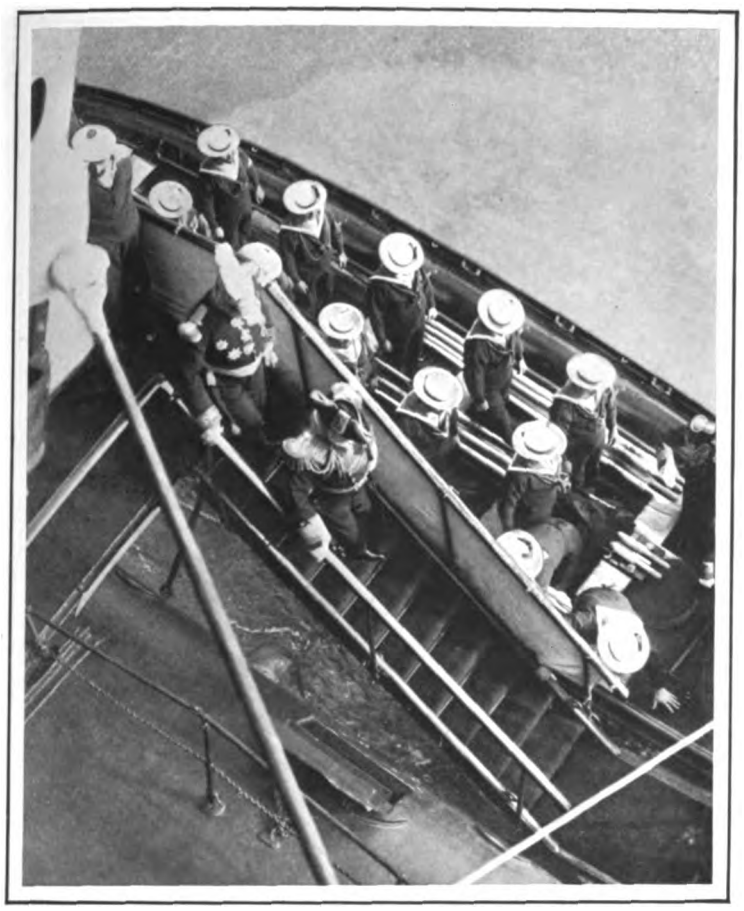
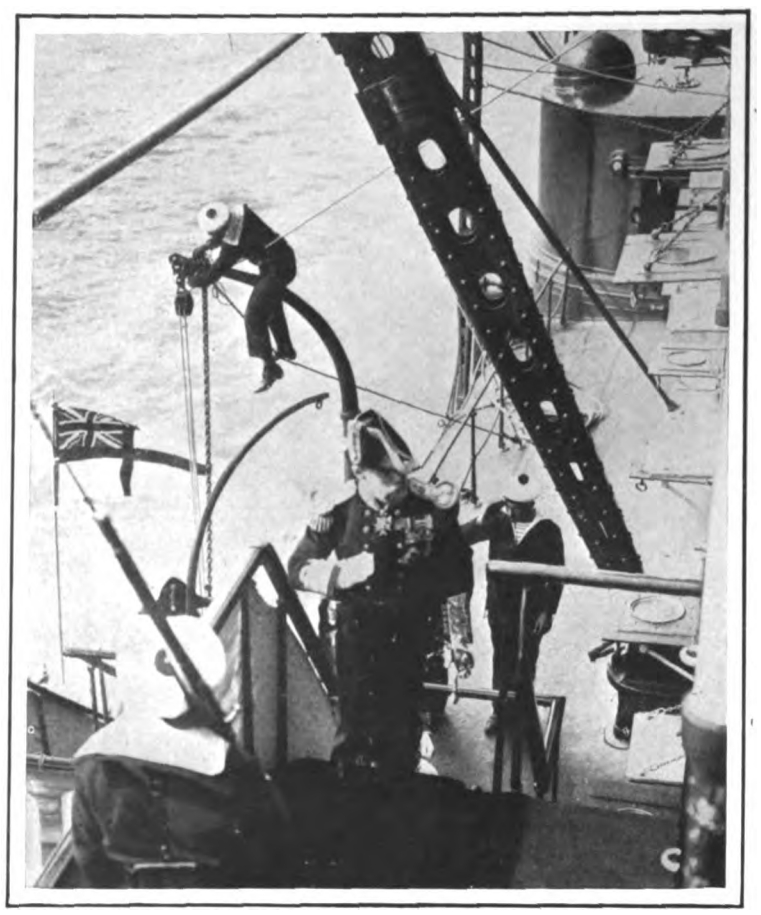
# THE VISIT OF THE FRENCH FLEET.



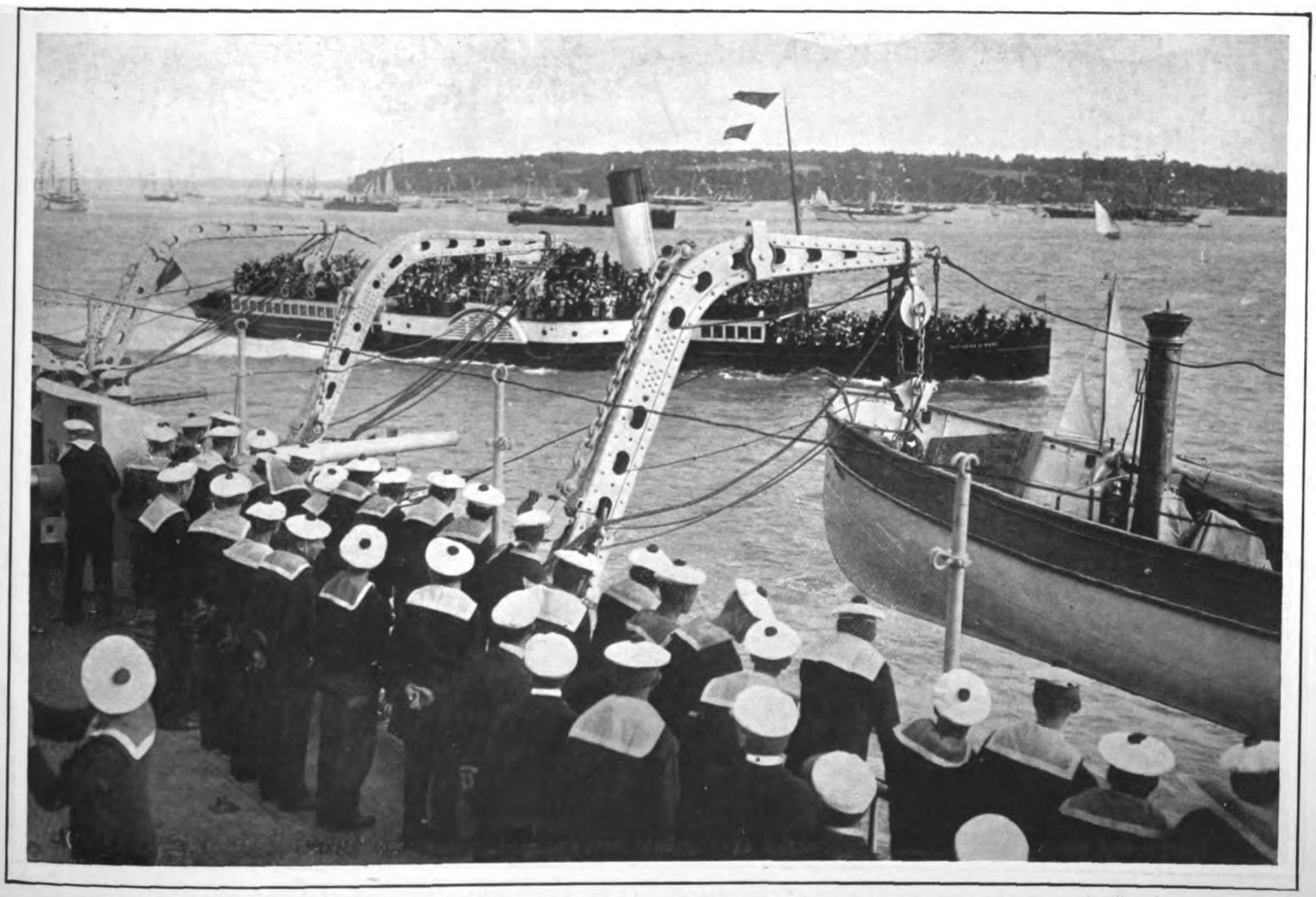
Admiral Caillard attends King Edward to the gangway.



Sir Arthur Wilson visits the French flag-ship.

Cribb.

ON BOARD THE "MASSENA"—WELCOMING THE NATIONAL GUESTS.



Cribb.

THE BRITISH PEOPLE CHEER THE FRENCH FLEET.

One of the "Hurrah!" boats passing the "Masséna" at the time that King Edward had gone on board to compliment Admiral Caillard on the fine appearance of his squadron.



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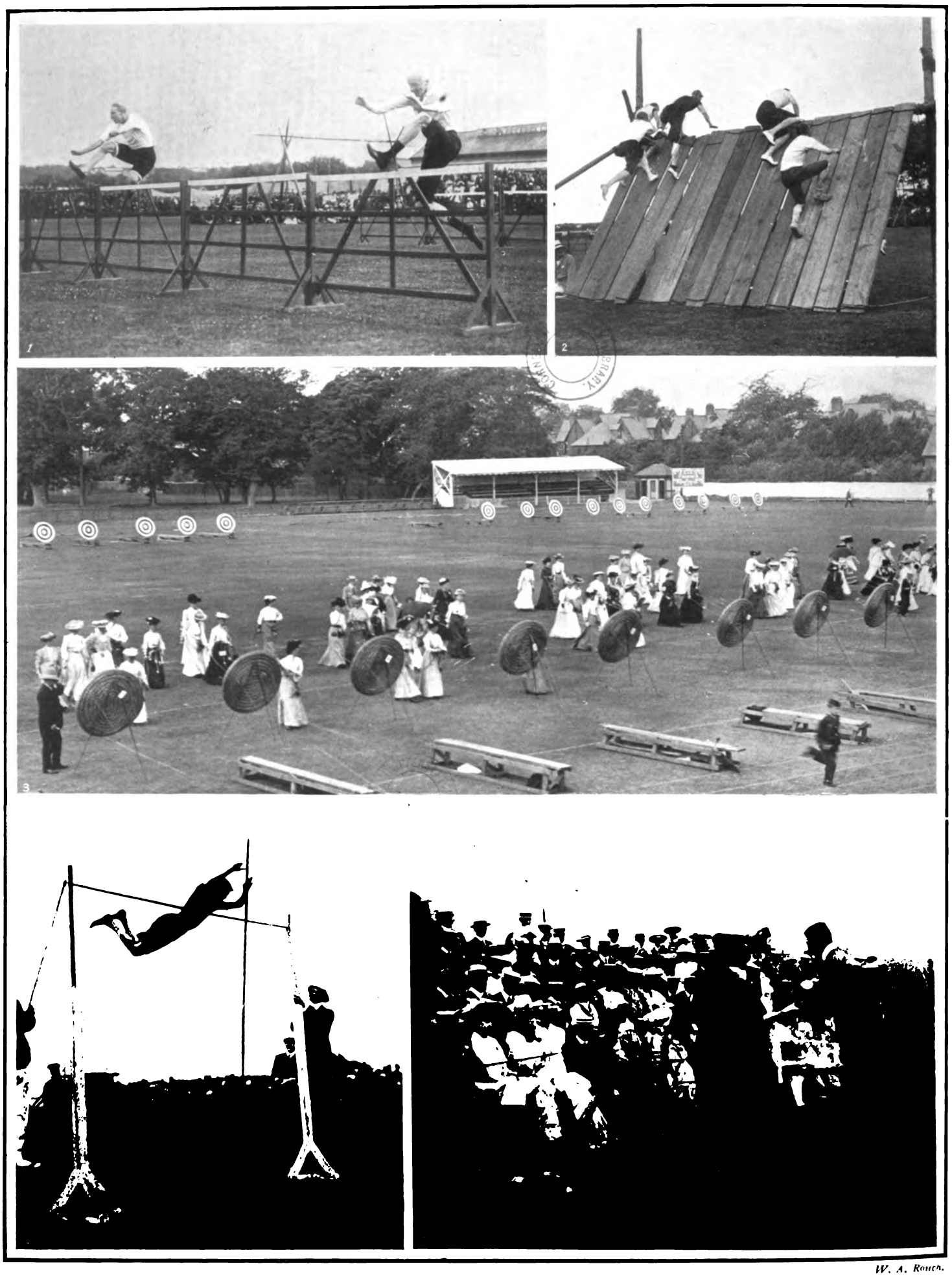
# SPORT AND PASTIME.



W. A. Rouch.

THE ARMY SPORTS AT ALDERSHOT AND ARCHERY AT SOUTHAMPTON.

(1) The hurdle race between Lieutenant Colonel A. Peterkin, R.A.M.C., and Colonel G. R. Savage, R.E., resulting in a dead heat. (2) In the obstacle race. (3) The Grand National Archery Meeting at Southampton: ladies crossing over. (4) The pole jump at Aldershot: Sapper R. McKay winning with 9-ft. 6-in. (5) Lady French distributing the prizes at Aldershot.



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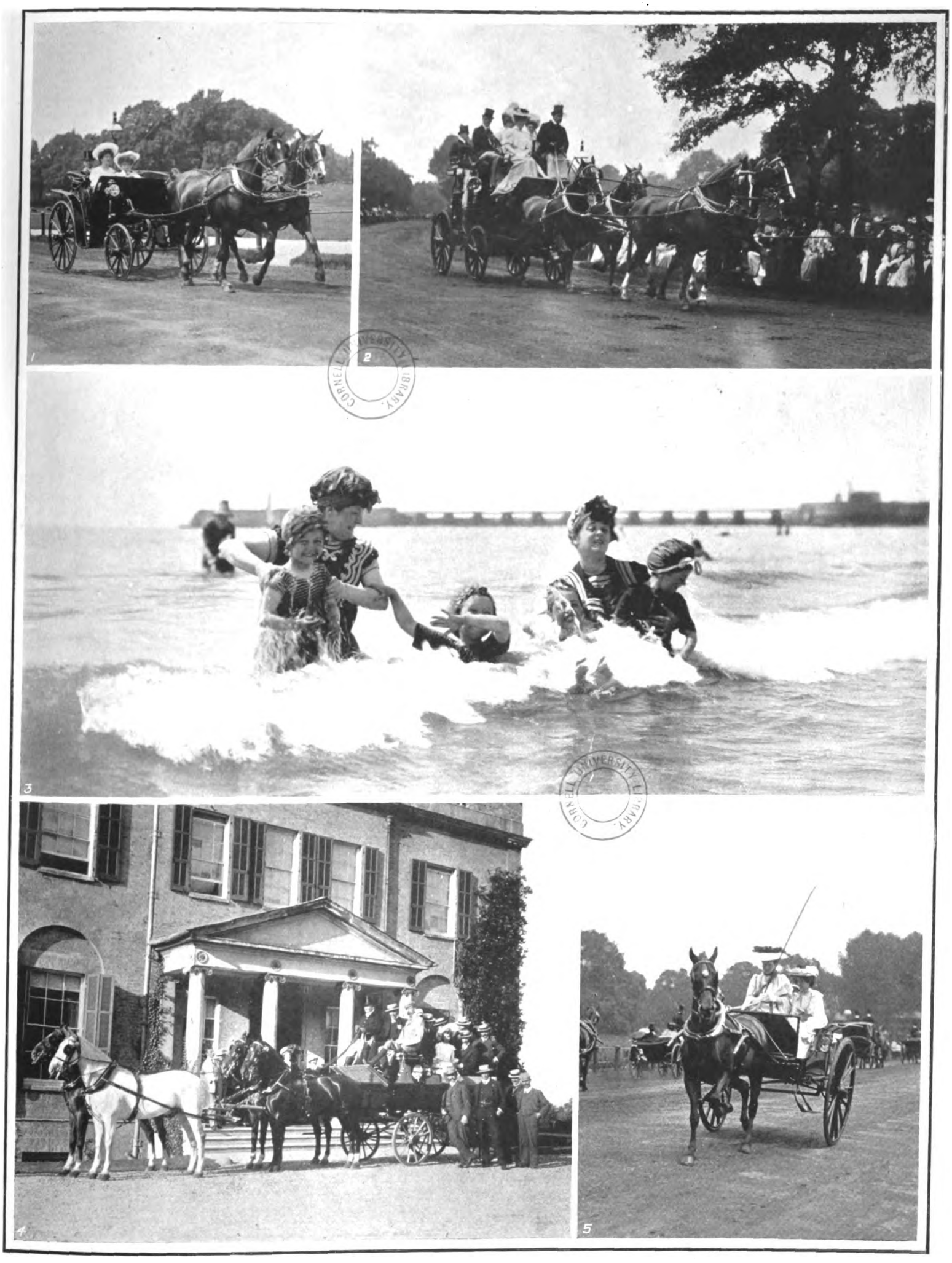
# IN TOWN AND COUNTRY.



THE SUMMER SEASON AT HOME AND ABROAD.

(1) Driving in the Park: a handsome pair of chestnuts. (2) A smart turn-out. (3) A morning dip at Trouville. (4) The recent visit of the Australian team to Mr. Buchanan's country residence, Lavington House, Sussex. Their host is on the left-hand side of the box. (5) In the Ladies' Mile, Hyde Park.

*(From copyright photographs by W. A. Rouch and Chasseau-Flaviens.*



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# REVIEWING THE FRENCH FLEET.

*Cribb, Southsea.*

ADMIRAL CAILLARD'S SQUADRON SALUTES KING EDWARD.

On Wednesday, August 9, the King, in his Majesty's yacht "Victoria and Albert," steamed through the lines of the French and British Fleets anchored off Cowes. The men-of-war presented an imposing appearance, and the representatives of the great mercantile lines, with innumerable yachts, made a characteristically brilliant spectacle in the historic waters of the Solent.



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THE BALTIC SEA.—It takes marvellous little to make a newspaper scare, and the question of the Baltic formed a nice little subject for discussion at the beginning of the silly season, and everybody talked about the cruise of the Channel Fleet in those waters as if it were an unprecedented affair. Yet to within a very few years ago the Reserve Squadron, which to some extent played the *rôle* now allotted to the Channel Fleet, annually made the Baltic the scene of one of its periodical cruises, and in those days no one found anything to say about "the danger of incidents." And for the *mare clausum* talk in which some papers indulged, there is sufficient reply in the Naval history of the years 1801 and 1806. And the wiseacres seem to have completely overlooked the fact that closed for ingress means closed for egress also, and Germany is not likely to shut up her new-made Fleet, as Russia has had to do with hers in the Black Sea. That would not suit the "our future lies on the water" school at all.

EARL'S COURT.—The instructive and interesting Naval, Shipping, and Fisheries Exhibition is so many sided that it is impossible to do justice to it in one visit. What may perhaps be called its commercial side, the exhibits of the great shipping and shipbuilding firms, is a most attractive feature, and the models of ships in the Ducal and Queen's Halls have certainly done much during this summer to instruct the general public in the outlines and general characteristics not only of our war fleet, but of the principal vessels of the Mercantile Navy. The Bank Holiday crowd, which always does justice to Earl's Court, enjoyed itself enormously this year, admiring the huge guns of the Vickers' exhibit and the torpedo-discharging apparatus shown by Messrs. Armstrong, Whitworth, and Co., as well as the numerous other interesting stands.

SECRETARIES OF STATE.—There are to-day nine gentlemen having the powers and privileges of Secretaries of State, though only five of them are officially styled so. And Mr. Balfour proposes to add a tenth to the list. It is now 800 years since the first Secretary of State was appointed, under Henry III., who apparently felt that, having established a Parliament, he must have a secretary for it. For a couple of centuries things went fairly smoothly with one secretary; but then, owing to pressure of work in France, two were deemed necessary, and two remained the rule until Elizabeth, in the spirit of economy which marked her early years, tried to do with one. She came back to two, however, and from then until 1794 there were always two, one dealing with matters pertaining to the Northern States of Europe, the other with the Southern States, as well as Home, Irish, and Colonial business. In 1794 a Secretaryship of State for War and the Colonies was created, and until 1854 continued to discharge the double duties. Then the Colonies were given a Secretary of State of their own, making four, and in 1858 India was separated from the Colonial Department, and Lord Stanley became the first head of the department.

THE "CORNSTALK."—The *British Australasian* is irate because the English journalist uses the term "Cornstalk" as though it were a nickname for the Australian. It is nothing of the kind, we are told. It is used only in reference to the native of New South Wales. The Victorian is "Gum-sucker"; the Queenslander "Banalander"; the South Australian "Croweater"; and the West Australian "Sand-groper." Now all these names may be expressive enough locally, but none of them conveys the same meaning to the outer world as "Cornstalk." Englishmen, in particular, have seized on it as suggesting that the Australian, alone of Colonials, has evolved a distinct physical type. Our contemporary complains that we might as well call Canadians New Englanders, and Mexicans Yankees, as call Australians from the several States "Cornstalks." But the parallel is absurd, seeing that the North American Continent is inhabited by three different nationalities, whereas the Island Continent is inhabited by only one. Moreover, the Yankee is strictly a New Englander, but the term is applied to all Americans without distinction. So will "Cornstalk" ever be applied to Australians.

THE PEACE NEGOTIATIONS.—The Japanese and Russian plenipotentiaries, upon whose forthcoming conference so much depends, have had an ideal site selected for the scene of their labours. The new general stores building at the Navy Yard, Portsmouth, N.H., has only recently been completed, and, being large and roomy, offers attractions in that direction. But, in addition to this, it is situated right in the Navy Yard, and no one, therefore, who is not officially authorised can get near the conference-rooms, and the Naval authorities may be relied upon to allow no interference with the comfort of their distinguished guests. In addition, there are excellent hotels in the neighbourhood, and the climate is very delightful.

THE FRENCH VISIT.—The early part of the visit of the French Fleet to Cowes has been so extremely successful that it seems almost impossible to add to the congratulations which have been showered upon those responsible for the arrangements. Yet a word must be said for the beautifully designed and produced programme. The illustrations by the Chevalier de Martino are exquisite, and lend a touch of brightness to what is, even without them, a model of what a programme should be. In the little pocket at the end of the book is a chart, which has been prepared by the Hydrographic Department, and is published by Mr. Potter, the Admiralty chart agent. And for those who were present at the Naval Review on Wednesday it was an invaluable aid.

HOSTESS TO ROYALTY.—Prince Arthur of Connaught was, a few days ago, the guest of Lady Anstruther at Carmichael House, her beautiful place in Lanarkshire. She is an Australian, tall and graceful in figure, and refined in features and colouring. Her husband, who was making a Colonial tour, met her in Sydney, and they were married there in 1901. Lady Anstruther is a daughter of Sir Frederick Darley, Chief Justice of New South Wales. He and his handsome wife were in England all the time the War Commission was sitting, for Sir Frederick was its only Colonial member. Just as they were about to return home Sir Windham Anstruther died suddenly, and their daughter was left a young widow with a baby in arms. This little child is also Sir Windham, and eleventh baronet of his line. He was two years old in April, and holds the curious title of Heritable Carver to the Court of Scotland.

*Alice Hughes, 52, Gower Street.*

MRS. PRYCE-JONES

Daughter of Lieutenant-Colonel Lewis and Lady Victoria Dawnay, was married on Saturday last to Lieutenant H. M. Pryce-Jones of the Coldstream Guards. The wedding took place at the Guards' Chapel, Wellington Barracks.



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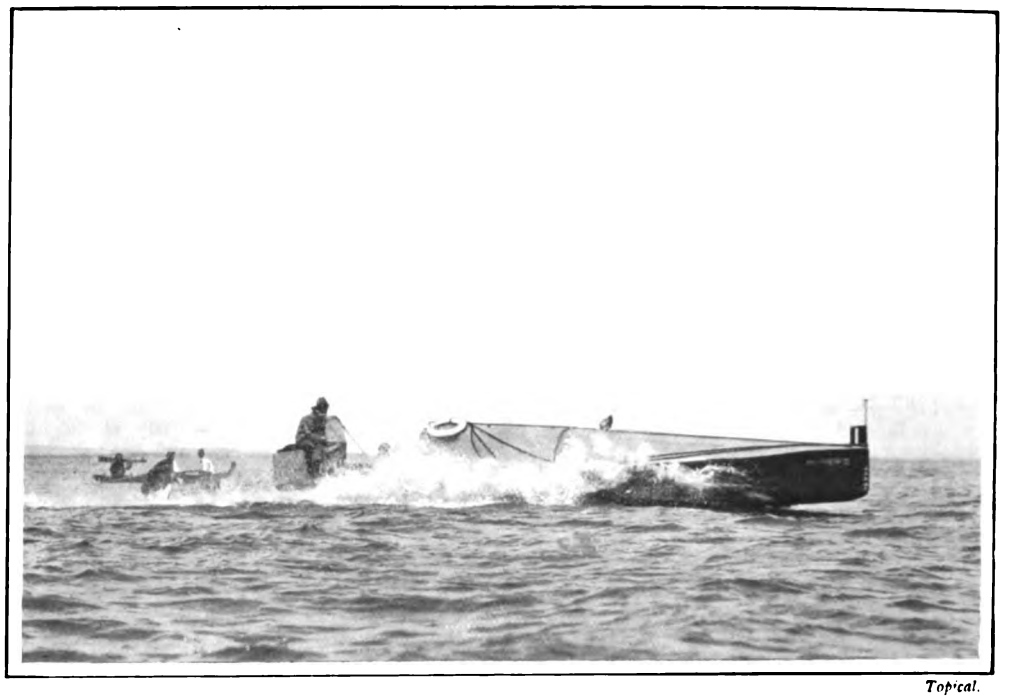
# The Motor: On Highway and Seaway.

THE Eliminating Trials held off Sea View on August 1 for the purpose of selecting three boats to represent this country in the British International Cup at Arachon next month, once more illustrated the unreliability of the racing motor-boat, or perhaps it would be fairer to say the want of care and forethought of some of those who build and run them. So many garbled accounts, both of the race and the competing craft, have appeared in print that it may be of interest to give the true details at some length. Only six boats were entered for this very important event, and of these but four put in an appearance at the start. They were "Napier II.," the Yarrow-built boat which did so well at Monaco in the spring, and made the fastest time in the recent cross-Channel race; "Napier," with its light and graceful Saunders hull, constructed with three thin skins sewn together with copper wire; "Competitor," which is the old "Napier Minor," re-engined with a big Siddeley motor, and now the property of Lieutenant Mansfield-Cumming, R.N.; and, lastly, "Brooke I.," a new boat of the extreme type, with a Brooke engine, said to be of 300-h.p. "Napier II." was run, in a sense, as a makeshift, as the new boat entered by the Hon. John Scott-Montagu and Mr. Lionel de Rothschild was not completed in time for the race, and the Napier boat was placed at their disposal in its place. Mr. Montagu steered her, while Lord Howard de Walden was in charge of "Napier."

The course was from Sea View Pier-head to three mark-boats off Bembridge, returning to three other mark-boats moored between Sea View and Noman's Fort. The distance was officially stated to be five miles, which had to be covered seven times, but it is probable that the boats ran nearly six miles on each round of the course. "Competitor" was the only boat under weigh when the gun fired; but she was followed two minutes later by "Napier," whose share in the race was of a somewhat meteoric character. She had barely crossed the line when one of her steering-connections parted, and she charged a yacht lying at anchor. Luckily her speed was considerably reduced before the impact, but it speaks much for the strength of her Saunders hull that the damage was insignificant. She drifted about for an hour or two before she got going again, and had hardly proceeded a hundred yards before she again became unmanageable and fouled a yacht's cable with her propellor. It appears that the steel ropes connecting the wheel with the tiller had become corroded owing to the action of the sea-water, a defect which ought most certainly to have been discovered before the race. "Brooke I." started three minutes after gun-fire, but it was apparent that her huge engine was giving trouble. She is a type of craft only suited to the smoothest water, and it was lucky for her crew that the weather conditions were almost ideal. In her present trim she is little better than a death-trap, and her owners would be well advised to restrict her racing to the Broads and rivers. Her obvious unseaworthiness is increased by the fact that the engine weighs 50 per cent. more than the weight for which the hull was designed.

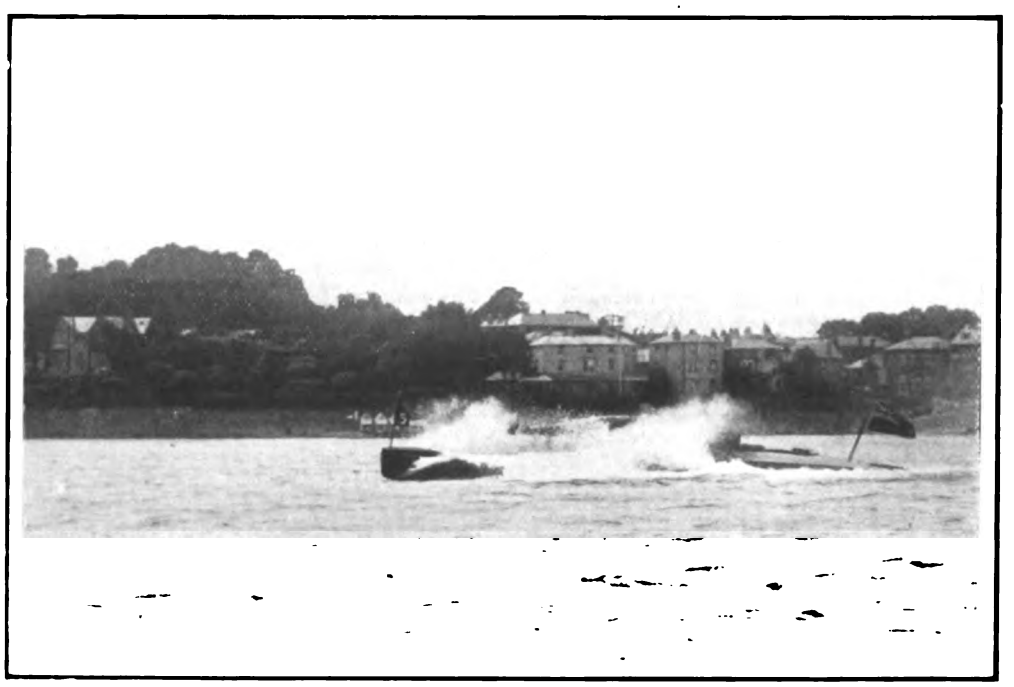


*Topical.*

THE ELIMINATING TRIALS OFF THE ISLE OF WIGHT.
The winner, "Napier II.," steered by the Hon. Scott-Montagu, M.P.

There still remained "Napier II.," which had blown a cylinder-head joint on her journey over in the morning. A quick repair was carried out with such materials as could be obtained locally, and she started only twenty minutes late, just after "Brooke I." had completed her first round. It was immediately apparent that she was by far the fastest boat in the race, and she finished the seven rounds of the course, with only one short stoppage, in 1-hr. 47-min. 24-sec. "Competitor" and "Brooke I." both broke down hopelessly after completing four rounds, the former, I believe, from a heated bearing, and the latter owing to the engine getting swamped by the spray. "Brooke I.," after drifting about for an hour or two, was picked up in a water-logged condition, and towed into Bembridge. "Competitor," which got going again, broke down once more on her voyage back to Southampton, and was taken in tow off Ryde. If the race itself had been somewhat tame, the salvage operations which succeeded it proved full of excitement for those who took part in them, and without going into details, which in no wise concern the official portion of the eliminating trial, I may say that there were moments when it seemed highly probable that neither "Brooke I." nor "Competitor" would ever make port. A flimsy racing shell, half full of water, and badly down by the head, is not an easy "tow" under any conditions, and the difficulty was considerably increased in the present case by the stiff breeze and choppy sea which prevailed in the late afternoon.

On the two days succeeding the Eliminating Race, the Motor-Yacht Club held its Reliability Trials in Southampton Water. Until the official report is issued it is impossible to give more than a few particulars of this very instructive competition. Thirty-three boats out of the thirty-seven entered put in an appearance at the start, and presented a very



*Topical.*

THE MOTOR-BOAT TRIALS OFF THE ISLE OF WIGHT.
Mr. Mawdsley Brooke's boat at full speed.



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pretty spectacle as they crossed the line off Hythe Pier at the commencement of their ten hours' run. The majority were entered for what was called the "open" course, which, as I stated last week, took them well down into the Solent. This, however, had only to be covered once, the remainder of the time being spent in circumnavigating the "sheltered" course within Southampton Water itself. The absolute non-stop records. In several cases, however, the stoppages were of a temporary character, and due to defects which were easily remedied, a common source of trouble being choked fuel-pipes.

An unfortunate change came over the scene on Thursday, torrents of rain and half a gale of wind rendered Southampton Water suitable for testing the seaworthiness of any small Company, and an entirely open steam-launch by Simpson and Strickland. The racer "Napier" attempted the course, but her ignition mechanism was swamped by the spray, and she was taken in tow by another motor-craft. The so-called "sheltered" course was shortened to keep the craft within sight of the committee-boat, but as the weather grew worse the officials wisely decided to

*Draycott Galleries.*

MISS BILLIE BURKE ON HER MARTINI CAR.

day was beautifully fine, and the absence of wind in the morning robbed the open course of its utility as a test of seaworthiness. Generally speaking, the boats presented a far more workmanlike appearance than last year, and "freak" designs were conspicuously absent. Of the thirty-three starters, thirty-one were still running at the end of the ten hours' trial, but only eighteen had succeeded in securing craft. In spite of the adverse conditions, twenty-six boats started, one of the absentees making a plucky but unsuccessful attempt to get out of the dock against the headwind and sea. Fourteen even succeeded in going round the open course, where a really heavy sea was running, and amongst these special mention should be made of the Blake and Thornycroft 25-footers, a 22-ft. boat by the Mitcham stop the competition at one o'clock. The five hours' running, however, under the conditions which prevailed, was equivalent to at least treble the time in normal weather, and the boats must be said to have acquitted themselves exceedingly well. Fourteen made absolute non-stops, and, as on the preceding day, minor defects were more numerous than serious breakdowns. RADIATOR.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE fourteenth annual tournament for the Irish Open Championship (illustrations of which are given this week) was played last week over the course of the Royal Dublin Golf Club at Dollymount. There was an entry of seventy competitors, as compared with about 103 the previous year. The falling off in the entry is due to the fact that the officials of the Irish Golf Union, for some reason not easy to understand, changed the date of the fixture this year by making it come at the beginning of August instead of at the beginning of September, as in earlier years. It is understood that the change was primarily made in order to suit the convenience of many leading players from England and Scotland who generally figure each year in the Irish tournament; but if that was the main reason of the change, the result must convince the Irish golfers that it has not been a wise one. The later date has always provided a better entry than this year, for not only is the number of players does not reach the high standard of the earlier competitions.

* * *

The Irish Championship has always been looked upon among Scottish and English golfers as an admirable golfing holiday. It was taken as part of a general golfing tour round the Irish greens in the North of Ireland, for which so many cheap facilities are given by the railways and the steamboat companies. The beginning of August would thus appear to be an inconvenient date, for this year such well-known players from Scotland as Mr. W. B. Taylor, Mr. Angus Macdonald, and Mr. J. M. Williamson have not been able to cross the Channel owing to important competitions at home. But Mr. J. S. Worthington of Mid-Surrey, the holder of the title, was present to defend it,

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THE WEMYSS CUP, INNERLEVEN.

Mr. William Shepherd, hon. secretary, and winner of the Wemyss Cup, Innerleven, with the lowest score on record in that competition. He has served twenty-four years in the Lothians and Perwickshire Yeomanry and the Fife Light Horse.

together with Mr. J. F. Mitchell of Musselburgh, the runner-up of last year.

* * *

The final round of thirty-six holes was played between Mr. H. A. Boyd (Portmarnock) and Mr. F. J. Mitchell, who was beaten in the final last year. There was not much to choose between the game of both players. It was good steady golf, in which first one and then the other got a lead, the first half of the match ending all square, with scores of 81 for Mr. Boyd and 82 for Mr. Mitchell. In the afternoon Mr. Mitchell had the best of the first nine holes, leading by one hole on the homeward journey. Mr. Boyd, however, played a dashing game homewards, and at the thirteenth hole led by 2. Mr. Boyd eventually won the Championship by 3 and 2 to play.

* * *

The Calcutta Cup was played for at St. Andrews last week. Throughout all his matches Mr. J. A. Shaw showed brilliant form, but in the final he was beaten by the Hon. R. Graham Murray after a close match. Through touching the line of the putt with his hand at one of the holes the umpire decided that Mr. Shaw had lost the hole. This decision seemed to upset Mr. Shaw, for he subsequently went off his game. The incident shows how watchful experienced players must be, even in the excitement of a hard match, to see that their methods of play on the putting green conform exactly with the letter and spirit of the rules.

* * *

There is reproduced this week a photograph of Mr. William Shepherd, hon. secretary of the Innerleven Golf Club, who won the Wemyss Cup at the recent spring meeting with an admirable 77 (36 and 41). It was suggested to Mr. Shepherd that a likeness of him after missing a putt of four or five feet, say, might be preferred by many readers; but he explained that putting of the kind hinted at was to him impossible. Mr. Shepherd's score is the lowest on record for this cup, the next being 79, made by Mr. William Henderson last year and again the other day. The present cup, given by the present Wemyss of Wemyss in 1881, succeeds one given by an ancestor away back in the earlier history of the club, which, fairly covered with the names of winners famous in their day, still remains among the

*Copyright.*

THE IRISH CHAMPIONSHIP.

A view of the Dollymount course on the way to the 7th tee; Mr. J. S. Worthington on the right.



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# *On the Links.*

club's most highly-prized treasures. Among well-known winners of the present cup may be noted the veteran Mr. Charles Anderson of Fettykil, Mr. John Foggo, Mr. W. Norman Boase, Mr. A. G. Tait, the Rev. John Henderson of Collessie, and his even more formidable brother William, Mr. John McGibbon, and so on. Mr. Shepherd also won the Ramornie medal, played for by strokes, in 1902. Mr. Shepherd is well known in connection with the volunteers, with whom he has seen twenty-four years' service – first with the Lothians and Berwickshire Yeomanry, thereafter with the Fife Light Horse, and at present as Captain and Officer Commanding of No. 8 (Leven) Battery of the 1st Fife R.G.A V.—and his shooting record is a splendid one.

* * *

Last week at Elie, in Fifeshire, the Marquess of Headfort, playing a three-ball match with Mr. W. T. Armour and Mr. T. R. Outhwaite, took the short hole in one stroke. It is not an easy hole to play in three at any time. The caddies must have had a worthy rejoicing when the round was finished in toasting the marquess's health!

* * *

There has been some difficulty lately about turf on the links in the North of Scotland. The Aberdeen Club at Balgownie have had a controversy with the local authorities about the carting away of their turf, and the other day the Buckie Club sued a traction-engine proprietor in the Banff Court for damages amounting to £15, owing to the injury caused to the turf on the links by the passing of a traction-engine. The sheriff who tried the case held that though the proprietor of the traction-engine might be exercising a right which he possessed, in common with the fishermen to haul their boats up on the turf, he was not entitled to do so to the injury of the golfers using the ground. The damage to the links was assessed at £5, with expenses of the action.

* * *

The crowded state of the course at North Berwick is a fruitful subject of complaint at this season of the year. The latest wail comes from a lady who has lately been there in the hope of being able to enjoy a pleasant round of the links. Going over to North Berwick from Edinburgh last year, fairly late in the season, a lady golfer from the South, inexperienced in the crushes of the famous Scotch links, and believing that a full three hours and a-half would give her sufficient time to play round the eighteen holes and get lunch, met with a rude awakening. In the first place, ladies were not allowed to start until eleven o'clock, so that she had to watch singles, foursomes, and three-ball matches start before her, and, when fairly on the way, she and her partner, who were playing quickly and well, had to wait between every shot, and for five or ten minutes on each tee, so that, by the time they had played twelve holes, she had to abandon her game and run for her train back to Edinburgh, which she just managed to catch by forfeiting her lunch. This was on a day when the rain was falling all the time, and occasionally rather heavily, so the condition of affairs on a fine day is better imagined than described.

THE DOLLYMOUNT MEETING.

The Hon. E. Gibson and his partner on their way to the 9th hole.

* * *

Willie Park appears to be in extremely good form at present, certainly good enough to support the contention of many golfers that he would have been an admirable partner for Braid in the foursome match now going on against Vardon and Taylor. At Huntercombe last week he established a new record for this difficult course. Hitherto the record has been held by D. Stephenson, his assistant at Huntercombe, with a score of 72. Playing with Baron d'Erlanger, Willie Park went round in 70 strokes, a record which will not be easily lowered, considering the natural difficulties of the course.

* * *

The golf courses abroad are being visited by a large number of English and American golfers, and many important prize competitions are being held. At Ostend, where the season of fashion and social gaiety is still at its height, the golf links are being kept busy with the decision of prize tournaments. Among the lady players, the Prix des Coquelicots was won by Mme. Jules Morren with a handicap of 48, the second prize-winner being Mlle. Myriam Drugman with a handicap of 50. The mixed foursomes for the Prix du Littoral was won by Mme. L. de Hemptinne and M. Feyrick with a score of 107 – 24 = 83, the next couple being Mme. J. M. and Comte van der Maeten. In the Engadine golf is in full swing at Samaden, St. Moritz, and Maloja. At St. Moritz the usual weekly handicap was won by Mr. W. L. Richard with 75 – 6 = 69, and the mixed foursomes by Mr. H. L. Gaw and Mrs. Depew, while at Samaden Mr. H. C. Richard won with a net score of 74. At Interlaken Mr. Whitlock won the silver medal with 105 – 22 = 83.

THE IRISH CHAMPIONSHIP.

Mr A. B. Babington playing out of an awkward lie in his match last week.



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# *The Ways of Golfers.*

A DUOLOGUE.

**By Mrs. Philip Champion de Crespigny.**

DRAMATIS PERSONÆ:
TOM AND OLIVE CHARTERIS, on their honeymoon.

SCENE: *The 1st tee of the Newcomb-on-Sea Golf Links. Tom and Olive stroll up hand in hand. The former has two caddie-bags slung on his arm.*

TOM (*throwing down the bags and looking round at a wide stretch of sand-dune and blue sea beyond*): What a ripping day! And not a soul on the links! We've got the whole place to ourselves.

OLIVE: And no caddies even. I hate caddies; they make me nervous. You had better give me a stroke a hole.

TOM: I don't expect I can give you so much, though my game's improved a lot since I took to it in earnest. I've got my handicap down to twenty-two by pure hard work and coaching.

OLIVE (*withdrawing her hand and picking up her clubs*): It must be a help, being coached.

TOM: You can coach yourself, from the books as well as anything. You can find out everything you're doing wrong.

OLIVE: Well, I'll take a stroke a hole to begin with, and if I find I'm getting beaten you can give me a bit more.

TOM (*laughing*): A capital sort of handicap, that.

(*Olive pulls out her driver, tees up the ball, and takes her stance on the tee.*)

TOM (*just as she has addressed the ball for the last time before hitting off*): Wait a bit; I think you've got your feet all wrong. (*He pulls the "A.B.C. of Golf" out of his pocket, and opens it hurriedly.*)

OLIVE: Bother my feet! Wait till I've driven off. (*She addresses the ball again, and drives it about 100-yds. in the right direction. Tom closes the book and puts it back in his pocket.*)

TOM: I'll tell you what you did wrong before you drive next time. (*Tees up and picks out his driver.*)

OLIVE: There was nothing wrong with my drive, anyhow.

TOM: There's nothing like doing things in the right way. (*He takes his stance very carefully, and addresses the ball. On the point of hitting off he suddenly drops the driver and pulls the "A.B.C." out of his pocket.*)

TOM: I never can remember whether one ought to keep one's right elbow in or out. (*Shuffles over the pages and reads aloud*)—"The arms should be held loosely out, just clear of the body, with the least suspicion of a curve at the elbow joints." No, that isn't it; I think it was further on. (*Turns over some pages.*)

OLIVE: You might look for it another time. We shall never start at this rate.

(*Tom puts the book in his pocket and drives. He tops it, but it travels along the ground for some distance.*)

TOM: I can't think what makes me do that. Good shot, Olive! You're on the green. (*Plays his shot, topping it again, and it runs into a ditch guarding the green.*)

TOM: The second time I've done that! (*Picks the ball out, drops behind him, and pulls the "A.B.C." out of his pocket.*) I must find out what I'm doing wrong. (*Reads slowly*)—"The most difficult stroke of all—um—um—is, undoubtedly, the half or quarter stroke" (*Olive sits down patiently beside her ball*), "the distance from thirty to one hundred yards of the hole, with a yawning bunker in the foreground." Very true, that's why I got in.

OLIVE: I wish you'd hole out, Tom. You can read it up afterwards.

TOM (*cheerily*): So I can. (*Puts the book in his pocket and plays. They both hole out, Olive winning the hole, and move on to the next tee.*)

OLIVE: My honour. And down hill. I love a down-hill drive. This is going to be a beauty. (*She tees up, addresses the ball with deliberation, and draws the club slowly back for the drive.*)

TOM (*just behind her*): "To acquire an easy and graceful stance and free unconstrained swing of the club, he should turn his toes slightly inwards. By taking——"

OLIVE (*bringing the club down on the ball anyhow*): Tom! I do wish you wouldn't put me off like that! I've missed the drive altogether. (*She watches the ball disconsolately as it bounds down the hill into a sand bunker at the bottom.*)

TOM (*good humouredly*): I'm sorry. But I knew you had your feet all wrong. You turn them out, you know, and the book says in distinctly.

OLIVE: I don't care a rap what the book says. It spoilt my drive.

TOM (*making a tee with care*): Still, one can't learn unless one studies the thing properly. (*Drives a fairly good ball and follows Olive down the hill.*)

OLIVE (*standing at the edge of the bunker*): I'm half buried, and I thought it was going to be such a good shot. (*She plays two ineffectual strokes. Tom draws the "A.B.C." from his pocket, and she plays a third hastily, which lands her a yard or two beyond the sand.*)

TOM (*putting the book back*): Well out! I didn't think you were going to do it.

OLIVE (*grimly*): No more did I when I saw the——

TOM: What?

OLIVE: Nothing.

(*They play the hole out and end all square. Tom drives a good ball, and Olive tees up. As she begins to address the ball he pulls out the "A.B.C."*)

TOM (*pointing with one finger at Olive's feet*): "The line B.—C. represents the position of the feet. The distance of the feet placed thus apart—um—um—should not be more than twenty inches." (*Looks up.*) Olive, I'm sure your feet are more than twenty inches apart; just look at them.

OLIVE (*trying to keep calm*): Thank you, but I've been taught to keep my eye on the ball, not on my feet.

TOM: But you needn't neglect either.

OLIVE (*frigidly*): Do you mean to suggest that I squint?

TOM: Not at all, of course not; but listen to what this capital little book says: "The position of the player's feet should have the left heel of the boot about seven inches to the left of the ball." (*Pauses.*)

OLIVE: If you've any final injunctions, perhaps you will mention them before I begin to address the ball again.

TOM (*pocketing the book, and vaguely conscious that something is wrong*): All right. Drive on. It'll keep. (*Olive drives, tops badly, and walks after the ball in silence.*)

TOM (*pulling the book out again*): There, that's what comes of having your feet too far apart.

(*Olive walks on, plays a good second, and turning round to speak to Tom, finds he is still reading out from the book on the tee. She sits down resignedly, and waits for him to come up with her.*)

TOM (*cheerfully*): I am sure you could cure yourself of that topping with a little trouble, Olive.

OLIVE (*a little happier since her last shot*): I didn't top it that time.

(*Tom plays into the stream, lifts, and plays on to the green. Olive plays an approach shot, and is on the green with the like-with-the-stroke. Tom gets in a long putt, and Olive studies the line with great care before playing. She does not notice that Tom has pulled the "A.B.C." out of his pocket, and draws back her club to play the stroke for the half.*)

TOM (*suddenly*): "Some players stand sideways——"

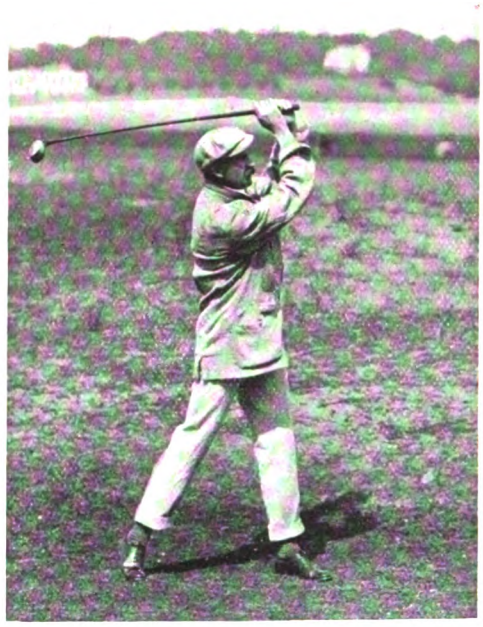
OLIVE (*angrily, with a start*): What the dickins do you want to do that for, Tom! Just when I'm going to play!

TOM (*a little shocked*): My dear girl!

OLIVE (*shortly*): I can't help it; you made me jump. (*She resumes her putting, and misses the hole.*) You made me miss that easy putt and lose the hole. (*She catches up her bag and walks off to the next tee.*)

TOM: But if you stand sideways, the book says——

Mr. H. Easterbrook at the 1st tee.



Mr. J. S. Worthington (Mid-Surrey), last year's winner, driving at the 5th tee

Mr. C. E. Stuart (Ireland) driving at the 1st tee.

THE IRISH CHAMPIONSHIP MEETING AT TOLLYMOUNT.



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# *On the Links.*

MIDDLESEX *v.* SUSSEX LADIES AT WIMBLEDON PARK.

(1) Mrs. Kennion driving. (2) Miss Sparrow driving from the 4th tee. (3) Miss Gardner putting. (4) Mrs. Durlacher driving. (5) The Sussex team: Standing, left to right—Mrs. F. W. Brown, Mrs. Kennion, Miss Gardner, Miss Gully, and Miss Johnson; seated—Miss Cary, Miss Starkie Bence, and Miss Chapman. (6) The Middlesex team: Standing, left to right—Miss Lloyd Roberts, Mrs. Weston, Mrs. Durlacher, and Miss Sant; seated—Mrs. Lloyd Roberts, Mrs. Hunter, and Miss Sparrow.



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# *On the Links.*

**Olive:** I don't care what the book says. I'll stand on my head if I want to when I'm going to putt.

Tom (*gruffly*): Oh! I thought you wanted to learn the game.

Olive: So I do—but—I don't believe in books, and never shall.

(*They drive off, and play the next hole in silence. Both miss their drives to the fourth hole, Olive sending hers about* 10-*yds. from the tee.*)

Tom: You took your eye off the ball then. (*Pulls out the "A.B.C."*) "The first golfing maxim which he has now to fix in his memory is to keep his eye firmly fixed on the ball."

Olive (*with sarcasm*): I've heard that before. (*Approaches the ball to play he second.*)

Tom: Yes, but listen. "This does not mean——"

Olive (*irately, facing him*): I know exactly what it means (*Tom attempts to speak, and she adds*), and what it doesn't mean, too, so don't trouble to read any more. (*She addresses the ball, while Tom stares at her in surprise. He pockets the book, and they proceed towards the next hole, which is on a high plateau close to the edge of a cliff overlooking the sea. Olive plays her approach shot into the middle of a sand bunker.*)

Olive: Bother! I did think that was going to be a good one. (*To herself*) Whatever did I do?

Tom (*cheerfully, pulling the "A.B.C." from his pocket*): I'll tell you in a minute (*he turns over a page or two rapidly*). "In addressing the ball before the stroke is played, the beginner should carefully note one essential point of detail which is too commonly overlooked, even by fairly good golfers. It is——" (*Olive turns away impatiently and plays, digging the club into the sand without moving the ball. Tom finishes*) "to make certain of placing the head of the club——"

Olive (*in the last stage of exasperation*): Tom, if you go on reading out of that book I shall go home.

Tom (*looks up surprised*): Go home! But I thought you wanted to learn the game.

Olive (*hotly*): So I do; but books are no good at the best, and that one is the most idiotic I've ever come across. I'm not doing a single one of the things it says I am; and if I am, I certainly shouldn't learn how to cure it from that "A.B.C." (*She plays with a good deal of temper, and lays the ball on the green.*)

THE IRISH CHAMPIONSHIP MEETING.

Mr. Cecil Barcroft, a well-known member of the Royal Dublin Club, and a frequent player in the International Bar Tournaments.

Tom (*following her, with the "A.B.C." still in his hand*): I am sure it's a great help to be told what you're doing wrong.

Olive (*viciously*): Do you! Well, I don't: not out of a book. They're senseless, useless things, and you'll never persuade me to listen, so you may as well stop.

Tom: I think you're wrong. (*Olive becomes absorbed in her putt as he turns over the leaves; she prepares to strike, when Tom reads suddenly*) "Golf cannot be self-taught, and the cultivation of a good style——"

(*Olive hits the ball wildly about a yard and a-half to the right of the hole. She then throws down her club, and walking deliberately up to Tom, catches the "A.B.C." from his hand and flings it over the cliff. They stare at each other a moment in silence.*)

Tom: What the devil—(*Olive draws back, and he adds defiantly*)—Well, if you say "what the dickins," I don't see why I shouldn't say "what the devil." What's the difference?

Olive (*with dignity*): There's all the difference in the world. Nobody on this earth knows what a dickins is, so there can't be any harm in it. (*She picks up her clubs and walks rapidly away. Tom lights a cigarette and walks off in the opposite direction.*)

(*Two hours later he returns to the hotel, and finds Olive alone in the sitting-room. She hastily puts both hands behind her back as he enters.*)

Tom (*eagerly*): I am so sorry, darling. Say you forgive me. (*He stretches out his hands to her, and Olive puts one of hers into them.*)

Olive: Of course I forgive you, Tom. In fact——

Tom: It was awfully foolish of me. I didn't realise how I was aggravating you by reading out of that book. Of course, everybody isn't the same. I can quite understand that books are no use to some people—only irritating, in fact.

Olive (*doubtfully*): Well, Tom, you see——

Tom: I'll never worry you with that wretched little "A.B.C." again if you'll forgive me this time. (*He draws her other hand from behind her.*) Why! What in the name of conscience have you got there?

Olive (*after a futile attempt to hide it again*): It's—it's—the "A.B.C."

Tom: But you threw it over the cliff.

Olive: Yes, I know I did. But then (*hesitates*), well—I rather wanted to find out why I was topping so badly, so——

Tom: So?

Olive: So I went and bought another one at the railway station.

———

## *FIXTURES.*

**August 12.—Hanger Hill, Medal.**
**August 13.—Boulogne *v.* Le Touquet.**
**August 14.—Southwold, Ladies' Open Meeting.**
**August 16.—Royal Cromer, Open Amateur Meeting.**
**August 22.—Hunstanton, Ladies' Competition.**
**August 22-25.—Waveney Valley, Open Summer Meeting.**
**August 23.—Royal Guernsey, Tradesmen's Cup.**
**August 23-24.—Dieppe, Prix du Casino.**

THE IRISH CHAMPIONSHIP.

A view of the Dollymount course at the 8th hole. The play is between Mr. G. R. Girdlestone (Royal Wimbledon), on the right, and Mr. Wilson (Royal Dublin), in the International match.



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. LVI.—Mr. William Henry Reed, Prospective Liberal Candidate for the Tiverton (North-East) Division of Devonshire.**

IF the Parliamentary representation of Yorkshire at the commencement of the last century was notoriously inadequate, that of Devonshire, at any rate, was obviously redundant. Like the sister county of Cornwall, it was the ancient home of a number of small constituencies, commonly known as "close" or "pocket boroughs," the whole of which have disappeared into the limbo of things that were, and at the present time Fair Devon sends thirteen members to Westminster instead of twenty-six. Of these submerged electoral centres of the past few could boast of a more eventful career than Tiverton, which for a whole generation at least enjoyed the distinction of being known as "Palmerston's Borough," and as such became the subject of a not uninteresting or uninstructive volume. In 1805 the franchise, as far as this pleasant and picturesque little town was concerned, was vested absolutely in the Mayor (who, at the same time, discharged the duties of returning officer), together with eleven aldermen and a dozen assistants; but the contemporary chronicler adds a sly note to the effect that "the younger branches, etc., of the Harrowby family had long possessed their confidence," and at that particular time the choice of these fortunate corporators had fallen on the Right Honourable Richard Ryder and one Mr. Fitzhugh, who had shaken the Indian pagoda tree to some purpose, besides marrying a connection of Lord Harrowby, thereby qualifying himself for a seat for Tiverton on his relative's translation to the Upper House. The Reform Bill gave the citizens of Tiverton the privilege of "open election," and three years later Lord Palmerston won the seat, which, despite the perpetual heckling of Mr. William Rowcliffe, "Butcher and Chartist," and the assaults of many more formidable rivals, he held to the day of his death just thirty years later. Those were, indeed, halcyon days, when emancipated Tiverton returned the Premier of England to Parliament and the popular green jacket and orange cap were rarely missed on race days. The election of June, 1865, was a memorable one. Lord Palmerston headed the poll, and Mr. John Walrond, the Tory squire of Bradfield, beat Mr. Denman by three votes. Four months later Lord Palmerston, described in countless electioneering songs as "the Pride of Tiverton," died, and the future judge promptly regained his lost seat, defeating Sir John Hay, who, like Sir John Gorst, who came down to "prospect" it, is still happily alive. By the Redistribution Bill of 1884 the old borough, which had been the scene of so many exciting contests, and where Whig interests had generally prevailed, lost its separate existence, becoming merged in a new county division of curious shape, extending from Morebath on the north to the confines of Dawlish on the south, and including certain outlying portions of Exeter. In November, 1885, Colonel Walrond (son of Sir John Walrond, and now himself Sir William) won the new seat, which he has now held without opposition since 1892, but for which a very close contest may be confidently expected at the next General Election, when the Devonshire labourers are likely to declare themselves with no uncertain voice on the side of Free Trade and cheap food. In the person of Mr. William H. Reed, the enterprising proprietor of the prosperous paper-mills at Collumpton, Buckfastleigh, and Silverton, Mr. Lionel Walrond, the son of the late Chief Conservative Whip, and the grandson of Lord Palmerston's old antagonist and last colleague, will assuredly find a rival worthy of his steel.

*Browning, Exeter.*

MRS. W. REED

Wife of the Prospective Liberal Candidate for the Tiverton Division of Devonshire.

Although the accident of birth may give Cornwall some claim on Mr. Reed, for he first saw the light at Bodmin in the year that preceded the Great Exhibition, he comes on both sides of a good old Devonshire stock, his father hailing from Bovey Tracey, and his mother from Crediton. From the Blue Coat School at Wells he went straight into business, and just thirty years ago he started a paper-mill at Bathford, where the Box Brook, a tributary of the Avon, affords the necessary water-power. Three years later he married Miss Vickery of Weston-super-Mare, and is now the father of five sons and a daughter. The latter is already married, and earlier than most men Mr. Reed has attained the dignity of becoming a grandfather, while his eldest son has joined the business of which his father was the founder. The mills either founded or re-opened by Mr. Reed and his partner, Mr. C. King Smith at Cullompton (1883), Buckfastleigh (1889), and Silverton (1894) have all turned out a great commercial success, and their owners have acquired the reputation of producing super-calendered tinted papers, adapted for magazine and pamphlet covers, as well as printing paper of an exceptionally fine quality. They are said to make a special feature of turning out a given quantity of paper of a particular tint with unusual rapidity, and their assistance is consequently frequently invoked when the issue of some new magazine is contemplated. After Mr. Albert E. Dunn's great Municipal Liberal victory the civic fathers of "Ever Faithful" (in the outskirts of which Mr. Reed owns a roomy Georgian house standing in a pleasant garden shaded with cedars and other old-world trees) chose Mr. Reed as one of the new aldermen. Mr. Reed has identified himself with the fortunes of the Liberal cause in the Tiverton Division ever since the extinction of the borough twenty years ago. He has not only given constant proof of his ability as a speaker, but as a large employer of labour has set an excellent example to others by providing his workpeople with dwellings, which are regarded as models throughout East Devon. He is a convinced Free Trader, and a strong opponent of both Chinese labour in the Transvaal and the existing Education Act at home. He takes a deep interest in all questions which relate to the welfare and particularly to the housing of the poor, and would like to see greater facilities given for the compulsory purchase of land for cottage sites. He thinks the under-paying of the worker to be at once unprofitable and unjust. He believes in the wisdom of a policy which associates the employé in the profit realised by giving him bonuses in proportion to the output. For four generations the Reeds have been followers of John Wesley. Mr. Reed has helped the Methodist Church, first as organist and Sunday-school teacher, and later as member of the Synod and Treasurer of the Children's Fund for the Exeter District. Since he became prospective candidate for the Tiverton Division he has held over one hundred meetings in every part of it—from Bampton and Morebath to Christow on the borders of Dartmoor, and from Hemyock to Cruwys Morchard. The news of his activity must have disturbed the Conservatives, and the return of Sir John Heathcoat Amory (closely associated with the triumphs of Liberalism at Tiverton in the pre-1884 days) to the fold, coupled with the acceptance of the chairmanship of the Tiverton Liberal Association by Mr. Ian Amory, will probably convince the future squire of Bradfield that a hand-to-hand struggle awaits him in the near future.



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# *The Parisians of Paris.*

## IN THE JARDIN DE PARIS.

I HAVE been assured that every good Englishman, when landing for the first time in Paris, pays a morning visit to Napoleon's grave, and spends the evening at the Jardin de Paris. I cannot vouch for the first, but I am sure of the second. I passed three consecutive nights at the Jardin for the greater glory of THE KING, watching my fellow-creatures, and I saw many curious sights, all the more curious, perhaps, because they were not mentioned in the programme.

The first impression of the place is that it has been specially made for strangers. It is in no way suggestive of the quintessence of Parisian devil-may-care gaiety. You will look in vain for Colette or Yvonne—fresh from the workshop—cheeks aglow and eyes bright, dancing themselves out of breath to the cheers of their male artist or student friends. To see this you must journey across one of the bridges to the left bank of the Seine, or climb up a steep, a very steep hill, to the heights of Montmartre, close to where the huge pretentious-looking church of the Sacré-Cœur frowns down upon Paris glittering at its feet. And even there you may be disappointed; for the Colettes and Yvonnes—I mean the genuine article—immortalised by poets and painters, are becoming a thing of the past. No, the Jardin de Paris is not Parisian; it is Cosmopolitan, and every country seems to display a strange eagerness to send its representatives there. A gentleman was pointed out to me, a Russian with a princely title, a nightly guest, comfortably lolling in one of the basket-chairs, in no way disturbed by the presence of three Japanese youths next to him. Germans, Americans, Dutchmen, Swedes, men of every shade, stroll or sit about, but the English element predominates. And whilst I pondered over this fact, it suddenly dawned upon me that the elderly British matrons I saw near the entrance must have come for a special purpose. Many of the young Englishmen, on this their first visit to the Capital, had no doubt been too busy to send a few lines home; and these sedate ladies could be no other than anxious mothers come over to see what had become of their hopefuls. Somebody must have told them that the best place to "lay their hands upon them" was the Jardin de Paris.

IN THE JARDIN DE PARIS.
Acrobats rehearsing in the morning.
(*Specially photographed for* THE KING.)

Although the crowd in the garden, with its heterogeneous elements, has such a weird fascination as to almost monopolise one's attention, the management, very thoughtfully, supply something more tangible in the way of amusement. It must even be said that they do things handsomely. Up to ten o'clock there is a capital variety entertainment, with comic, serio-comic, and sentimental singers, dancers, acrobats, and artists of every nationality. There is a biograph giving the siege of Port Arthur; there is a small circus; and music without interruption. There is enough, and to spare. When a big function takes place the management even send their artist to take snap-shots for the cinematograph, and those who attend that function in the afternoon have the pleasure of seeing themselves at night in effigy at the Jardin de Paris. This is very entertaining; yet it sometimes leads to complications. Thus, on the night of the Grand Steeple at Auteuil some smart society people were watching the animated pictures, when suddenly one of the ladies called out: "Tiens, voilà Henri!" Henri was her husband, supposed to be in Brussels, and the indiscreet photographer had betrayed him. It is a pity that the subsequent meeting between Henri and Mme. Henri could not have been added as a final tableau.

But it is ten o'clock, the band in the garden has struck up, the promenade has begun, and we have leisure to examine the physiognomy of the crowd. Like Mabille of former days, the Jardin de Paris is no "bal." The only dancing here is done by professionals, hired for the occasion. These ladies perpetuate the traditions of the time-honoured can-can. They are proud, poor things, of belonging to the "profession," even hovering on the bottom steps of the art-ladder; and they, moreover, have the satisfaction of being an object of envy of many of "ces dames" who frequent these gardens for other purposes than to view the entertainment.

To speak of the Jardin and ignore "ces dames" would be like describing Rome without mentioning the Pope. They do not figure on the programme, but they reckon themselves among the attractions, and would resent being overlooked. Yet, here again comes the question of rank; for "ces dames" also have their aristocracy. The "grande cocotte" does not come often, but she comes; and so does the society woman. And the lady of the great world and she of the half-world go there almost under identical conditions. Both arrive escorted by an army of male friends; the toilettes of both are in excellent taste, never showy. To distinguish one from the other would even sometimes be a most difficult matter were it not for the men. It is the men's attitude which proclaims the women's social status. Elegantly-dressed Virtue clings to her escort. With tastefully-dressed Vice it is not the same thing. She has her cavaliers, but she does not feel the want of moral protection, and this her escort realises as well as she does. The "grande dame" and the "grande cocotte" dress exceedingly well, and as they pass one another, each will say to her escort, "I wonder who made that woman's dress." And, after a while, it is the man who brings the desired information. He either asks the cocotte and tells his wife, or he asks his wife and tells the cocotte.

It is now midnight; the people are filing out of the garden, and as we wend our way towards the Madeleine we meet a merry party of students returning from a visit to Montmartre. There are five in the cab, three men and two women; but they have considerately given the ladies the best places—in the hood.

FRANCES KEYZER.



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# *The Parisians of Paris.*

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SOME OF THE LAURÉATS AT THE CONSERVATOIRE.

(1) Mlle. Lagregrette, second prize in opera. (2) Mlle. Lamare, second prize in opera. (3) Mlle. Chenal, first prize in opera. (4) Mlle. Mancini, first prize in opera. These accomplished vocalists are regarded as some of the coming operatic stars in Paris.

*(From photographs by Du Guy, Paris.)*



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# Under the Burgee.

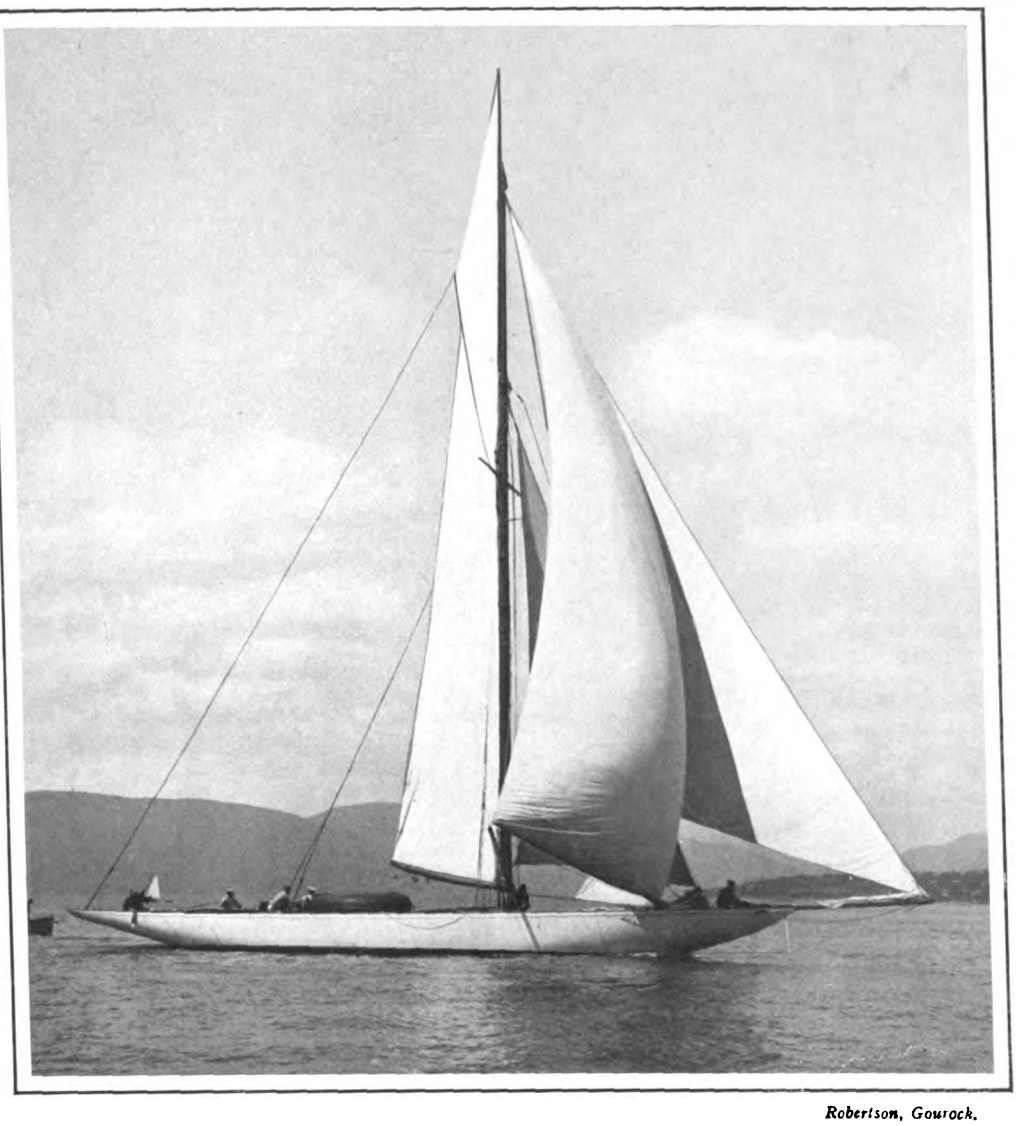
COWES WEEK has for many years possessed a significance in yachting circles beyond the importance of its actual racing. Although half of the season is already past before the principal fixture is arrived at, it is at these regattas that many yachtsmen meet for the first time. With a portion of the season's racing already accomplished, owners have been enabled to form some estimate of the capabilities of their boats, and in discussing the probabilities of sport in the future are able to come to some decision whether to retain the old boat for another season or go in for a new craft, and oftentimes in years past plans for the following season's racing have been promulgated during this week, and in some instances orders for new vessels have been decided upon. This of course refers more particularly to those owners who go in for class racing. To anyone thinking of building a cruiser it is not so essential to know what others may be contemplating in the same direction, but to one desirous of entering a class it is most necessary to know that there will be a class in existence after having gone to the expense of building.

It remains yet to be seen if any development will take shape this year. Two years ago it was generally believed that the formation of a new class of 65-footers had been decided upon, and some names of prospective owners were freely mentioned, but when the following season came round there was but one boat of the class in existence, Zinita, which had been partially built in the preceding year for Messrs. Connell, who completed her and fitted her out for last season's racing, when, however, they had to be content with sailing in handicap matches.

Such a disappointment naturally makes any aspirants more than ever cautious about building in the absence of some definite assurance of having a competitor. Any development of the present week will, therefore, be watched with interest, as giving some reliable indication of next year's sport.

There is one very important factor that will be taken into consideration by any who may be contemplating new craft for next year, and that is the fact that the period for which the existing rating rule was fixed will be drawing to a close, and prospective builders will probably like to know what likelihood there may be of a continuity of the rule, or what would be its probable modifications. The international conference which is being arranged with the object of adopting a universal rating rule should do much to straighten matters out in this direction, while the adoption of such should do much to foster the sport generally.

The Prince of Wales has consented to preside at the international conference, and in some quarters hopes are entertained that this may be taken as indicative of a desire on his Royal Highness's part to take a more active interest in the sport in future. The Prince has never taken any keen interest in yachting, though he sailed a small rater on the Solent a few years ago. He has never owned a big vessel, but the knowledge that he intended doing so would be hailed with satisfaction by every section of yachtsmen, all of whom look back longingly to those years of grand sport when the royal cutter Britannia was sailing regularly at all the regattas around the coasts. It seems doubtful if ever the sport will reach that high standard again unless it receives some such impetus.



*Robertson, Gourock.*

SONYA.

52-footer, built in America this year from designs by N. Herreshoff, to the order of Mrs. Turner Farley. She has been most unfortunate, having already lost two masts, but has on one or two occasions shown a fine turn of speed, more particularly going to windward.

The Plymouth clubs did not fare particularly well this year in point of entries, as the result of changing their dates. For many years past these regattas have suffered through coming at the very end of the season, and the committees naturally wanted to do something to arrest the steady decline in entries which they were suffering. Ultimately, a proposal which had been put forward in previous years was adopted, and the dates were fixed for the last week in July in the belief that there would be an opportunity of catching the yachts on their return from the Irish regattas. This answered as far as the 52-footers were concerned, and there was some very interesting racing in this class, but there was an entire absence of any big cruisers. It is, of course, difficult to say how far this was attributable to the Clyde to Cowes race taking some of these vessels right past the port. In the true interests of the sport, however, one cannot help expressing a doubt as to the expediency of arranging such a race, apparently ignoring the claims of such old-established fixtures as those at Belfast and Kingstown, as well as Plymouth.

The change of date at Plymouth will probably be adhered to, and the clubs will hope for better support next season. The time of the year is better suited for the big regattas, while it was surprising to find what an amount of interest was manifested in the Port of Plymouth Regatta — the town fixture. The Hoe, which commands a magnificent view of the Sound, and whence all the racing can be seen, was densely crowded with thousands of people.

The clubs acted in a very sporting manner. When the races for the big cruisers failed to attract any entries, the value of the prizes in the race for 52-footers was increased.

CORINTHIAN.

## *REGATTA FIXTURES.*

**August 12.—Royal Portsmouth Corinthian Yacht Club.**
**August 15-18.—Royal Victoria Yacht Club. Ryde**
**August 19.—Royal Southern Yacht Club.**
**August 21-22.—Royal Albert Yacht Club. Southsea.**
**August 23.—Royal Southampton Yacht Club.**
**August 26.—Royal Dorset Yacht Club. Weymouth.**
**August 28.—Torbay Royal Regatta.**
**August 29.—Royal Torbay Yacht Club.**
**September 1-2.—Royal Dart Yacht Club.**



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# YACHTS OF THE YEAR.

*Debenham.*

## ADELA

Schooner, 234 tons. Built two years ago by Fay and Co., from designs by W. G. Storey, for Mr. C. T. Cayley, Rear-Commodore of the Royal London Yacht Club. She is of substantial construction, and designed with a view to comfort rather than speed, but takes part in cruiser handicaps. She won the race from Cowes to the Clyde.



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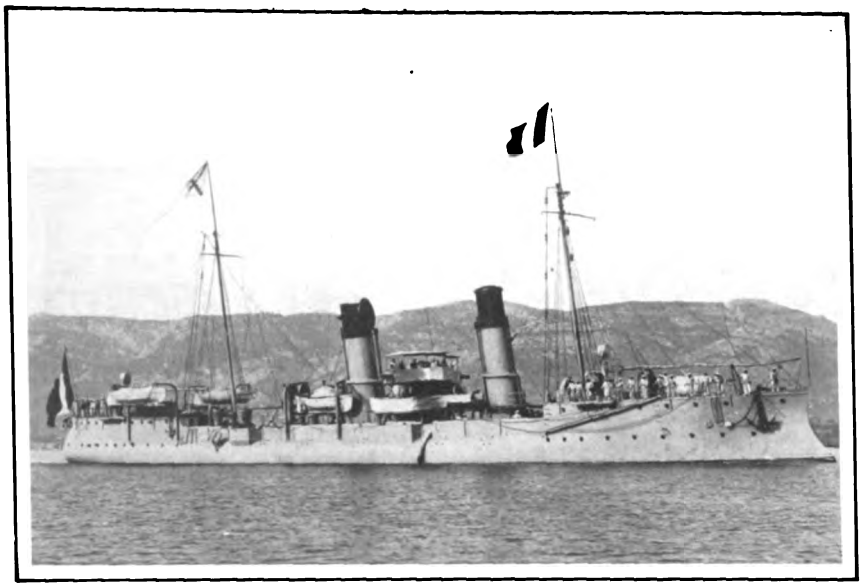


THE CRUISER "CASSINI"

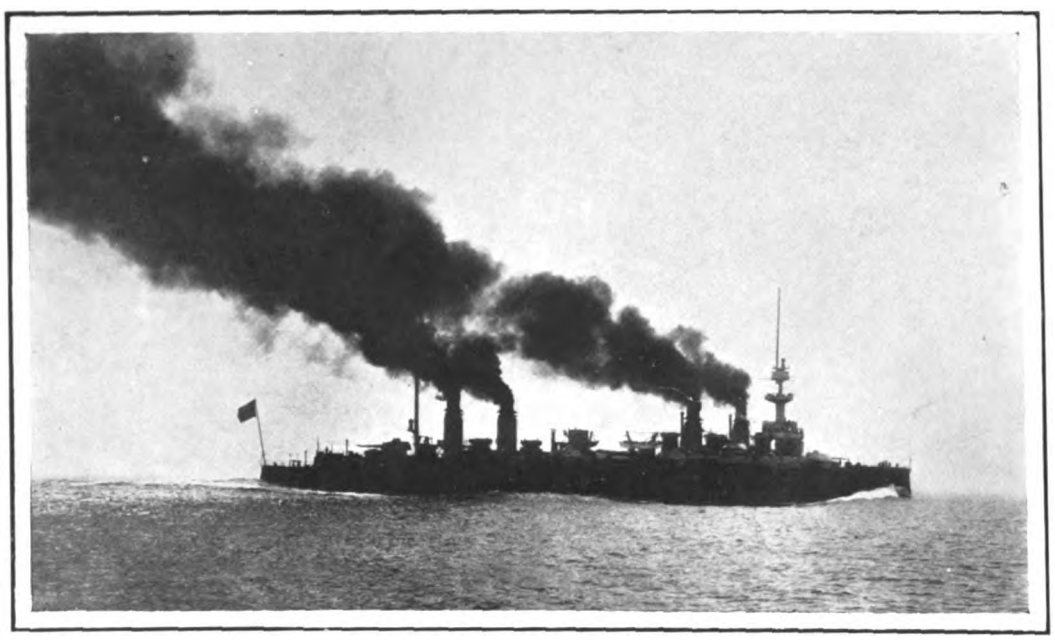
Built at Havre, and launched in 1894. She displaces 958 tons, and has a speed of 21 knots. Her heaviest gun is a 3·9-in.

# *The Visit of*

**MASSENA**
CAPT. ST. PAUL DE SINÇAY.
**JAUREGUIBERRY**
CAPT. RABOUIN.
**CARNOT**
CAPT. LE CLERC.
**BOUVINES**
CAPT. LAMSON.
**AMIRAL TREHOUART**
CAPT. SCHILLING.
**HENRI IV.**
CAPT. EPHAY.
**GLOIRE**
CAPT. JACQUET.
**CONDÉ**
CAPT. SOMBORN.
**AMIRAL AUBE**
CAPT. LEFEVRE.

*Bourgault.* VICE-ADMIRA.

Commander-in-Chief of the F which is visiting Por

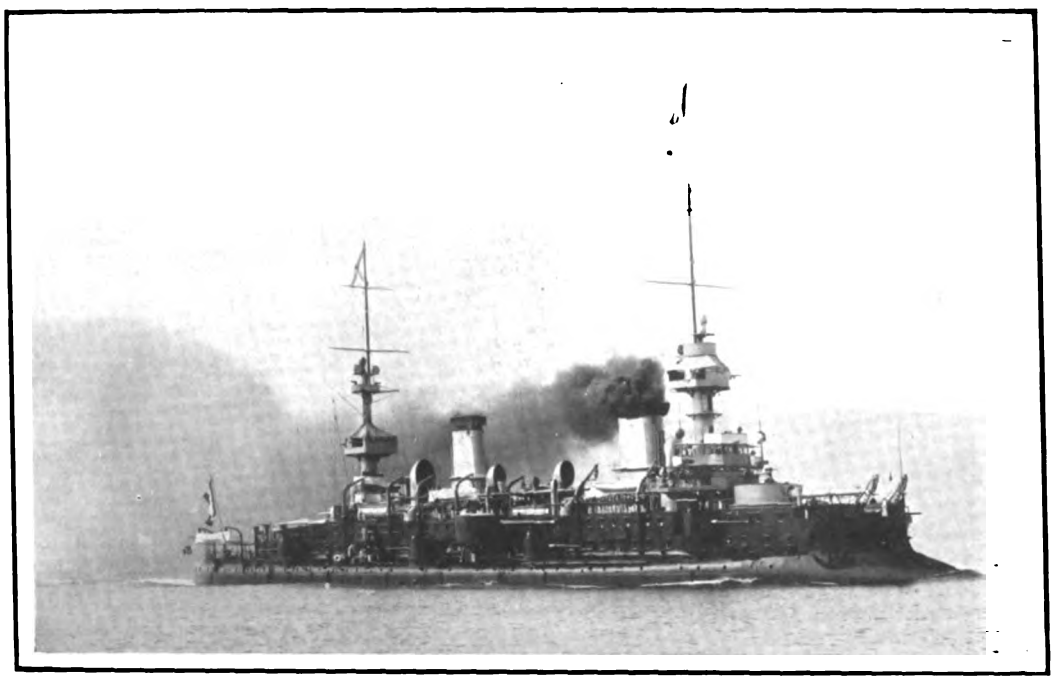


THE ARMOURED CRUISER "GLOIRE"

Flag-ship of Rear-Admiral Puech. Built at Lorient, and launched in 1900. She displaces 10,000 tons, and has a maximum speed of 21 knots. The thickest armour is the upper belt of 5·2-in. steel, and the main armament consists of two 7·6-in. and eight 6·4-in. guns.

THE BATTLE-SHI

The sec nd vessel in Admiral Caillard's sub-division. 11,824 tons, and has a trial speed of 18 knots. Her thic consists of two 12



THE BATTLE-SHIP "MASSENA"

Flag-ship of Vice-Admiral Caillard. Built at St. Nazarre, and launched in 1895. She displaces 11,924 tons, and at forced draught can do 18 knots. Her thickest armour is 17·7-in. Creusot steel, and her main armament is composed of two 12-in. and two 10·8-in. guns.

THE BATTLE-SHIP

Second ship in Rear-Admiral Leygué's sub-division. displacement of 6,534 tons, and a speed of 17·5 knots. 9·8-in. to 18·1-in., and carries

(From copyright pho



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. CAILLARD
rench Northern Squadron,
smouth this week.

# *the French Fleet.*

**LEON GAMBETTA**
CAPT. CLÉMENT.

**FORBIN**
COMMANDER DELAJON.

**CASSINI**
COMMANDER FONTORBE.

**BOMBARDE**
COMMANDER DE HESPEL.

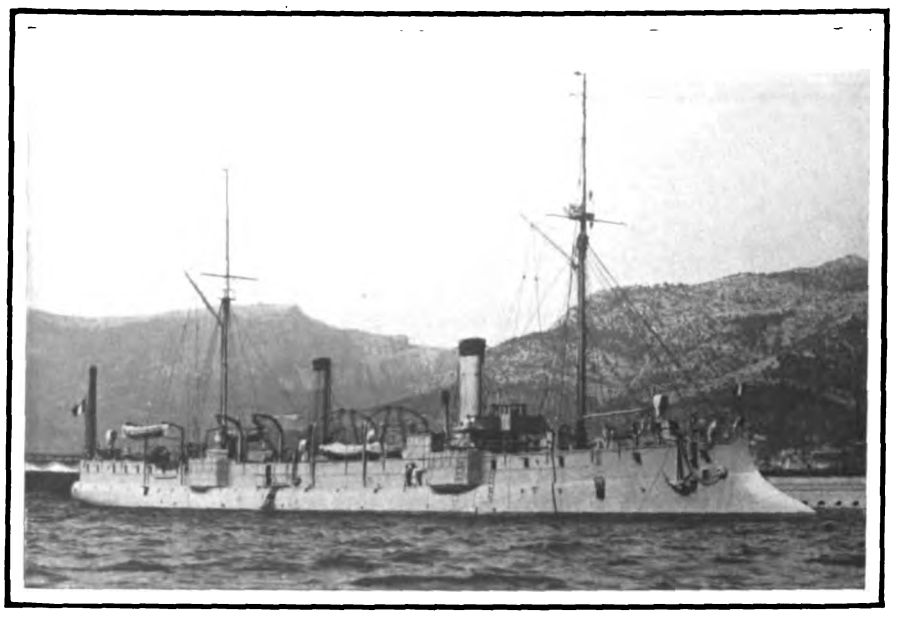
**FLAMBERGE**
LIEUT. REVEILLE.

**CATAPULTE**
LIEUT. CONVERS.

**BELIER**
LIEUT. OURDAN.

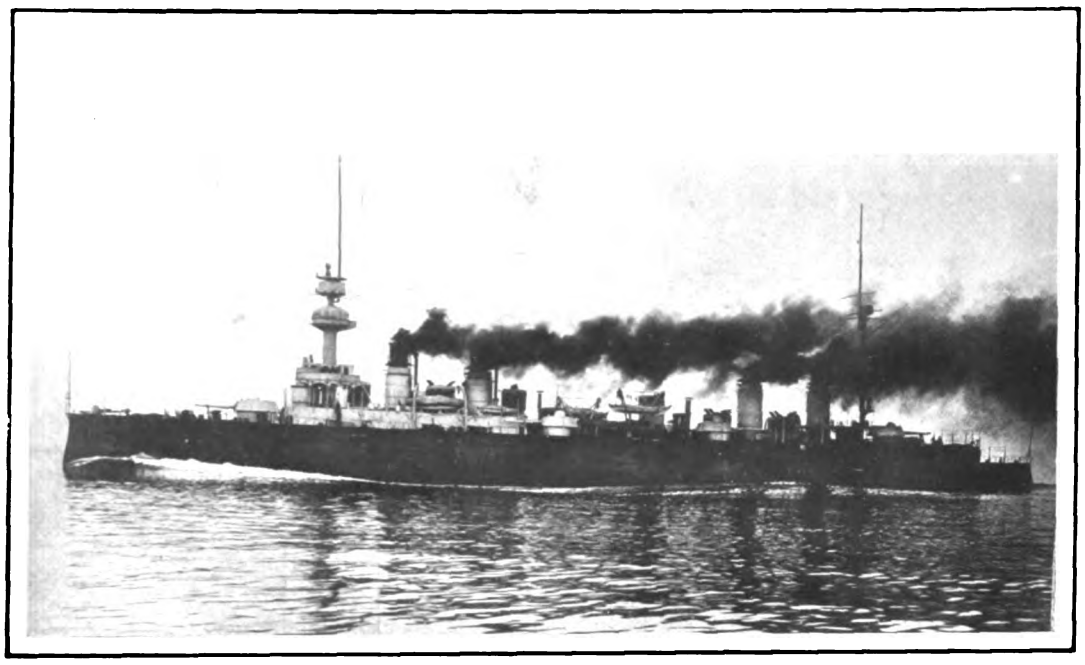
**ARQUEBUSE**
LIEUT. PIERAZ.

**BALISTE**
LIEUT. CASTLENAU.



THE CRUISER "FORBIN"
Built at Rochefort, and launched in 1888. She displaces 1,848 tons, and has a maximum speed of 20 knots. Her heaviest guns are 5·5-in.

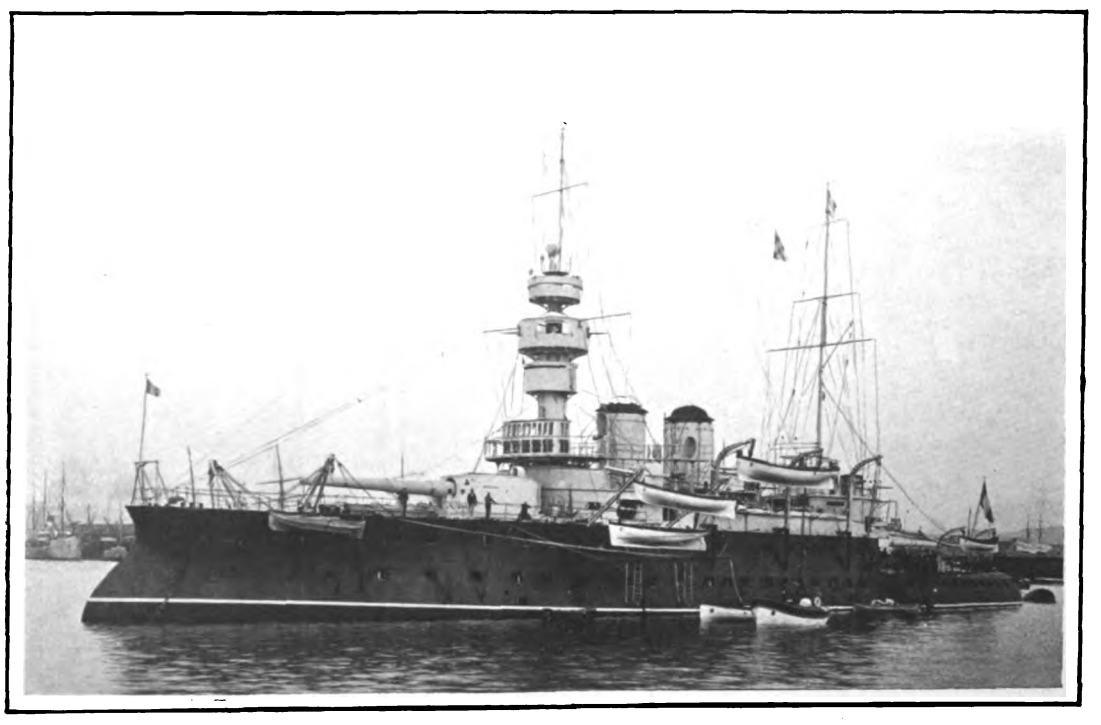
"JAUREGUIBERRY"
lt at La Seyne, and launched in 1893. She displaces armour is 17 7-in. Creusot steel, and her main armament nd two 10·8-in. guns.



THE ARMOURED CRUISER "CONDE"
Sis er ship to the "Gloire" and second ship in the French Cruiser Squadron. Built at Lorient, and launched in 1902. She displaces 10,000 tons, and has a speed of 21 knots. The thickest armour is the upper belt of 5 2-in. steel, and the heaviest guns are the two 7·6-in. and eight 6·4-in. pieces.

AL TREHOUART"
as built at Lorient, and launched in 1893, having a a complete belt of armour varying in thickness from armament two 12-in. guns.

Marius Bar, Toulon.)



THE BATTLE-SHIP "BOUVINES"
Flag-ship of Rear-Admiral Leygué. Built at La Seyne, and launched in 1892. She displaces 6,505 tons, and has a speed of 17 knots. Her armour belt is like that of the "Tréhouart," and her main armament is also composed of two 12-in. guns.



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# THE SEASIDE SEASON.

AT WORK ON THE FORT.

A RECONNAISSANCE IN FORCE.

THE ENEMY ADVANCING.

TO THE INNER DEFENCES.

THE FORT GARRISONED.

THE FORT BESIEGED.

*(From photographs taken specially for* THE KING *by Mr. Lewis Longfield.)*



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# PLAYS AND PLAYERS.

Bassano.

## MISS LILY ELSIE

Who has just returned from a long and successful American tour, is about to reappear in London. Miss Elsie, although it is but a short time since she made her *début*, has already won a very high place for herself among contemporary musical-comedy artistes.



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# The Traveller.

## BY HEYSHAM ROUTE TO THE ISLE OF MAN.

Taggart.

ON THE SANDS, DOUGLAS.

This favourite holiday resort is equally attractive to young and old, and the picture we reproduce is in every way typical of the sandy foreshore of the Manx capital. The bathing here and at Port Erin is excellent.

THERE are abundant reasons for recommending holiday-makers to visit the Isle of Man this year, one of the most weighty, perhaps, being the opening of the Midland Company's new service to Douglas *viâ* Heysham. Among the advantages claimed for this route is a very short crossing—the passage occupying only two and a-half hours—to say nothing of the many additional comforts afforded by vessels of the turbine class. The Heysham route, although only started this season, bids fair to become exceedingly popular. Certainly the Midland Company have spared neither pains nor expense to make it so. At present there is a daily service both ways, maintained by the splendid new turbine steam-ship "Manxman." She is one of four vessels which the Midland Company recently had built for their cross-channel service between Heysham and Belfast, and, with her sister ship the "Londonderry," is capable of steaming at 23½ knots. With a total length of 330-ft., and 43-ft. beam, her interior accommodation is of the most sumptuous kind imaginable.

Taggart.

A STORMY DAY AT DOUGLAS.

A remarkable effect of wind and tide on the famous promenade of the Manx capital.

To reach the Isle of Man by the new route you leave St. Pancras at 8.30 in the morning—a sensible hour, by the way, for so lengthy a journey — and reach Heysham, where the Midland Company have created one of the finest harbours to be found anywhere around the coast, at 2.30 in the afternoon. No time is wasted here, for the trains pull up alongside the vessel, discharging pas-engers and luggage in the space of a few minutes. The trip across to Douglas in the "Manxman" can only be compared to a pleasure trip of the highest order, and the two and a-half hours spent on board will be found to pass only too quickly. The entire journey being accomplished in broad daylight, the new Heysham route has much to commend it from the sightseer's point of view. Douglas, whose lovely bay has so often been compared to that of Naples in miniature, is reached punctually at 5.15 in the afternoon. Seen from the decks of the "Manxman," Douglas presents an appearance quite foreign as compared with other English watering-places. The snowy whiteness of her piers, breakwaters, sea walls, and buildings in general is in striking contrast to the background, composed of masses of dark foliage and towering distant hills. This unique combination of opposites—the bold rugged coast-line, worn into a thousand fantastic shapes by the storms of countless ages; the busy, bustling



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port with its crowded piers and excursion steamers constantly coming and going—all go to make up a picture, the like of which would be difficult to discover without going to the Mediterranean. No wonder their Majesties the King and Queen, after their memorable visit to Douglas some three years since, were so much impressed with the beauties of the island, promising to pay a return visit at some future time.

So far as amusements go, Douglas easily stands first; its equal, perhaps, is only to be found in Blackpool across the water. There is hotel and boarding-house accommodation to suit the pocket of all comers; in fact, the cost of living is, as a rule, considerably lower than obtains in most English watering-places. The amusements are as diverse as they are numerous. Although wet days are rather the exception than otherwise in "lovely Mona," full provision has been made for such eventualities. There are three splendid theatres, of which the new Gaiety, opened in 1900, is admittedly one of the handsomest in the kingdom. The Northerner has always shown a singular fondness for the Terpsichorean art, to meet the needs of which Douglas has provided two handsome dancing halls, named the Palace and Derby Castle. These evening assemblies are as much a characteristic of Douglas as of Blackpool, and they afford a sight which the unaccustomed visitor from the South will not readily forget. Besides first-rate concerts, bathing, boating, and fishing, Douglas also provides attractions for the ubiquitous golfer on its nine-hole course at Port-e-Chee, distant about a mile from the pier, and quickly reached by cable car. There is also a private course at Howstrake, the property of Mr. R. H. Prestwich, which members of the Douglas Club are privileged to play over by the courtesy of the proprietor.

Another point which favours Douglas as a centre for all sorts and conditions of holiday-makers is its great convenience for excursions to different parts of the island. The Isle of Man and Manx Electric Railways, not to mention the almost innumerable drives by car and waggonette, afford every facility to the excursion-lover. Certainly one of the most popular and attractive outings from Douglas is to the summit of Snaefell by Electric Mountain Railway. This trip was included in the special itinerary hastily arranged for their Majesties the King and Queen during their brief sojourn in the island, and, needless to say, was much enjoyed by them.

The Manx electric line runs from Douglas to Ramsey, the metropolis of the Northern District, and a delightful holiday retreat, a distance of eighteen miles, with a branch running from Laxey to the summit of Snaefell. The route is through some truly delightful mountain and woodland scenery, including Groudle Glen, Garwick Glen, Laxey Glen, Dhoon Glen, Glen Mona, and Ballaglass Glen; while the mountain branch running to Snaefell takes the visitor through what might be aptly termed the "Manx Peak District," where the invigorating air, for which the island is famous, may be enjoyed to the full amidst the finest mountain and marine scenery. The trip to the summit of Snaefell is magnificent.

Ramsey, the second town in importance in the island, occupies a most charming situation at the estuary of the river Sulby, with a background of lofty mountains. For children it is simply an earthly Paradise, the foreshore being composed of firm dry sand, such as we find at Margate. The sea bathing and fishing can scarcely be excelled. There are opportunities for mountaineering in the vicinity, among little-trod paths to unknown peaks, or for rambles among the glens which lie hidden among the hills. Altogether Ramsey forms an ideal holiday retreat, more especially for those who require an entire rest and change.

*Taggart.*

GARWICK BEACH, ISLE OF MAN.

This beautiful bay, a favourite excursion from Douglas, may be reached by the picturesque Manx Electric Railway, which runs from the capital to Ramsey, the metropolis of the Northern District.

Of the many other delightful spots which the tourist should see, there are Peel, with its castle, distant about eleven miles from Douglas, reached by road or rail; Castletown, until a few years ago the seat of Government; Port Erin, a rapidly-growing health resort, and Port St. Mary, both situated in the south of the island.

Probably few people have ever visited the little island at the southern extremity, known as the Calf of Man, owned by Mr. W. L. D. Cary, who is virtually king of the island. It is an ideal little spot, and would be turned to excellent account as a holiday resort. It is to be hoped that the rumoured sale to an American syndicate is not true.



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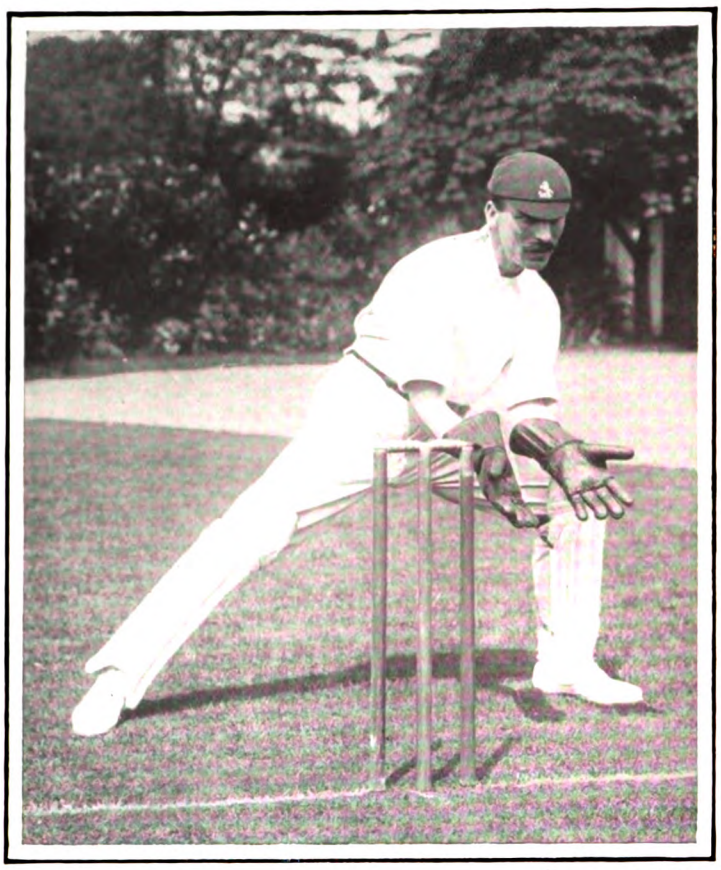
# THE CRICKET SEASON.



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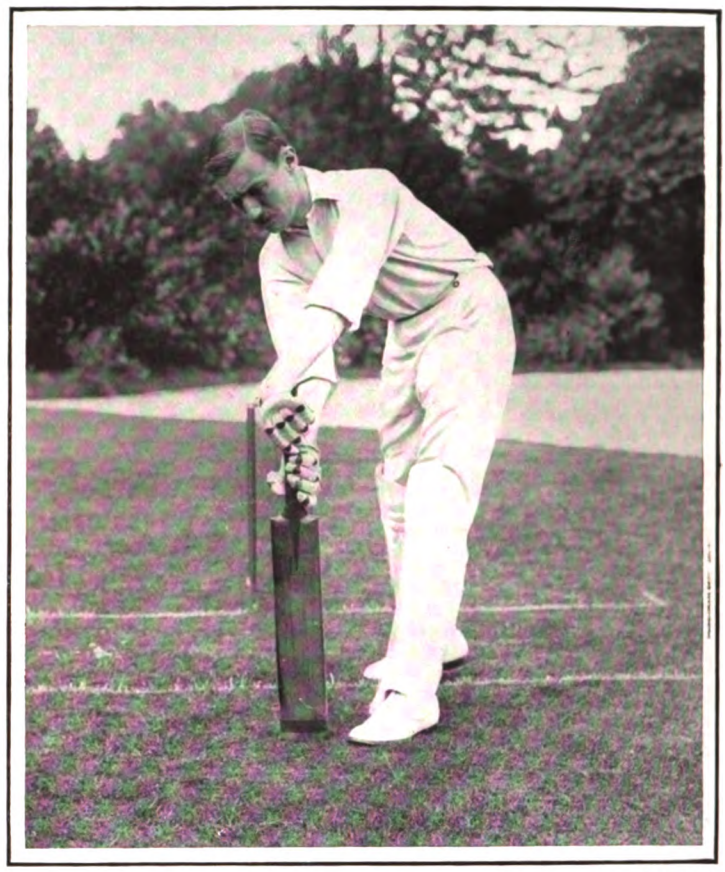
F. H. HUISH, KENT.

This page is a Canterbury page, for it is the Canterbury "Week" this week, and in the second match thereof Huish, who has had charge of the Kent wicket for very many years now, takes his benefit. Lancashire are the opposing team, and Huish chose well. Kent, in awarding their professionals a benefit, add together the "gates" of the past five years for the particular match chosen, and hand over the average takings, less expenses, to the *bénéficiaire*. For some seasons now Huish has been among the first six or eight of the world's stumpers.



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C. H. B. MARSHAM, KENT.

"Ungainly but deuced effective," was the brief way the Kent captain's batting value was once weighed up by a well-known judge of the game. And there is no doubt that this curt appreciation of the Old Oxonian, who succeeded C. J. Burnup in the captaincy of the Kent Eleven, hits the nail on the head. Marsham is a useful field, without possessing the brilliancy of his predecessor, a good and a popular captain, and he can, and often does, hit the ball very, very hard, and very, very far into the bargain.

*Copyright.*

AN INTERVAL AT THE CANTERBURY GROUND.

The Canterbury "Week" is the most celebrated of all cricket weeks. Who that is a cricketer, or that follows cricket closely, has not been to one match of this famous "Week" at some time or other? The I.Z., Band of Brothers C.C., local regimental depôt, and several private individuals have tents pitched round the picturesque St. Lawrence Ground, at which, during cricket, a band plays at intervals. In the evening the famous Old Stagers perform, with at times the assistance of well-known professional, as well as amateur, talent; while the illuminations in the Dane John are not the least of the cathedral town's attractions in the evening after cricket is over for the day.



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# PLAYS AND PLAYERS.

*Lallie Charles.*

## MISS ADRIENNE AUGARDE

Who is still winning golden opinions as one of the "Little Michus" at Daly's Theatre. In this musical comedy Miss Augarde and her aunt, Miss Amy Augarde, are both taking part.



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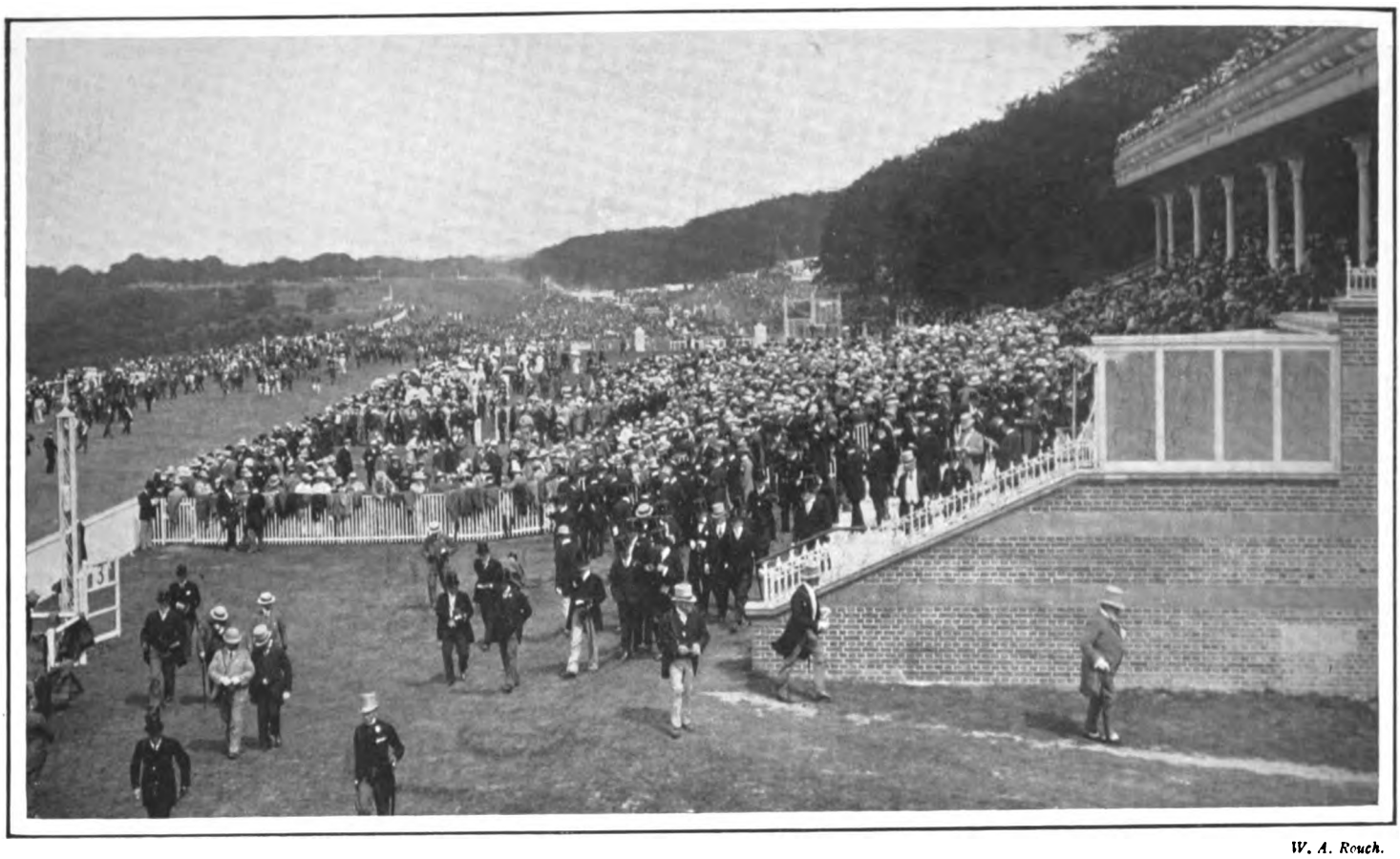
# THE GOODWOOD MEETING.



*W. A. Rouch.*

KING EDWARD AT GOODWOOD.

**A view down the famous course on the first day of the meeting. The King, who has just left the Royal box, may be seen on the right of the picture.**

*W. A. Rouch.*

IN THE PADDOCK, GOODWOOD

**Where the scene during the intervals between the races is always a very animated one. The famous Trundle Hill, a portion of the South Downs, is seen in the background.**



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# THE RACING SEASON.

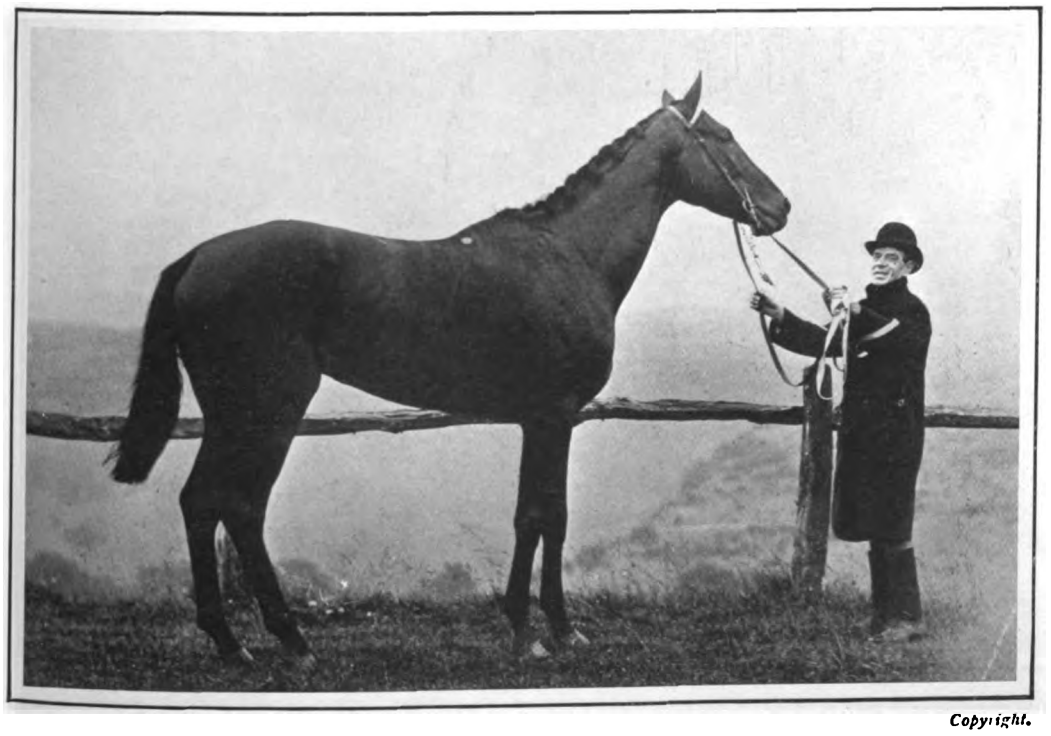
THE gathering in the Duke of Richmond's stately park, which was brought to a conclusion on Friday last, can hardly be said to have been on a par with the many successful meetings of the past which have earned for the Goodwood Week the well-deserved title of "Glorious Goodwood." It may be that the attractions of gate-money meetings, with their large sums of added money, are proving too strong for owners and trainers; it may be that modern race-goers are becoming too effeminate to face the necessary journey, although even if the racing itself is somewhat tame, they are rewarded by the prospect of some of the most beautiful and typically English scenery to be found in Merry England. But whatever the cause, the fact remains that both in the number of those present and in the quality of the racing at Goodwood there has been a marked decline in 1905. Of the horses who have met their engagements it can only be said that, with a few notable exceptions, they have been few in number and poor in quality. The field for the Stewards' Cup was the smallest since 1898, and, for some reason or other, the victory of Mr. Henning's Xeny was received in silence by spectators, backers, and bookmakers alike. The race itself does not call for very much comment. Mr. J. Buchanan's Santry might have bothered the winner a good deal, but had the misfortune to break a blood-vessel in the earlier stages of the race. Thrush, who finished second, ran exceedingly well, for 7-st. 12-lb. is a big weight for a three year old to carry in such a race, and he was giving 3-lb. to the winner (a year older than himself), and 11-lb. to the third horse, Polymelus, also a three-year old. Curtain Lecture, who was reported to have won an astonishing trial, is a mis-shapen sort of animal, and figured ignominiously in the race. The Craven Stakes fell to Pollion, now the property of Mr. Horatio Bottomley, who had evidently not allowed his horse to run unbacked, as he bought him in for 450 guineas, after which Sandboy, the property of Colonel Hall Walker, was offered for sale. The reserve of 1,500 guineas was soon passed, and a duel took place for his possession between Sir Ernest Cochrane and Mr. Imber, the latter of whom stayed the longest, and got him for 3,300 guineas, a price very far in excess of his value, to my way of thinking, but he might win the big French Hurdle Race, and he would certainly be able to tell the stable whether or no they have any chance of repeating their last year's victory in the Cesarewitch. The colours of Sandboy's new owner were to the fore on Brosy Lass in the West Dean Plate. The valuable Richmond Stakes went to Mr. W. B. Purefoy's good colt Lally, who won very easily from the Duke of Devonshire's colt by Marco out of Lady Villikins. Colonel Kincaid Smith's Kirkby won the Charlton Welter Handicap, and the Ham Stakes was credited to Lord Wolverton's beautifully-bred colt by St. Simon out of Perfect Dream.

W. A. Rouch.

THE WINNER OF THE STEWARDS' CUP AT GOODWOOD.
Mr. R. H. Henning's Xeny, by Pastisson—Conchita.

The second day of the meeting witnessed one of the most unexpected *contretemps* that ever occurred in racing, when Colonel Hall Walker's unbeaten colt, Black Arrow, with 20 to 1 laid on him, absolutely refused to take any part in the race for the Levant Stakes, which thereby became added to Lord Derby's list of recent successes. Those who bet must have been disagreeably surprised at the easy defeat of Saltpetre by His Majesty in the Goodwood Plate, for which Sandboy, Mr. Imber's purchase of the previous day, ran third.

Few people will retain pleasant memories of the Goodwood Cup Day of the present year. One could hardly imagine more depressing conditions of weather. The keenest enthusiast could not describe the sport as being anything but second-rate, and favourite after favourite went down, to the utter confusion of backers. Even the race for the Cup did not escape the note of disaster which dominated the day's proceedings, for Chatsworth, who it had been hoped would carry the Royal colours to victory, was found to be so shaken after his work the preceding morning that it was deemed inadvisable to run him, and the field for the big race was made up of the worst lot of horses that ever competed for the much-coveted trophy, which Red Robe, who has never previously earned a winning bracket, placed to the credit of Mr. A. James, who has now won four Goodwood Cups. Henry the First, who was giving 26lb. to the winner, was, in the opinion of the writer, unluckily beaten by three-quarters of a length. Uninsured ran well, and was only beaten out of a place in the last stride by Rydal Head. The rich Prince of Wales's Stakes of 2,200-sovs. was won very easily by Gorgos, who beat Medelstone and Anniversary II. in a style which fully confirmed the opinion of him expressed in these notes after the decision of the July Stakes. Major E Loder's Admirable Crichton, the half-brother to Pretty Polly, won the Rous Memorial Stakes of 1,065-sovs. by a short head, after an exciting race with Mr. Douglas Clarke's speedy filly, Sweet Mary; and if all goes well with them, the winner of this race, Black Arrow, and Lally may fight out some desperate battles in the great races of next year. CAURIRE.



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THE WINNER OF THE GOLD CUP.
Mr. James's Red Robe, by Royal Hampton—Charm.



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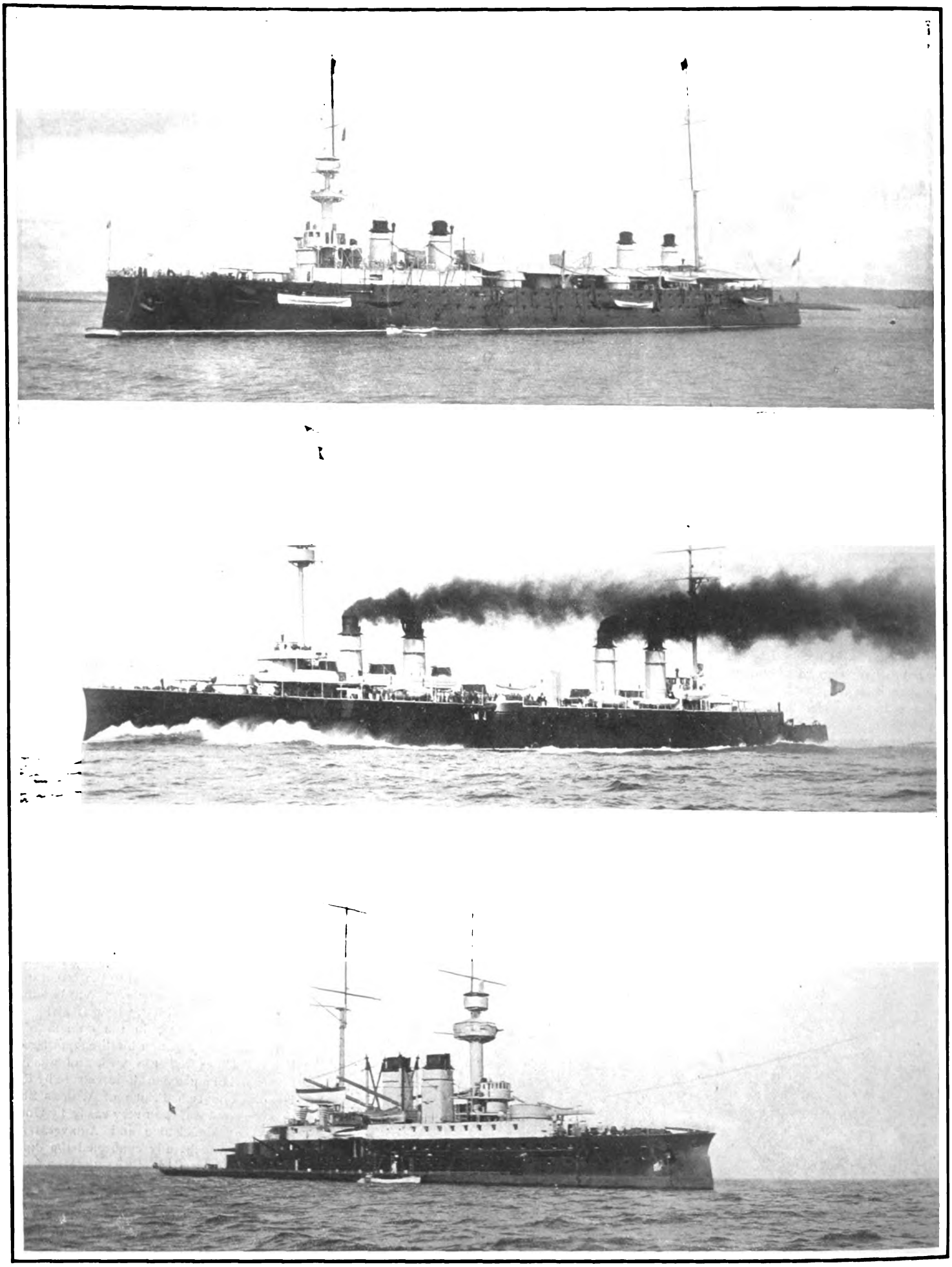
# THE VISIT OF THE FRENCH FLEET.



"LEON GAMBETTA," "AMIRAL AUBE," AND "HENRI IV." *Bourgault.*

(1) "Leon Gambetta," armoured cruiser, built at Brest, 1901. She displaces 12,550 tons, and has a maximum speed of 22 knots. (2) "Amiral Aube," armoured cruiser, built at St. Nazaire, 1900. She has three screws and four funnels in pair . Her biggest guns are 7·6-in., and she has five torpedo-tubes. (3) "Henri IV.," battle-ship, built at Cherbourg, 1899. She displaces 8,949 tons, and has a maximum speed of 17 knots. Her largest weapon is a 10·8 in gun.



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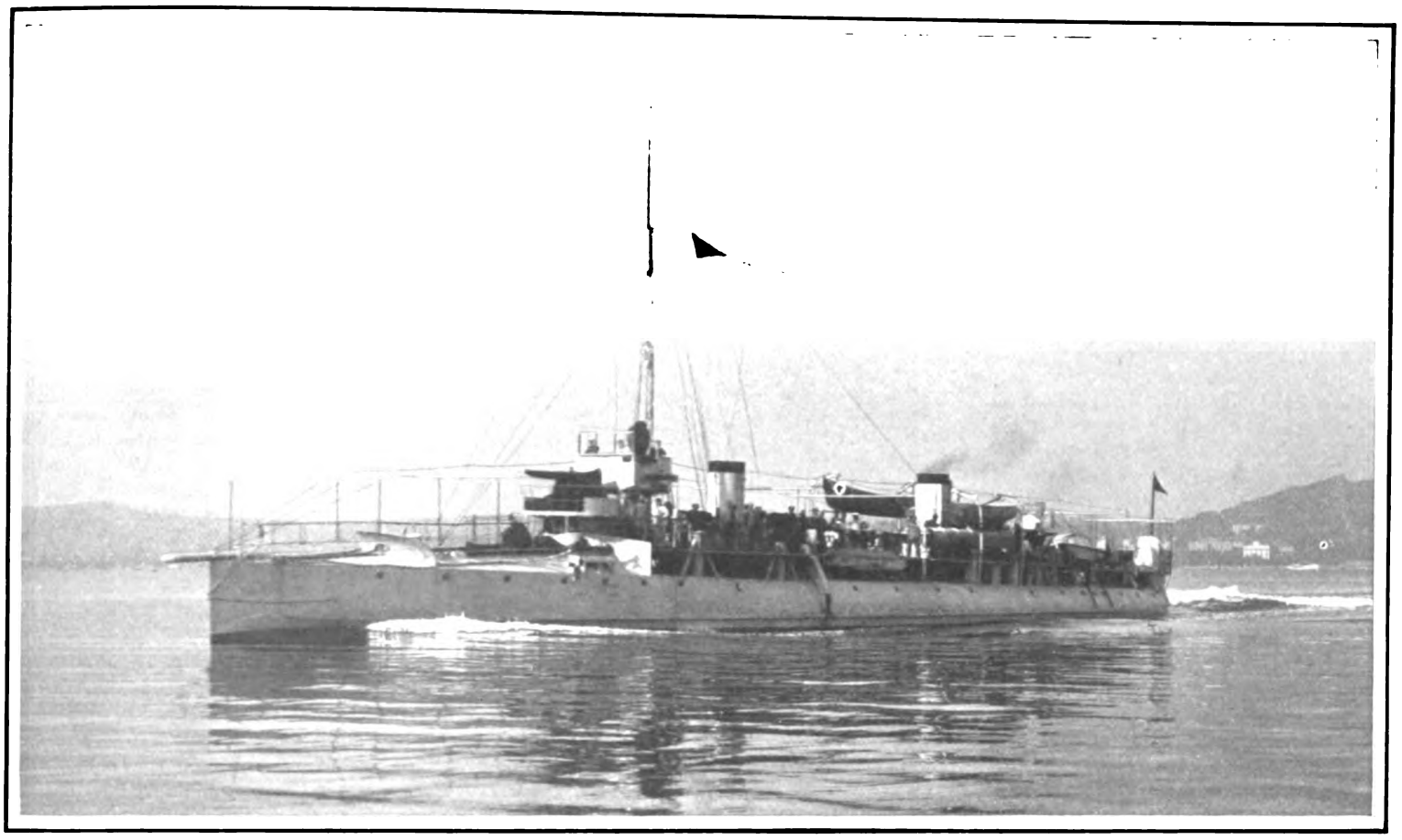
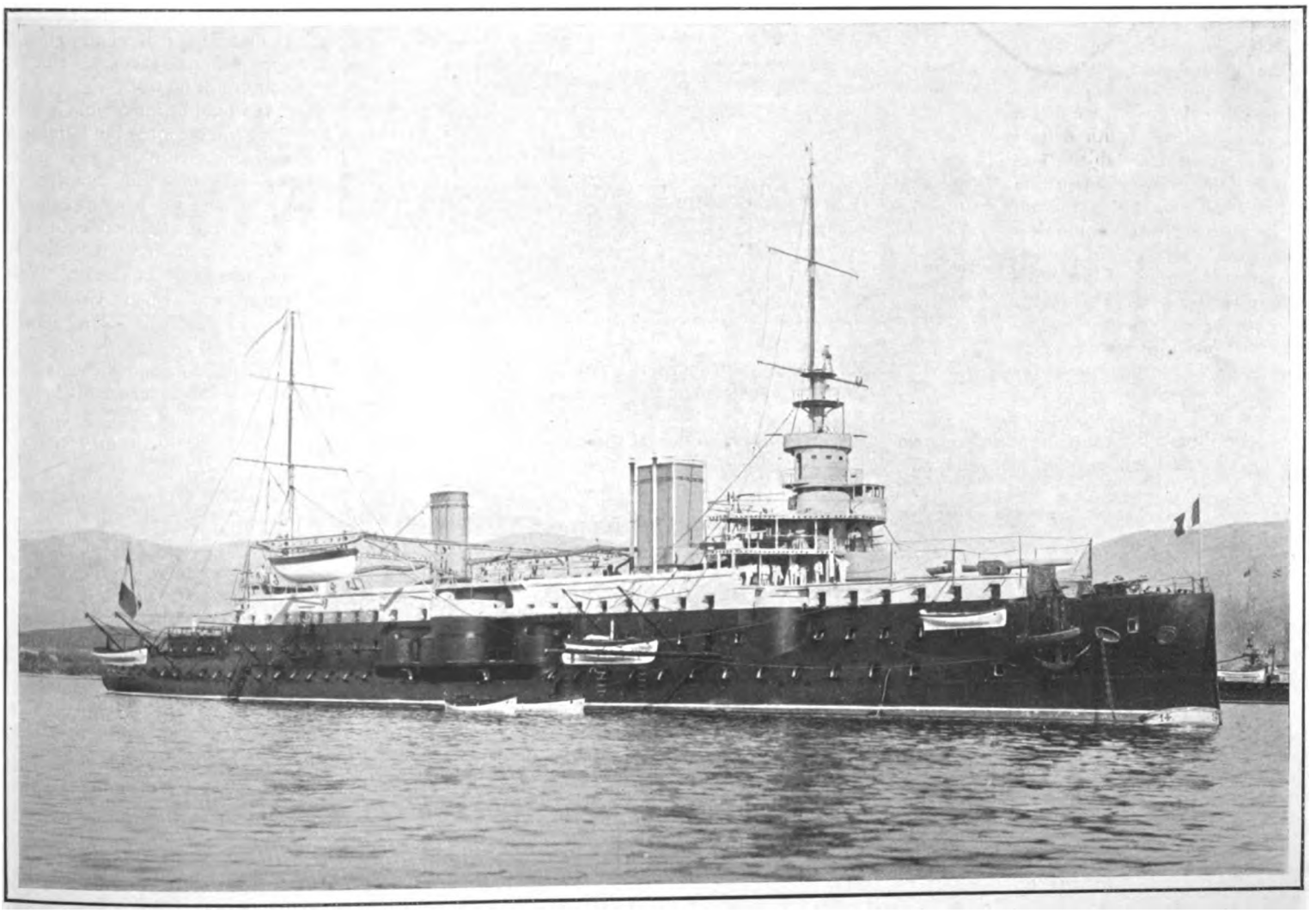
# THE VISIT OF THE FRENCH FLEET.



"BALISTE" *Bourgault.*

One of the six torpedo-boat destroyers with the Fleet. She is of the same type as the "Catapulte," "Bombarde," and "Flambe ge," who accompany her. Each has two torpedo-tubes, and a maximum speed of 28 knots.



"CARNOT" *Bourgault.*

Battle-ship. Built at Toulon, and launched in 1894. She has a displacement of 11,986 tons, and a maximum speed of 18 knots. Her armour belt is of Creusot steel, and her heaviest weapons are two 12-in. guns



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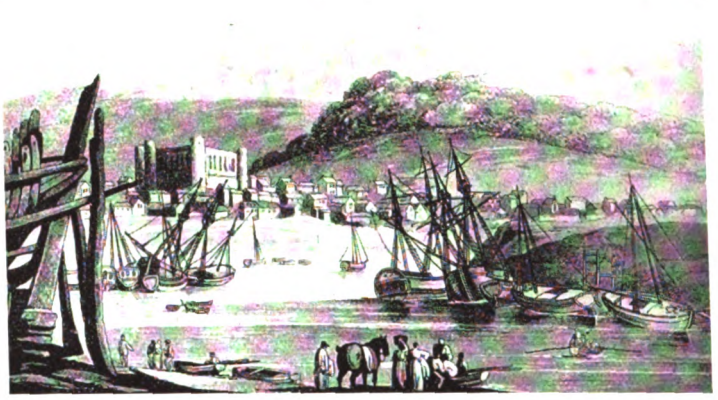
# THE COUNTRY OF THE CASTLES.

*("South Wales." Issued by the Great Western Railway. 2s. 6d.)*

IN the days when Newport and Cardiff, little villages of small commercial importance, but even then abounding in historical associations and quaint old-world traditions and observances, were three days' journey from London, one can quite understand that the Welsh tour was not an outstanding feature of the average Englishman's holiday programme. Picturesque though they may have been (and it is not certain that a later and more prosaic age does not view the old order of things in a somewhat too favourable light), the wonderful coaches and old-fashioned inns of our forefathers were not the most perfect of their kind, and it is doubtful if to-day we would care, if put to the test, to see the Mercury or Duke of Clarence coaches take the place of the comfortable railway trains by which we may be whirled in four hours (and even less) from London to the country of the castles.

Yet even in those days there were litterateurs who devoted their pens and their brains to depicting for less travelled people the beauties of what Mr. Edward Laws has called "Little Britain Beyond Wales." Richard Warner in his "Welsh Walks," and in a later day Mr. and Mrs. S. C. Hall in "The Book of South Wales," have given us graphic descriptions of Gowerland, and the Vale of Neath in the days when Tenby was still beyond railway reach, and coaches were fresh in the memory of all. And now in this twentieth century there is another writer, who, like the compilers of the other Great Western volumes, remains anonymous, who gives us, in "South Wales, the Country of Castles," a brilliant description of the natural and hand-made glories of the southern portion of the Principality. He has a pen which he drives with evident enthusiasm for his subject, and he brings, like those before him in the books we have referred to, keen insight into the requirements of the traveller, and an appreciation of the value of a guide-book as a work of reference to aid him in his compilation. When you have read his chapter on Fishguard and the invasion of 1797, you realise that it is not only a vivid descriptive writer, but an historian and a painstaking and methodical man of research, who has prepared this book. Starting out naturally from Newport and Cardiff, we have first an interesting chapter on the growth of these two towns in the past century. And though to-day they are centres of all that is most modern, they have their ancient landmarks in Caerleon of Arthurian fame, and Caerphilly, the ruined stronghold of the Despencers, as testimony to the glorious past.

DEVIL'S BRIDGE.
The Lower Falls, the gloomy splendour of which makes them compare with some of the waterfalls of Switzerland.



SWANSEA IN 1779.
From a sketch by Rowlandson.

Swansea, the headquarters of the Vale of Neath and Gowerland, boasts the somewhat curious distinction of having spelled its name in some eighty different ways, beginning with the version of Giraldus Cambrensis, the mediæval historian of Wales, who wrote it Sweynsei. In five centuries Swansea obtained twice as many charters, from Lords Marcher, from Kings, and from the Lord Protector, whose two charters are preserved in the archives of the town. From the Castle, which is to-day built round about and rather hidden from sight, there is a wonderful panoramic view over the town, and down towards the old-fashioned house wherein Beau Nash first saw the light.

From Swansea up through Tenby into the heart of the country of the castles—Carew, Pembroke, and Manorbier—is a wonderful country, rich in historical associations and varied and beautiful scenery, and all of it so well worth staying in that the visitor will have much ado to tear himself away. Pembrokeshire, we are told, contains at least eighteen castles and three episcopal palaces, to say nothing of Celtic, Roman, Danish, and other earthworks. The castles of Pembroke, Carew, and Manorbier may all be visited in the course of one day's drive, and by the aid of this wonderful book their history, or rather the main points of it, may be gleaned on the way thither, if the traveller have sufficient strength of mind to tear his eyes from the scenery. But it is doubtful if he will.

It would be impossible to follow the writer more fully into his wanderings through this interesting and beautiful country. On every page there is something to attract the attention both of the student and the tourist. But as he says of South Wales, those who once visit it will always return, so it may be said of his book, those who have once looked through it will often have occasion to refer to it, for information on some obscure point, either in history or topography.

TENBY CASTLE.
"Tenby of the King," once known as Dynbych-y-Pysgod, the Little Town of Fish, is one of the sunniest spots in the United Kingdom.

LITTLE TREFFGARNE
The birthplace of Owen Glyndwr, which is near Treffgarne Pass, the scene of the Welsh heroes' last stand against the enemy.



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# LITERARY NOTES.

MR. MURRAY has already found occasion to bring out a second edition of "The Book of the Spiritual Life," by the late Lady Dilke. What is the main interest of the book? Is it Lady Dilke's own writings, which form the latter half of it, instinct as they are with thought and spirituality; or is it Sir Charles Dilke's memoir of his wife, with which the book begins, and which appears to us one of the most skilful and artistic pieces of biography that have been written of late? Perhaps the attractions are equal. At any rate, there is no passing over Sir Charles's contribution to the volume. He had a good subject;

**Lady Dilke.**

a personality of great strength and charm, a lady of rare physical and mental beauty, with a fine mind, and a courage and dash that never left her. Everybody knows some version or other of the strange story of Miss Emilia Francis Strong's marriage, when she was still a young and high-spirited girl, to Mark Pattison, the famous scholar, the elderly and dry Rector of Lincoln College, Oxford. It has been, or has been said to be, the theme of at least two novels, George Eliot's "Middlemarch" and Miss Rhoda Broughton's "Belinda." Sir Charles Dilke makes no reference to the latter, and is not quite convincing in his statement that Dorothea Casaubon was not in any way drawn from Mrs. Pattison. As a critic of art and letters, Mrs. Pattison did good work for many papers; but it was right of Sir Charles Dilke to publish her original work, which won the highest admiration of Walter Pater, Mr. Watts-Dunton, and other good judges. All her life she was a friend of great minds, Ruskin, Watts, and others, and the publication of these writings shows that it was not alone her charm of manner that attracted them.

* * *

"THE CONFESSIONS OF LORD BYRON" (John Murray) will be, of course, indispensable to all Byron critics and collectors, but it is not likely to materially increase the popular love and admiration for the great Ishmael of the British Parnassus. Byron's letters to his half-sister about his mother are in execrable taste, and so are his denunciations of Keats—"Jack Keats, or Ketch, or whatever his names are." The poetic triangle with Scott at the apex and Rogers next is interesting, but the good people at Aldeburgh will assuredly grumble at there being no mention of Crabbe, although Byron certainly described him elsewhere in the oft-quoted line about "Nature's sternest painter—yet her best." If there is one man whom Byron consistently admired it was Edmund Kean.

**Byron's Letters.**

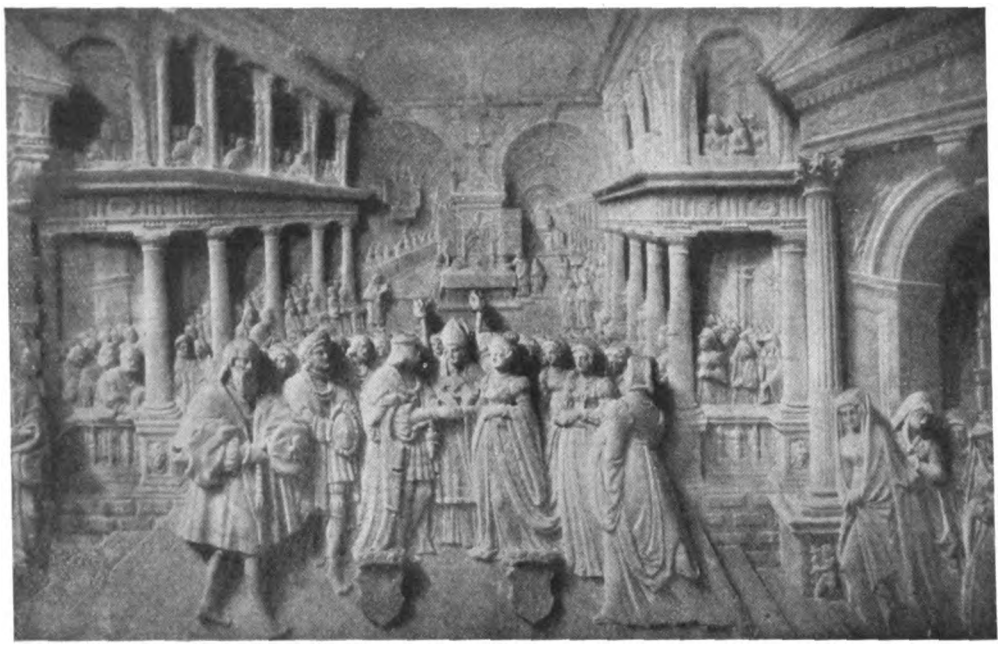
THOSE who intend to visit the Tyrol could not do better than first consult, besides the necessary "Baedeker" and "Murray," a book recently published by Messrs. Duckworth on "The Tyrol." The author is Mr. W. D. McCrackan, who has written before on Switzerland in a manner to recommend his new book to a large circle. It is a fascinating country that he describes, including not only the noblest of scenery, but such treasures of art as are to be found in Innsbruck, particularly in the Cathedral, and such history as that of the heroic defence of his mountain region by Andreas Hofer against Napoleon's armies. Mr. McCrackan's account of Hofer is particularly interesting. The Tyrol, too, was the home of two great Minnesingers, Walther von der Vogelweide and Oswald von Volkenstein. The excellent photographs with which Mr. McCrackan's book is illustrated whet the appetite to go and see the actuality of such beautiful country; and he is no less happy in dealing with works of art. We reproduce on this page a photograph of part of Maximilian's famous tomb at Innsbruck.

**The Tyrol.**

* * *

THERE are many problems before the United States; none so threatening or so important as that of the American negro. The dislike, the kind of shudder, which many of us feel in the presence of a negro, is intensified there into a great hatred among by far the larger class of white men. The negro is emerging from his incapacity, his childish backwardness, into intellectual power and self-control; he is increasing enormously in numbers and growing ever more ready and more fit to claim his fair share of the freedom and governance of his country; and, on the other hand, except for a few enlightened souls like President Roosevelt, both North and South are determined that he shall be held back in actual, if not nominal, bondage, disfranchised, and kept silent and subdued. How acutely the American negro feels his position may be gauged by two recent books, "The Souls of Black Folk," by Mr. W. E. Burghardt du Bois (Constable) and "Ethiopia in Exile," by Mr. B. Pullen-Burry (Unwin). Mr. du Bois is himself a negro, and the claims of his race are expressed in his book in an extraordinary outburst of aspiration, vivid and impassioned argument, humour, beauty, and poetical feeling. Mr. B. Pullen-Burry is an Englishman who has long studied the negro and his ways in Jamaica and elsewhere; and he, too, in his more matter-of-fact but still very interesting manner, tells the same story. Both books are worth reading and pondering over, both in England and America. Indeed, the circumstances of its origin and its own high merits make Mr. du Bois's book one of the most remarkable ever written.

**The American Negro.**



A MARBLE TABLET ON THE TOMB OF MAXIMILIAN IN INNSBRUCK.
(From Mr. W. D. McCrackan's book, "The Tyrol." Duckworth and Co.)

* * *

MR. J. G. COMMIN of Exeter, who has published some of the best Devonian literature (topographical and otherwise) which has appeared during the last decade, has just reproduced with great care and taste two contemporary tracts giving an account of an extraordinary storm which occurred at Widecombe on October 21 (Trafalgar Day by anticipation), 1638. They are well worth the attention of collectors in general and those of Devonshire out-of-the-way trifles in particular.

**A Storm on the Moor.**

* * *

THERE is little appearing just now in the book-world except novels; and of these the best of the season's output have already appeared. But Mr. John Long is wisely taking care that holiday-makers shall have reading that is not too lofty or too difficult, but still interesting enough to pass the time. We have before us quite a number of those red-bound books of his: "The Maid of the River," by Mrs. Campbell Praed, which is written with all that favourite author's ability, and tells of an Australian girl and her two lovers; "St. Elizabeth of London," by "Lucas Cleeve," which contains a clever study of a modern saint, a beautiful girl married to a rich man who is anything but a saint; "His Mascot," by L. T. Meade, a good story of a theft of a ring, suspicion and rehabilitation, but not quite up to the writer's usual mark; and "The Soul of a Villain," by Mrs. Hughes-Gibb, which contains a powerful study of a mother's love, which will stoop to any baseness for the sake of saving a loved child from misery.

**Novels.**

* * *

ANOTHER from the same publisher is "Children of Earth," a story in which Mr. Sidney Paternoster starts well, but rather sacrifices his point to his desire to excite as he goes on. It tells of a country labourer and his daughter who come to London with disastrous results for both. Then there is, of course, the already much-talked-of novel of High Church *versus* Low Church, by Mr. Guy Thorne, called "A Lost Cause." Bishops, priests, and deacons will no doubt praise or ban this book into notoriety; to us it appears a very crude and childish performance, which will harm the very cause it purports to defend—if such a book can affect men's minds at all—by absurd over-statement of its case. Mr. Thorne's Protestant champions are such vulgar impostors that the victory of High Church is a foregone conclusion. The bottom is knocked out of the intrigue, and one is left reflecting on Mr. Thorne's lack of grammar and good taste. Other novels just issued by Mr. Long are "Alton of Somasco," by Mr. Harold Bindloss, "The White Lady," by Miss May Crommelin, and "The Harvest of Love," by Mr. C. Ranger-Gull. These we hope to examine later, but it is clear that there is no lack this summer of the kind of reading that goes well with a deck-chair on the sands.

**More Novels.**

---

## *BOOKS TO READ.*

The Scenery of London. Painted by Herbert Marshall; described by G. E. Mitton. (Black.)
London to the Nore. Painted and described by W. L. and Mrs. Wyllie. (Black.)
An Eye-witness in Manchuria, by Lord Brooke. (Nash.)
Some Famous Women of Wit and Beauty, by John Fyvie. (Constable.)
James Macpherson: An Episode in Literature, by J. S. Smart. (Nutt.)
A Jay of Italy, by Bernard Capes. (Methuen.)
The Parish Nurse, by May E. Mann. (Methuen.)
Hugh Rendal, by Lionel Portman. (Alston Rivers.)
Children of Earth, by Sidney Paternoster. (Long.)
The Vegetable Garden. (Murray.)
Country Cottages: How to Build, Buy, and Fit them up, by "Home Counties." (Heinemann.)
Arachnia, by James Robertson. (Macmillan.)
Shrewsbury, by Thomas Auden. (Methuen's Ancient Cities.)



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and picturesque. Here are lakes of great size and depth—canyons that surpass the greatest of other lands—dense forests with a tropical profusion of ferns and flowers—innumerable waterfalls—monoliths of granite many thousands of feet in height—glaciers, snowfields, and the peerless Sounds, with their 400 miles of inside sailing distance.

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Large Mail Steamers with every modern comfort and convenience leave Great Britain for New Zealand fortnightly. Duration of direct journey, 40 days; via Suez and Australia, 44 days; via Canada, 32 days; via San Francisco, 28 days.

The best time to visit New Zealand is during the summer months, from November to April.

ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS. Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer Fares, Settlement Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

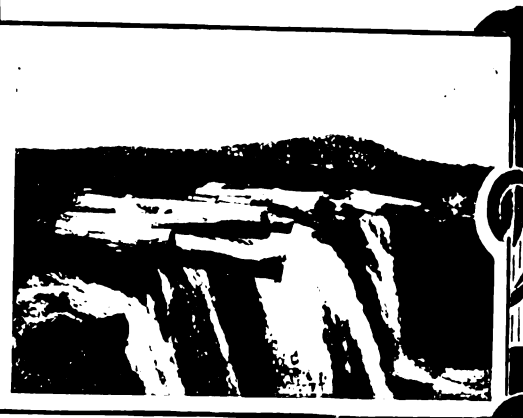
Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

HAULING KAURI LOGS THROUGH BUSH, KAURI FOREST, NORTH AUCKLAND.

FELLING KAURI TREE, NORTH AUCKLAND, KAURI FOREST.



WAIRUA FALLS, WAIRUA RIVER, NORTH AUCKLAND.

The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

The LAKES of New Zealand are most pleasing in their charm of colour, contour and environment. Rotorua, Rotoiti, Taupo, and Waikaremoana in the North Island; Manapouri, Wakatipu, Te Anau, Wanaka, Kanieri and Mahinapua in the South Island are the most notable. The Lakes of the South Island are surrounded by mountain scenery of singular beauty and magnificence. Steamers and Power Launches. Good Hotels.

The WEST COAST FIORDLAND is indescribably wild

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HOT SPRINGS AND SANATORIUM HOTEL.

**One of the finest Health Resorts in the Thermal District.**

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**CLIMATE.**—Beautifully clear and bracing atmosphere, charming surroundings.

**SPORT.**—The Streams in the hotel grounds are exceedingly well-stocked with Trout. Plenty of Game, viz: Pheasants, Virginian Quail, Wild Duck, Hares, and Deer. **Lawn Tennis, Golf, and Croquet.**

The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

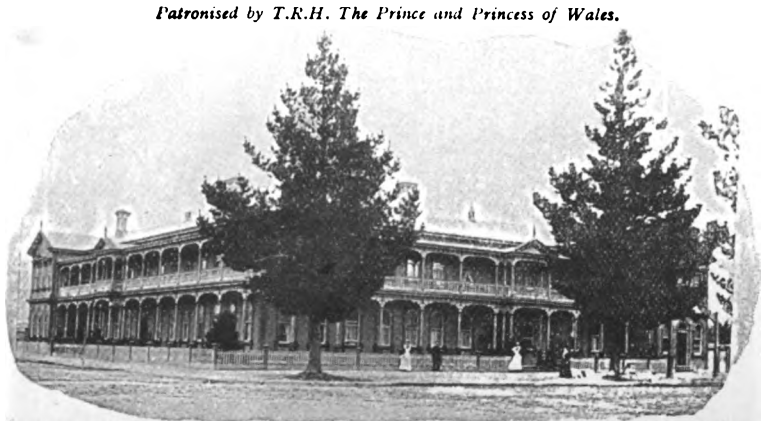
**T. MARTIN,**
**Manager.**

## NEW ZEALAND.

## THE GRAND HOTEL, ROTORUA.

**Situated in the Centre of the Hot Lakes District.**

*Patronised by T.R.H. The Prince and Princess of Wales.*



**THE HOTEL** is in the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

**W. J. LEES, Manager.**

## THE GEYSER HOTEL,

**WHAKAREWAREWA, ROTORUA.**

**Situated** in close proximity to the **wonderful Geysers** and **Maori Settlement.**

**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged

**CHAS. E. NELSON, Proprietor.**



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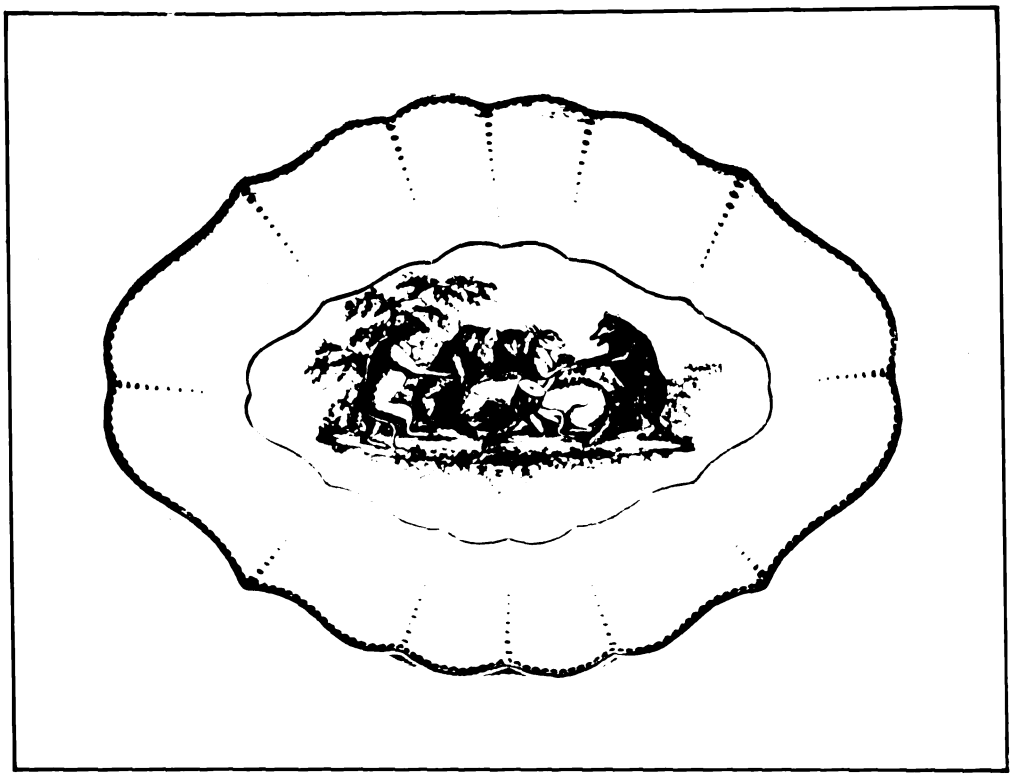
# Leaves from a Collector's Note-book.

No. LIII.—*THE EVOLUTION OF WORCESTER CHINA.—ITS LITERATURE AND MUSEUM.*

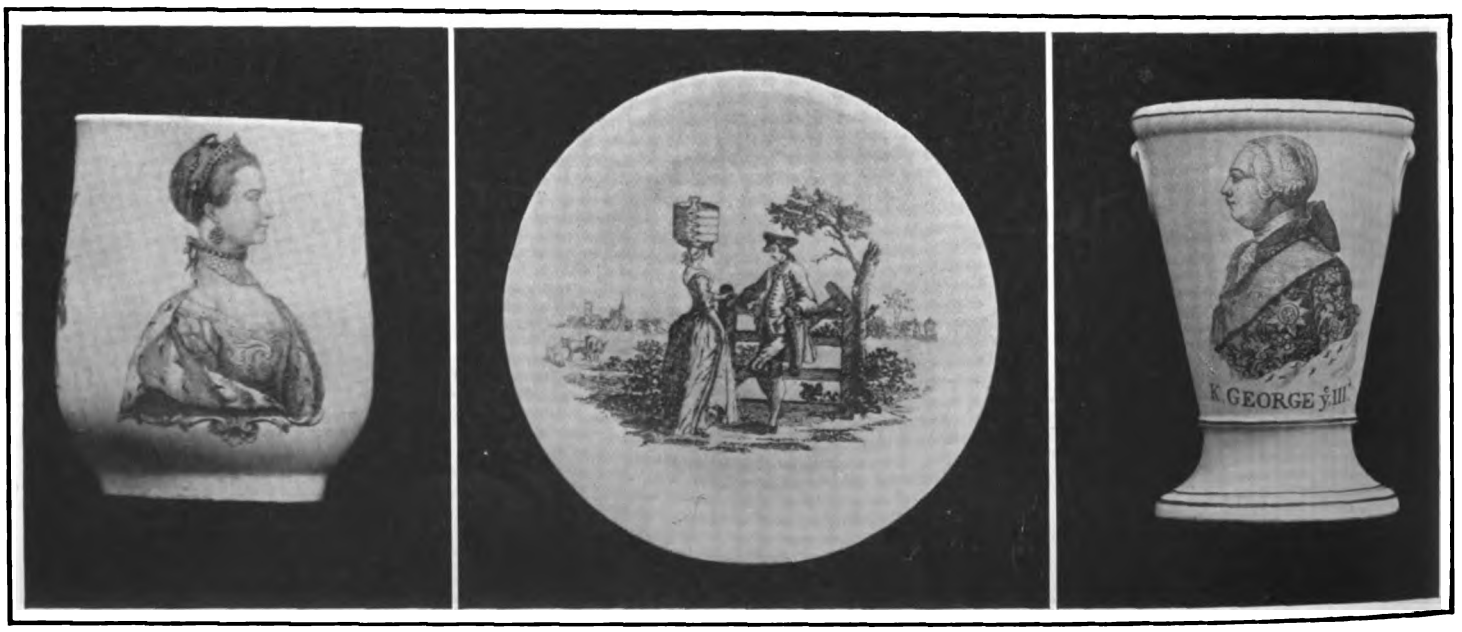


A WORCESTER CHINA DISH.
One of a service ornamented with charming illustrations of "Æsop's Fables." In the collection of Miss Woollan of Brook Street.

THE progress made in the manufacture of Worcester porcelain during the first half century of the existence of the works is well illustrated by the reproduction of the "Æsop" dish, the painting of which was executed by Giles, one of the ablest artists ever employed by the proprietors. From the very first the engagement of skilled draughtsmen became a cherished tradition of the successors of Dr. Wall, who was himself associated with such men as Frank Hayman and Grignon. Although Mr. Mayer claims for Liverpool the credit of the first discovery of the art of transfer printing as exemplified in various examples of the use of Masonic emblems for decorative purposes, Marryat, as well as Brongniart, unhesitatingly give the credit for it to Dr. Wall, whose splendid services as the pioneer of the most important developments ever effected in the potter's art are entirely ignored by his semi-official biographer. "The idea of printing upon porcelain, in order to avoid the trouble and difficulty of reproducing the Oriental and other pattern then in vogue," writes the former, "appears to have originated with Dr. Wall, who was skilled in printing. To him, therefore, is generally assigned the ingenious method of transferring printed patterns to biscuit-ware, which is now universally practised."

The Masonic cups and jugs made at Worcester are exceptionally fine, and it would be interesting to know if Dr. Wall belonged to any of the Military or other Lodges of Freemasons which seem to have flourished in that city prior to his death—roughly speaking, between 1745 and 1775. The plate now illustrated is typical of some of the best work done under Dr. Wall's ægis. Whereas the kilns and "throwing-rooms" of Bow, Chelsea, and Swansea have disappeared, while those of the once far-famed factory of Nantgarw are utilised for the making of drain-pipes, the collection of early productions preserved at Worcester is the finest in the world. It will—looked after and constantly augmented as it now is by Mr. George Haywood—keep green the memory of its first creator, Mr. R. W. Binns, the zealous and erudite historian of the Royal Porcelain Works, for all time. It is now carefully classified according to the various epochs which mark the gradual progress of Worcester "potting" (to borrow Mr. Binns's own phrase) from 1750 down to 1905. First comes 1751–1783, Dr. Wall; and then 1783–1846, Flight and Barr; 1786–1851, the Royal China Works under Grainger; 1852–1862, under Kerr and Binns; and finally, 1862–1905, the Worcester Royal Porcelain Company, Limited. In the vestibule the intelligent face of Dr. Wall looks down on a glass case, which may be described as the "pillory." It is wholly given up to condemned and ascertained specimens of fraudulent imitation, many of which have been delivered to their present possessors by the decision of Courts of Law. If imitation really is the sincerest form of flattery, the potters of Worcester from 1750 to 1900 have indeed been flattered with a vengeance. Some of these counterfeit pieces are almost incapable of identification except by experts like Mr. Haywood. Amongst the offenders against the elementary principles of commercial morality are potters of French, German, Bohemian, Prussian, Austrian, and (sad to relate) Japanese nationality. The early marks have also been carefully copied both at Derby and in Staffordshire. Americans are wont to purchase the commoner blue and white specimens of Worcester (duly marked, of course), and then increase their value and avoid the payment of duty on a higher scale, but super-adding gold and more elaborate ornamentation in colours on the other side of the Atlantic.

B.




EARLY WORCESTER CHINA-WARE.
(1) Early portrait of Queen Charlotte on a Worcester mug, made before her visit to the factory. (2) Early Worcester plate, ornamented with milkmaid subject about 17[illegible]. (3) King George III. portrayed on a Worcester vase made between 1760-70.



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# THE KING'S COLLECTORS' REGISTER.

For Spaces in the Register apply to "THE EDITOR."

## WANTED.

### AUTOGRAPHS AND LETTERS.

Wanted, Autograph Letters of Theatrical People, especially Quin, George Colman the younger, and Miss Farren.—825, THE KING'S EXCHANGE.

William Bodham Donne, any good autograph letters.—826, THE KING'S EXCHANGE.

### BOOKS.

Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

Freemasonry, Constitutions of. 4to, 1784; in boards preferred. £1 10s. offered.—174, THE KING'S EXCHANGE.

Jest Books relating to Napoleonic Wars with coloured caricatures of Buonaparte. 10s. 6d. each offered.—175, THE KING'S EXCHANGE.

The Vocal Magazine. Vol. II, 1778. 10s. offered.—176, THE KING'S EXCHANGE.

Boxiana. Vols. IV. and V. In perfect condition, with plates. 50s. offered.—177, THE KING'S EXCHANGE.

Any book or pamphlet relating to the art of colour pictures on glass, 1750-1805. 5s. offered.—178, THE KING'S EXCHANGE.

### CHINA, GLASS, EARTHENWARE.

Early Doulton Pottery. Also any Pamphlets relating to the firm.—525, THE KING'S EXCHANGE.

## WANTED.

### TAPESTRY, FURNITURE, Etc.

Carved Chippendale Bureau Bookcase.—412, THE KING'S EXCHANGE.

### PRINTS, ETCHINGS, Etc.

Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co., London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

Good Impressions with good margins of engravings of old London, especially Covent Garden, the Temple, the Strand, Lincoln's Inn.—249, THE KING'S EXCHANGE.

Boxing. Small old Portraits Cribb and Molyneux.—255, THE KING'S EXCHANGE.

Good specimen of Baxter prints with a short biography of Baxter.—257, THE KING'S EXCHANGE.

Picturesque views of Dorsetshire (coloured), 4to, published by Love, Weymouth, about 1800. £1 10s. offered.—258, THE KING'S EXCHANGE.

Rare colour portraits of Nelson.—260, THE KING'S EXCHANGE.

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### MISCELLANEOUS.

Bristol Theatre. Old playbills, 1855-57, with name of Marie Wilton (Lady Bancroft) in cast.—748, THE KING'S EXCHANGE.

Book Plates—Naval, Masonic, Bath, Dorset.—749, THE KING'S EXCHANGE.

Fan papers relating to Nelson or Buonaparte, 1795-1815. Liberal offer.—751, THE KING'S EXCHANGE.

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Scrap Book containing almost complete collection of theatrical notices from 1850 to 1865 In good condition.—132A, THE KING'S EXCHANGE.

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Ten Battersea Boxes with portraits. What offers.—522, THE KING'S EXCHANGE.

Set of Champagne Glasses, beautifully cut.—523, THE KING'S EXCHANGE.

### MISCELLANEOUS.

Small Library, theatrical, naval, topographical principally. Would disperse or sell *en bloc*.—747A, THE KING'S EXCHANGE.

### TAPESTRY.

Venetian Chair, XVIIIth Century.—409A, THE KING'S EXCHANGE.



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# Motoring Notes.

CONSIDERABLE interest was evinced in the series of trials for motor-boats which took place off the Isle of Wight and in Southampton Water last week. In the Eliminating Trials for the British International Cup, to be held in the beautiful Bay of Arcachon on September 11, the following vessels were entered: "Competitor" (Lieutenant Mansfield Cumming), "Napier" (Lord Howard de Walden), "Napier II." (Mr. L. de Rothschild and the Hon. John Scott Montagu), "Brooke I." (Mr. Mawdsley Brooke and Captain Corbet), and "Hutton II." (Mr. J. E. Hutton). At the signal "Competitor," formerly the old "Napier Minor," but now engined with a Siddeley motor, was the first to get away, and was followed some two minutes later by "Napier." The latter was doomed to misfortune almost from the start. Scarcely had she travelled any distance when, through her steering gear going wrong, she came into collision with a yacht, and with damaged bows was forced to retire. "Brooke I." followed close on the heels of "Napier," and was actually leading by a lap before "Napier II." had fairly started. The course measured 35 miles, to complete which seven rounds had to be made. Bembridge and Sea View were crowded with visitors, who were rewarded with some first-rate sport. "Brooke I." completed her first round in just a trifle under 18-min., while "Competitor" covered the same distance in under 15-min. "Napier II." made a splendid start, and quickly made up lost ground, finishing her first lap 300-yds. ahead of "Brooke I.," who was still leading by a lap. But soon after entering her second lap it was seen that "Napier II." was labouring under difficulties, and her speed became slower and slower, finally stopping. After some slight adjustment, "Napier II.," which ultimately proved the victor, started with renewed vigour, and for the remainder of the race ran with great regularity. "Brooke I." and "Competitor" both came to a stop in the fifth round, the former, it was ascertained, having shipped a good deal of water, while the latter had a hot bearing. Thus "Napier II." finished alone, having completed her seven rounds in 2-hr. 5-min. 27-sec. As a matter of fact, her net running time was only 1-hr. 47-min. 24-sec.; but, unfortunately, her delay at the start is taken into account in the official return.

* * *

An event which excited an equal, if not greater, amount of interest on the part of the public was the Motor-Yacht Club's Reliability Trials for motor-boats, which, like last year, were spread over two days The second day's trials were, however, abandoned early in the day, owing to adverse weather conditions. There was a large and representative entry list for this important event, including twenty-six British, one American, one Italian, and one Dutch boat. Five out of the seven classes were represented, including the following:

Class II. (yachts' launches not exceeding 20-ft. over all).—6-h.p. Dean and Burden, 6-h.p. Thornycroft, and 5-h.p. Chard.

Class III. (yachts' launches up to 25-ft.).—30-h.p. Blake, 12-h.p. Thornycroft, 12-h.p. Blake, 7-h.p. Fay and Bowen, 11-h.p. Simpson-Strickland, two 6-h.p. De Dions, 16-h.p. Scott Stirling, and 14-h.p. Vosper.

Class IV. (yachts' launches up to 30-ft.).—10-h.p. Lozier, 16-h.p. Simpson-Strickland, 24-h.p. Thornycroft, 40-h.p. Mawdslay, 14-h.p. Chard, 14-h.p. Parsons, Viscount Royston's 24-h.p. Napier, 24-h.p. Legros and Knowles, 24-h.p. Delahaye, and 40-h.p. Fiat.

Class VI. (unrestricted vessels, exceeding 25-ft.).—20-h.p. Dixon Brothers and Hutchinson, 12 h.p Dean and Burden, Lord Howard de Walden's 80-h.p. Napier, 28-h.p. Daimler, 12-h.p. Collis, and 16-h.p. Wolseley.

Class VII. (sea-going motor-yachts). — 12-h.p. Standard, 24-h.p. Napier, 12-h.p. Goldkoop, 75-h.p. Thornycroft, and a Thornycroft using "producer" gas.

The rules of the competition require the boats to run continuously for two days of ten hours each. Any stoppage involves loss of marks according to the duration of each stop. The principal course was nine knots round in Southampton Water. There was also an open course of fifteen knots in the Solent. The majority of the boats were entered for both courses. The idea in having an open course in addition to a sheltered one was to afford owners an opportunity of testing the seaworthiness of their vessels—a point, by the way, on which the public generally are grossly misinformed. The first day's trials produced capital sport. The 80-h.p. Napier, on the sheltered course, with only one stop of eight minutes spent in cleaning a plug, made the splendid average of 21·4 miles an hour for the ten hours. Of the thirty-four starters thirty-one finished. The 40-h.p. Fiat was, unfortunately, disqualified, owing to her late arrival. The stoppages were trifling, the longest being made by the 75-h.p. Thornycroft, which was delayed three hours with a choked supply pipe.

* * *

Those who looked forward to the second and concluding day of the trials were doomed to disappointment, for the brilliant sunshine of the previous day had given place to pouring rain and high winds. The sea outside the docks was so rough that several of the boats would not venture out, while others were forced to put back before the mark-boat was reached. The 75 h.p. Thornycroft was only got into dock after the greatest difficulty. Twice she was nearly smashed against the jetties. Practically all the boats reached the dock without any serious mishap, and shortly after the luncheon hour the committee declared the trial ended. The awards will probably, therefore, be made on fifteen hours' running instead of twenty.

Bassano.

MISS ALICE CRAWFORD ON A 12-H.P. GLADIATOR.



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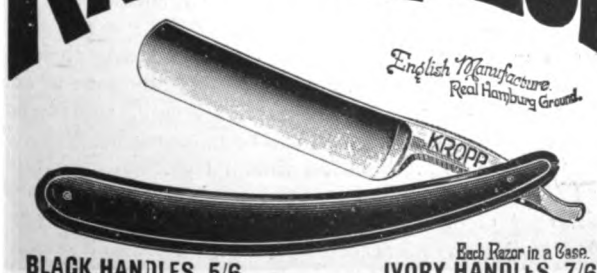


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# Fashions of To-day & To-morrow.

LONDON has undergone a complete transformation. It is fairly full, it is true, but all the well-known faces are missing from their usual haunts. Eager young country cousins, with their keen appreciation of everything that means London, parade the streets and parks, and haunt the principal shops, which are decked out to attract their August public.

I hear of some charming dinner-gowns for house-parties. One that was made for a well-known lady of title, by a Dover Street house, was of lovely silver tissue, over the palest of blue taffetas, made en princesse, perfectly simple, but exquisite in cut and material. The low bodice had a garland of tiny blue china roses outlining the décolletage, and forming the sleeve. This gown could only be worn by a perfectly-proportioned woman, for it showed to perfection every line and curve of the graceful figure for whom it was built. Sequins and pearls are being much used for evening dresses just now. Our illustration shews an elegant gown in pearl embroidery over white, at Mme. Paula's in Regent Street, who has some beautiful French models. There you can also find all the newest day gowns and blouses of all descriptions. Evening cloaks are also to be had in every variety.

A CHARMING PEARL EMBROIDERED GOWN.
(Mme. Paula, Regent Street, W.)

The modes at present point to soft clinging garments, and under these circumstances it is more necessary than ever that all underwear should fit perfectly, so that no cumbersome fulness should spoil the perfect lines. Combinations of cache-corsets and petticoats are absolutely essential to the fit of a princesse robe. Unfortunately, it is not a fashion that will become universal, as there are few people who can afford to wear these gowns, unless their lines are perfectly correct. Art in these days can do a great deal to assist us in many ways, but it requires genius to hide any defect in a princesse gown. The Directoire will replace this mode for those who cannot indulge in the former style.

For the moors, there are some pretty heather tweeds, both in plain colours and in check mixtures. Shamrock green and golden brown are also favourite shades this season. For country house-parties, white cloth and serge trimmed with touches of bright scarlet will be much seen for mornings.

The new shell Japanese sunshades, both plain and hand-painted, are very novel. Some are beautifully designed, and in lovely shades of colour. A white one, with delicate wistaria sprays, and soft green tendrils, was very tempting. Some are also carried out in this new shape in delicate lace fabrics.

Messrs. Charles Lee and Son of Wigmore Street have some very charming blouses, also some inexpensive linen costumes, in several shades. Alpaca mohair coats and skirts will be found most useful for country and seaside wear, and there are some original shapes in these materials there at most moderate prices.

Those who have not yet left town should pay a last visit to Messrs. Robinson and Cleaver of Regent Street, where they will find many articles for household purposes. Their table linen and bed linen are of the very best, and all of Irish manufacture.

At the seaside, those who really bathe in the sea should be very careful of their skin, as the salt water is apt to make it rough, and in some cases causes a rash. There are so many preparations advocated for prevention of this roughness that it is difficult to select any one remedy in preference to another; but from those I have seen, Mrs. Pomeroy's preparations and skin foods are really excellent, and keep the skin beautifully soft, no matter what the weather may be.

Large hats are prevalent just now, and will doubtless be worn much larger still in the early autumn. I also hear that in furs seal-skins are to be the most fashionable of all furs, and those who can secure them now at a reasonable figure would do well not to lose the opportunity of obtaining them at summer prices. Also the flat furs will be much worn, such as beaver and ermine.

Messrs. Debenham and Freebody have an enormous variety in these, and their capital freezing stores for the preservation of them enable them to keep a larger stock than any other house. Thus they can also sell at more moderate prices than others, for they naturally can buy at the cheapest seasons, and with their storage capacities can give their customers all the advantages accruing therefrom. Entire fur coats, three-quarter length, with collar and deep trimmings of contrasting furs, will be much seen.

Those who are fond of cocoa should try Allen and Hanbury's Peptonised Cocoa, especially beneficial to elderly people, as it is so wonderfully easy of digestion. During the warm weather you want plenty of nourishment, and according to some of the dull season arguments in the daily papers, we all take too much solid food. R. D.

*(From a photograph specially taken for this paper by Lemeilleur and Co.)*



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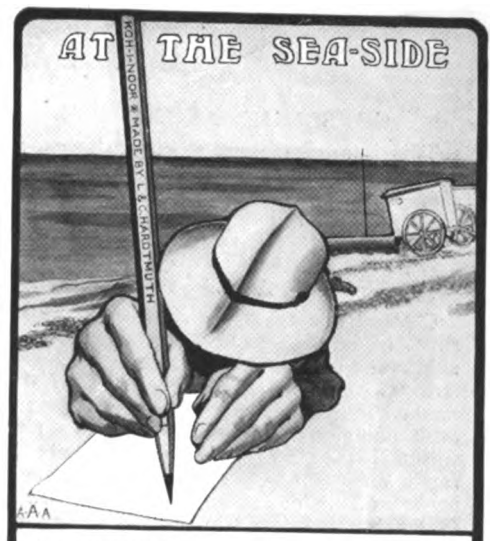


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# THE KING'S MENU.

## CONSOMME ANDALOUSE.

This is a clear beef stock garnished with julienne strips of cooked cucumber and dice shapes of tomato custard, or the ordinary royal custard tinted pink with a little liquid colouring.

## TRUITES A LA MIRABEAU.

Cleanse and scale the required number of small trout, gash them diagonally across the sides, then broil them over a clear fire on oiled straws, like mullet, and serve with Mirabeau Sauce. For this stir together over the fire three tablespoonfuls each of rich brown sauce (made with fish stock) and the Escoffier White Tarragon Vinegar, together with a pinch of castor sugar and an ounce and a-half of fish glaze (made by boiling down to a glue-like consistency good well-flavoured brown fish stock). As soon as these are very hot, but not quite boiling, lift the pan off the fire and stir into the sauce by degrees three ounces of fresh butter broken up into tiny bits. letting each bit dissolve before the next is added, and stirring steadily all the time. Add a little coralline pepper, finely-minced green tarragon and parsley, and serve at once. This sauce must only be made just before it is wanted, as it must on no account be put back on the fire after the butter is added to it or wait after this, else it will be greasy and spoilt. It is best to stand the saucepan containing it in an outer pan of boiling water while adding the butter. This sauce is delicious with any broiled fish.

## ESCALOPES DE LIEVRE AUX CERISES.

Remove the fillets on either side the backbone of a nice hare, wrap them in buttered paper, and put aside in a cool place till wanted. Remove the flesh from the rest of the hare and mince and pound this. Meantime put on the bones, broken up, with a couple of onions, a carrot and turnip, a good bunch of herbs, two or three cloves and peppercorns, and a bit of celery seed tied up in muslin, and cover with about a quart of second stock or water, and simmer altogether till you have about a pint and a-half of good stock left. Now with three gills or so of this make some good thick velouté sauce, boiling it down well, after adding two ounces of white roux to the stock, till you have about half a pint of the sauce. Take equal quantities of this and the pounded and sieved flesh of the hare, fill a buttered border mould with the mixture, and steam or poach it. Meanwhile slice down the fillets of the hare, bat them out and trim evenly, then cook them in a well-buttered pan with a little red wine and stock, covering them with a buttered paper in the oven in the usual way. Have ready when they and the moulded border are done some sauce made with two ounces of brown roux, half a pint of the hare stock, two tablespoonfuls of port wine, one of red currant jelly, and a small teaspoonful of Lemco. The stock, Lemco, and roux are first boiled for ten minutes together and then tammied, after which the wine and red currant jelly are added. Some dried cherries, three or four for each fillet, are then added to the sauce and heated through. Now turn out the border mould, arrange the escalopes of hare neatly on this, fill up the centre with any nice garnish to taste, such as carefully-cooked French beans or mushrooms, pour the cherry sauce round, and serve very hot. If time is an object the border could obviously be of mashed potatoes, the meat from the carcase of the hare being used for a pie, matelotte, etc. With to-day's menu the garnish had better be of French beans, as mushrooms should be used for the casserole of sweetbread, so should not appear elsewhere in the menu.

### AN AUGUST DINNER.

CONSOMME ANDALOUSE.

TRUITES A LA MIRABEAU.

ESCALOPES DE LIEVRE AUX CERISES.

RIS DE VEAU EN CASSEROLE.

GROUSE ROTIS.

SALADE ROMAINE.

CHARLOTTE DE GROSEILLE ROUGE GLACE.

RISSOLETTES D'ANCHOIS.

## RIS DE VEAU EN CASSEROLE.

Thoroughly soak the sweetbreads in cold salted water till free from blood, then blanch them and put to press between two plates till cold. They are then wrapped in thin slices of fat bacon, then in buttered paper, and stewed gently for an hour or so in good white stock, putting them on a bed of sliced carrot and onion, with a good bunch of herbs and a blade of celery, or a bit of the seed when this is not available. A little more stock must be added as that in the pan evaporates. When the sweetbreads are done the paper and bacon are removed, the sweetbreads sliced down and put into the casserole (either one large or one for each person) they are to be served in, together with sufficient rich white sauce, supréme or allemande, to cover them, and also some button mushrooms, previously cooked in a little white stock, white wine, and butter.

## GROUSE.

These should be wrapped in sliced bacon, covered with buttered paper, and roasted, if possible before an open fire. Baste frequently with butter, and for the last few minutes remove the wrappings to brown the birds. Serve accompanied by fried bread-crumbs, bread sauce, gravy, and a lettuce salad.

CHARLOTTE DE GROSEILLE ROUGE GLACE.

*(Specially prepared and photographed for this paper.)*

## CHARLOTTE DE GROSEILLE ROUGE GLACE.

The iced charlotte is a very pretty way of serving ices, and the outline recipe can be varied indefinitely by altering not only the ice used for the filling, but the biscuits, wafers, or slices of more or less rich cake used for lining the charlotte mould. The simplest plan is to line the usual plain mould with a strip of oiled paper, then press all round it sponge fingers, trimmed if necessary to make them fit the mould, making these adhere together with royal icing, boiled sugar, or white of egg mixed with icing sugar. Let this lining stand in the mould till the icing, etc., is quite dry, then turn out very carefully and fill this biscuit case with any ice to taste, either moulded to fit this case, as in to-day's illustration, or else piled up rockily in the case. The ice chosen to-day is a red currant cream ice moulded. For it draw down the juice as for jelly-making (or the ready bottled juice can of course be used), and when it is cool add half a pint of this juice to every pint and a-half of custard or whipped cream, sweetening it to taste. The mixture is then frozen till dry if to be served piled up rockily in the biscuit case, or if to be moulded to fit the case, freeze till of the consistency of batter, then mould and finish off in the ice cave. In to-day's illustration the moulded ice was garnished with crystallised rose leaves. Needless to say, black or white currant juice, or that of blackberries, are equally good used for ices like this. Also for the benefit of the housekeeper who possesses a freezer but no cave, I may observe that a still easier form of these sweets is the gateaux glacés, for which the centre of a cake is scooped out, the walls left being decorated with Viennese or other icing, and the case then finally filled with any ice to taste. These gateaux glacés make a very pretty sweet, and at the same time one very easily prepared, considering the excellent effect produced. I omitted to observe, by the way, that when the charlotte was filled with a moulded sweet the casing should be made by fixing the biscuits to the outside of the mould, then when this case is firm it is slipped off and the mould filled with the half-frozen ice cream, this finished off in the cave, then the ice turned out, and the biscuit case carefully slipped over the moulded ice, the top garnished, and the charlotte then served at once. A particularly pretty sweet is made in this way by dipping small macaroons or ratafis in boiling sugar, and building them up round the outside or inside of a papered mould, standing this aside till firm and dry, then slipping the case off or out of the mould, and filling it with any ice to taste. Obviously a Muscovite—for which I have often given recipes in these columns—could be used to fill these charlotte cases, so that those who possess neither freezer nor ice cave can still include this fashionable iced sweet in their menu, and in a novel and attractive form. The peculiarity of the Muscovite is, of course, that though iced from the mould containing it being buried in ice and salt, it owes its solidity partly to a proportion of leaf gelatine being mixed with the flavoured custard or cream it is made of, a Muscovite being really a bavarois mixture, which, failing an ice cave, is buried in a pail of salt and ice. Care must, of course, be taken that the top of the mould is closely covered, on the top of which the freezing mixture is piled, as well as under and round the mould.

## RISSOLETTES D'ANCHOIS.

Roll out some anchovy or cheese pastry very thin and stamp it out in little rounds, put a small teaspoonful of the following mixture on each round, wet the edges of these, fold over in a crescent shape, pinching the edges well together, fry the little rissoles a golden brown in deep smoking fat, drain and serve very hot, dusted over with freshly-grated Parmesan and coralline pepper. For the filling mixture wash, dry, bone, and fillet five or six nice gorgona anchovies, pound them with the hard-boiled yolks of two eggs, and an ounce or so of butter; rub this mixture through a fine hair sieve, moisten with a very little well-reduced stock or melted glaze, season to taste with coralline pepper, and use. Some cooks work in a little finely-minced parsley. SYBARITE.



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# Here, There, and Everywhere.

The Newbury Race-course is situated about seventeen miles west of Reading, and is in the middle of a very popular training district, Kingsclere, Lambourne, Beckhampton, and Compton all being within a few miles radius. Last week a large party of gentlemen interested and several members of the Press spent a day down there, viewing the stables and the arrangements generally. There is an absolutely straight mile, the course being a few yards short of two miles. The angle at which the stands have been placed has been very carefully considered, and the result is admirable, a magnificent view being obtainable everywhere. The Royal box is excellently arranged, with private apartments attached, and the stabling consists of 109 boxes, with mess-rooms and dormitories for the attendants, and there is also a field hospital. The Great Western Railway have arranged to run a special service of trains in connection with the race-meeting, covering the fifty-three miles from Paddington in rather less than an hour. Mr. John Porter is the managing director of the Newbury Race-course Club.

THE NEW ROUTE TO BELFAST AND THE NORTH OF IRELAND.
From a picture post-card issued by the Midland Railway Company.

---

Plasmon has made a name for itself. It is now established in the forefront of prepared foods, and its highly nutritious properties and economy make it an admirable adjunct to every household. Plasmon preparations—the cocoa, biscuits, chocolate, and blanc-mange powder in particular—are to be recommended to the careful housekeeper, and long acquaintance with them will lead all to advise those who do not know them to give them a trial.

---

The problem of how to admit employés into what may be described as partnership benefits in a manufacturing business is one that has long raised discussion and brought forth arguments for and against various attempts at a solution of the question, until one almost despaired of finding any reliable manner of satisfying alike employer and employé. Many experiments have been made, but few, if any, have yielded the satisfactory results recently obtained by the employés of Messrs. John Knight and Sons, Limited, soap-makers to H.M. the King. On the recommendation of the managing directors, it was arranged that a division of profits beyond a fair percentage as return on capital should be made. The latter was fixed at 6 per cent., and as a result of this year's trading, the whole of the company's employés and staff, clerks and travellers alike, are to receive three weeks' extra wages as their share of the profit.

---

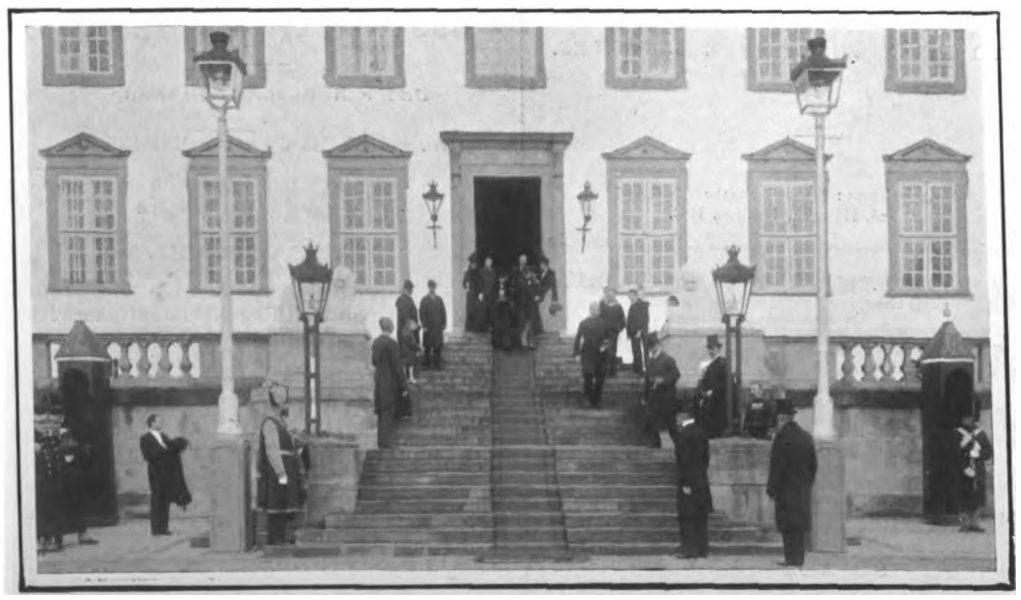
During the first week in August the New Palace steamers "Koh-i-Noor" and "Royal Sovereign" have been carrying as many people as each could safely accommodate, and the popularity of the day trips to Deal and Dover is making it more and more evident that the policy of the company in introducing these trips was far-sighted and profitable.

---

Mr. Wentworth Croke, London's latest theatre manager, like Mr. George Edwardes, thinks the public want a higher class of musical play than the so-called musical comedy. To this end Mr. Wentworth Croke, in conjunction with Mr. Tom B. Davis, will produce, about the end of September, at the Apollo Theatre, a three-act opera bouffe, entitled "The Gay Lord Vergy," adapted by Mr. Arthur Sturgess, and composed by M. Claude Terrasse. The opera was originally played at the Theatre des Variétés, Paris, under the title of "Le Sire de Vergy," and is one of the same class as "Veronique," which has proved such a financial and artistic success at the Apollo. Those who have not already seen this charming piece should do so at once, as Mr. George Edwardes must withdraw it shortly to make room for the new piece.

---

At the Palace Theatre Mr. Alfred Butt has had in contemplation for some time the production of a revue of a fantastic and original nature. This will be produced early in the autumn of this year. It has been specially written by Mr. G. R. Sims, and the music composed by Mr. Herman Finck, the musical director of the Palace Theatre.



*Eneret.*

THE KITSON LIGHT AT FREDENSBORG PALACE, NEAR COPENHAGEN.
The residence of the King of Denmark. From a photograph taken by the kind permission of the King. The figures include the King and his family, the Queen of England, the King of Greece, and others.

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Two new wings added, furnished by MAPLE & Co.
Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.
MODERATE TARIFF.
*Special Terms for Golfers and Families during the Winter months*
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Mrs. E. BEATTON, Proprietress.

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MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms.*

Telegrams—"BARTON HOTEL, NEW MILTON."

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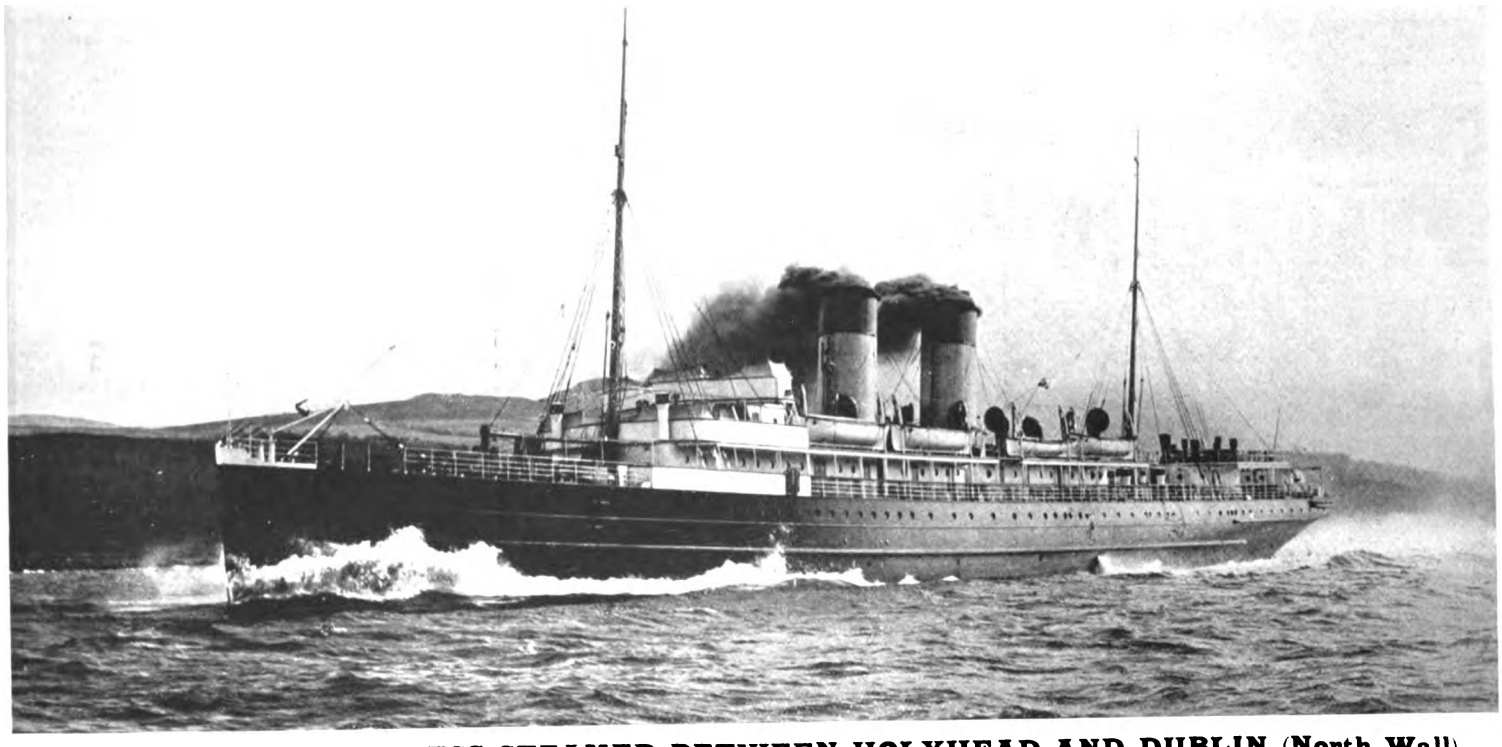
# LONDON AND NORTH WESTERN RAILWAY.



**"S.S. HIBERNIA," EXPRESS STEAMER BETWEEN HOLYHEAD AND DUBLIN (North Wall).**

**SERVICES TO IRELAND.**—AUGUST AND SEPTEMBER, 1905.

| DOWN. | *Via* Holyhead. | | Irish Mails. *Via* Holyhead. | | *Via* Fleetwood. | *Via* Liverpool. | *Via* Stranraer. | | *Via* Greenore. |
|---|---|---|---|---|---|---|---|---|---|
| London (Euston) ... ... ... dep. | 11 0 a.m. | 10 15 p.m. | 8 30 a.m. | 8 45 p.m. | 5 30 p.m. | 5 55 p.m. | 10 0 a.m. | 8B 0 p.m. | 7SX30 p.m. |
| Dublin (N. W.) ... ... arr. | 7 55 p.m. | 7 30 a.m. | ... | ... | ... | ... | Daylight Service. | ... | ... |
| ,, (W. R.) ... ... ... ,, | ... | ... | 5 30 p.m. | 6 0 a.m. | ... | ... | | ... | ... |
| Greenore ... ... ... ... ,, | ... | ... | ... | ... | ... | ... | ... | ... | 6 0 a.m. |
| Belfast ... ... ... ... ,, | ... | 12A10 p.m. | 9A 0 ,, | 8A40 ,, | 5 45 a.m. | 8 30 a.m. | 10 0 p.m. | 8 35 a.m | 7 40 ,, |
| Londonderry ... ... ... ,, | ... | 2A 5 ,, | 3A20 ,, | 10A20 ,, | 10 20 ,, | ... | ... | 10 55 ,, | 10 20 ,, |
| Wexford ... ... ... ... ,, | ... | 1 10 ,, | 9 55 ,, | 9 20 ,, | ... | ... | ... | ... | ... |
| Waterford ... ... ... ... ,, | ... | 2 8 ,, | ... | 10 10 ,, | ... | ... | ... | ... | ... |
| Cork ... ... ... ... ... ,, | 2 50 a.m. | 2 16 ,, | 11 30 ,, | 10a35 ,, | ... | ... | ... | ... | ... |
| Killarney ... ... ... ... ,, | ... | 3 10 ,, | ... | 11 58 ,, | ... | ... | ... | ... | ... |

A—*Via* Dublin. a—On Thursdays arrive Cork 9 57 a.m. B—Up to August 18th leave Euston at 8.10 p.m. SX—Saturdays excepted.

Euston, 1905. **FREDERICK HARRISON, General Manager.**

## THE SUMMER CIGAR.

The **FLOR DE DINDIGUL** is eminently adapted for smoking in hot weather by reason of its mildness, extreme coolness, and delicacy, combined with a most pleasing fragrance. No. 2 size, 3d. each (5 for 1/-).

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**CAUTION.**—Messrs. Lee & Son have no branches, and warn the public against imitations of their goods.

An example in Finest Quality English Crêpe de Chine, with Valenciennes Lace Yoke and Guipure Points, **42/-.**

*A Blouse suitable for any figure.*

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"I should like to tell the public of the good St. Jacobs Oil has done me. When quite a boy I had a severe attack of Rheumatism, and could only walk with the aid of crutches, and in consequence I was obliged to give up my work. My parents used nothing but St. Jacobs Oil, and in a very short time I was again able to follow my occupation, and walk morning and night to work and home again, without using the crutches. I have felt nothing of the Rheumatism since, until last November, when I got very wet; but I am glad to say that with a few appliances of your Oil I was again set free.

"(Signed) W. DEACON,
"Rose Cottage, Bradford Street, Eastbourne."

January 12th, 1905.

**Price 1/1½ and 2/6; of all Chemists.**

**CONQUERS PAIN!**




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# THE VISIT OF THE FRENCH FLEET.


# THE KING

*AND HIS NAVY & ARMY*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 446. SATURDAY, AUGUST 19th, 1905. PRICE 6D.

*Elliott and Fry.*

MAJOR THE HON. T. F. FREMANTLE, V.D.

Prospective Conservative Candidate for North Bucks.

(*See page 643.*)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

Vol. XX. No. 446. Saturday, Aug. 19, 1905.

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephones*—*No.* 2,748 GERRARD, AND 7,961 CENTRAL.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.



**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*


# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND MARIENBAD.—In view of the present international situation it was perhaps only to be expected that the King's journey abroad would be made the subject of much comment. Yet it is fairly safe to say that nothing was further from King Edward's mind at this moment than a desire to take any further steps in the beneficent and pacific work, part of the fruition of which he saw at Portsmouth last week. It has long been his desire to again meet the aged Emperor of Austria, and that meeting is now *un fait accompli*. Wherefore we may all hope that his stay at Marienbad may not be interrupted by cares of State and international strife.

THE QUEEN AND DENMARK.—As had been foreseen, Queen Alexandra has taken advantage of the August holiday exodus to pay a visit to Denmark. There will be a large number of visitors to Copenhagen this August, and our Queen will meet many old friends and relations. The Dowager-Empress of Russia, the Duke and Duchess of Cumberland, and the King of Greece are expected, though naturally not all at the same time. The Duke of Coburg will probably be there with the Duke and Duchess of Glucksburg and Duchess Adelheid, King Christian's great-niece, who will be married to the Duke of Coburg in October. The marriage will be celebrated at Glucksburg, contrary to the custom by which a reigning Duke is supposed to be married in the capital of his principality. However, the German Emperor and Empress have announced their intention of being present, and all the Sovereigns of Europe will be represented.

MONARCHS AND THE MOTOR.—A most distinctive feature of the motor industry has been the generous support accorded it by the Sovereigns of the world. Apart from King Edward, the King of Italy and the King of Spain, who are well-known enthusiasts, there are the German Emperor, who has four or five cars, the King of the Belgians, who has three, and the Czar, who at present has only one, but contemplates adding to his "stud." The King of Portugal and the Queen of the Netherlands are also of the company, President Loubet has a car which he occasionally drives himself, and the Prince of Monaco, in addition to a very powerful car, has a motor-bicycle, on which he frequently accomplishes very long journeys. And most astonishing of all, the Shah of Persia has now become possessed of two automobiles; but perhaps, like the London motor-omnibuses, they are only built to do twelve miles an hour. Otherwise the Royal chauffeur might have a difficult time of it.

*Chusseau-Flaviens.*

AT EAST COWES CASTLE.

Admiral Caillard presenting his principal officers to Princess Henry of Battenberg at Lady Gort's garden-party, given in honour of the visit of the French Fleet.

CANADIANS AT COWES.—At the brilliant Naval demonstration at Cowes last week the Dominion alone of the Colonies was represented. It is true the representation was indirect, but it was none the less real for all that. For Admiral Sir Archibald Douglas, Commander-in-Chief at Portsmouth, and Admiral Sir Charles Drury, Second Sea Lord, though they are in the Imperial Service, are Canadians. They were guests at the King's dinner to the French officers, and were present at every other function in connection with the Portsmouth festivities. They are both ordnance experts, and have served the Navy in all parts of the world. But Admiral Douglas has a unique distinction, for it was he who laid the foundations of the Japanese Navy. Thirty years ago he was lent to the Island Government as director of its Naval College, an institution which has had considerable influence in forming Admiral Togo's ever-victorious Navy.

DR. JAMESON IN ENGLAND.—Dr. Jameson is in London again. He always pays this country a visit when Parliament is prorogued at the Cape. But this year he is seriously unwell, so that he is not able to play the busy part he usually does at this time. It must be remembered he went out to South Africa originally for his health, and that he is not a strong man now. He keeps up by sheer force of will. The past year has been an anxious one in the Cape Colony, owing to the state of the finances and the war in German territory. As a rule South Africans look on the voyage home as a rest as well as a tonic, but Dr. Jameson has not found it so this year. No doubt Mr. Lyttelton will be glad to see him, though every step of the Cape Colony's policy with regard to the frontier has been approved by the Home Government. But good as the cable is, there is nothing like a talk face to face.



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## FESTIVITIES AT WHALE ISLAND.

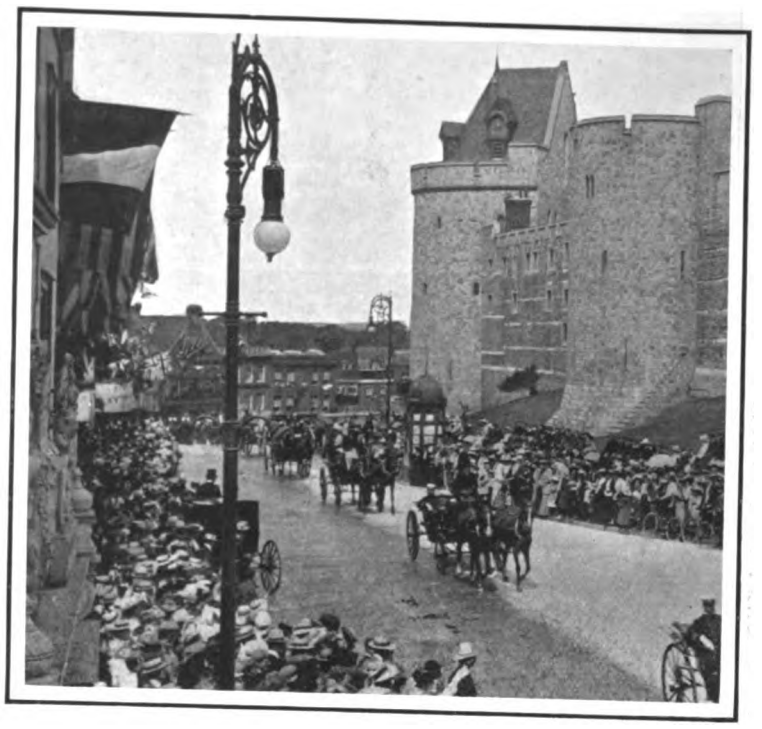
*Cribb.*

A garden-party was given to the French and English warrant officers at Whale Island last Thursday, when considerably over 1,000 people were present. Music and dancing formed one of the most enjoyable features of the afternoon.

*Park.*

## THE WESTMINSTER HALL BANQUET.

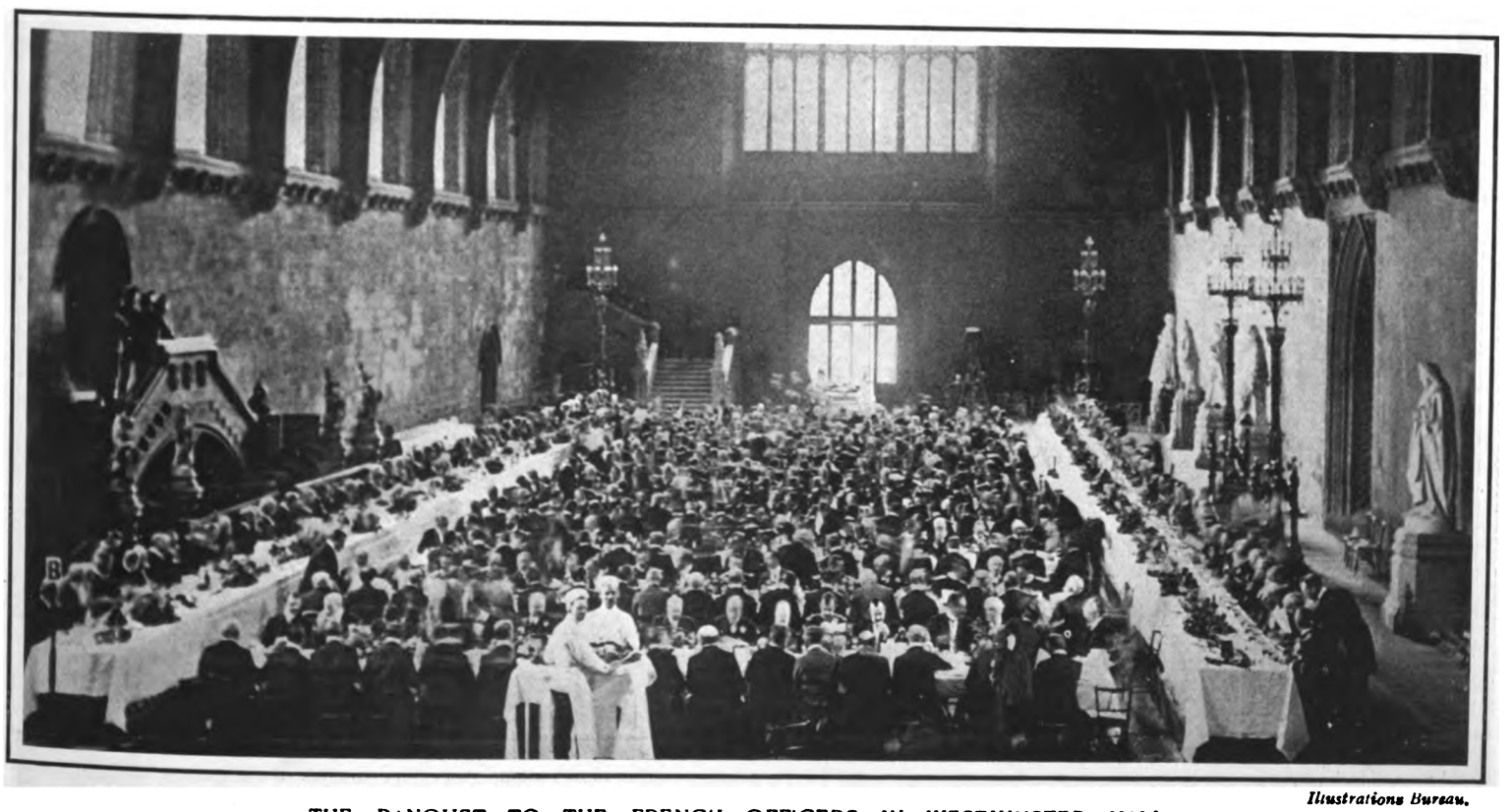
The arrival of Vice-Admiral Caillard at the Norman Porch on Saturday last. All the principal officers of the French Fleet which has visited Portsmouth were present.



*Illustrations Bureau.*

## THE VISIT TO WINDSOR

On Friday a number of the officers of the French Fleet went to Windsor at the invitation of King Edward. They visited the Mausoleum at Frogmore, and laid a wreath on the tomb of Queen Victoria.



*Illustrations Bureau.*

## THE BANQUET TO THE FRENCH OFFICERS IN WESTMINSTER HALL.

The unique and interesting function of last Saturday was a fitting climax to all the festivities and celebrations which have marked the visit of the French Northern Squadron to this country. All the leading Members of Parliament, both of the House of Commons and the House of Lords, were present, and there were a number of felicitous speeches. After the banquet the visitors were shown round the two Houses of Parliament, and subsequently took tea on the Terrace.



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# THE VISIT OF THE FRENCH FLEET.

(1) At the dockyard gates. French and British seamen streaming out of the dockyard, arm in arm, to be welcomed by the inhabitants of the town, who have given a rousing reception to the visitors. (2) In the dockyard. A French seaman on guard in a British dockyard; one of the many curious sights to be seen during the visit of Admiral Caillard and his squadron. (3) The French officers and the Fire Brigade. After the Westminster Hall banquet a visit was paid to the headquarters of the Metropolitan Fire Brigade, and a display was given. (4) The seamen at the Guildhall. On Friday 200 French warrant officers and seamen were entertained at the Guildhall by the Lord Mayor and Corporation. (5) Embarking at Portsmouth for London. Throughout the week an extraordinary number of special trains were running between London and Portsmouth, carrying the visitors and the hosts to and from the various functions.

*(From photographs by Chusseau-Flaviens and Illustrations Bureau.)*



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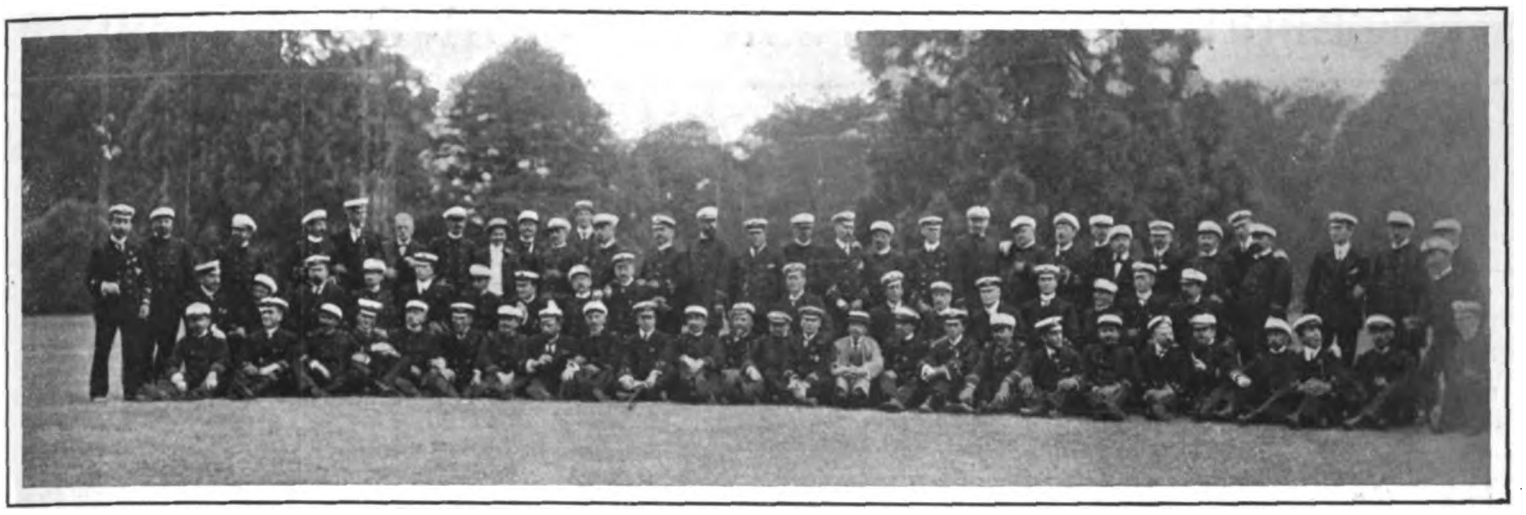
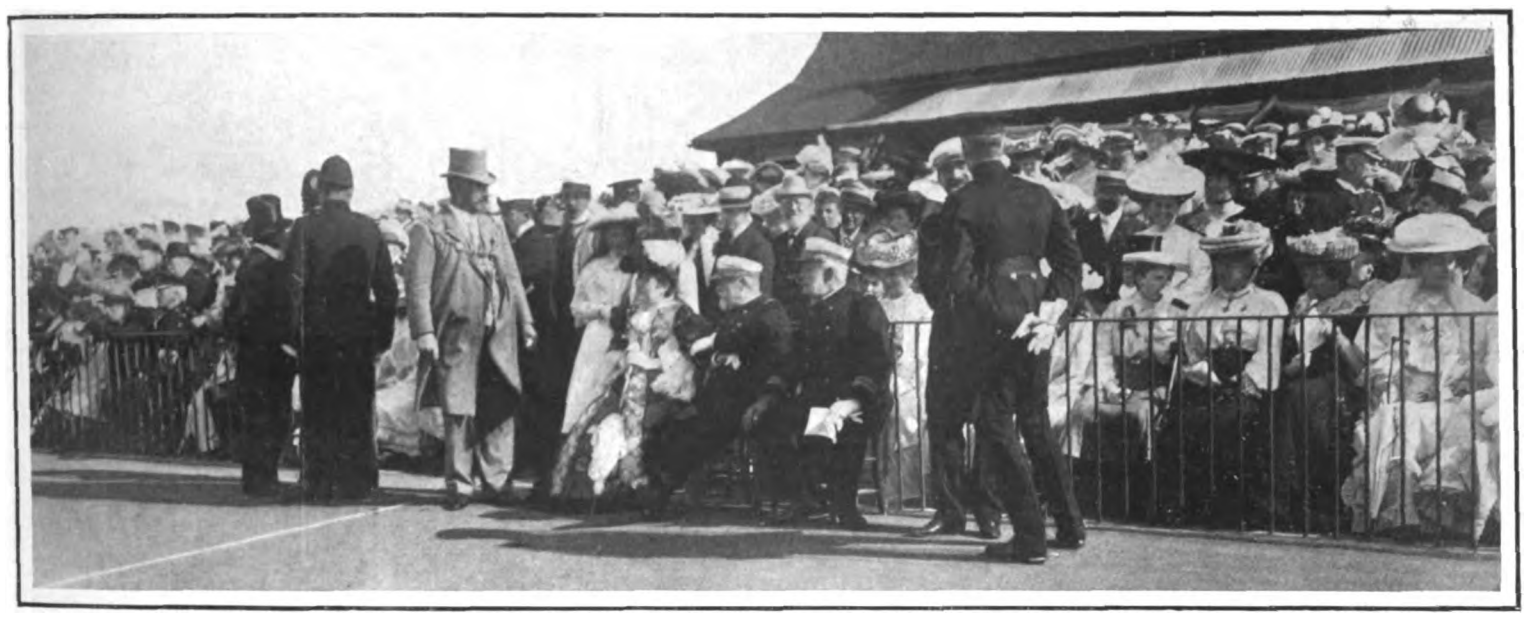


*Illustrations Bureau*

## THE FRENCH OFFICERS' VISIT TO ARUNDEL.

On Saturday a number of excursions by motor-car were made to various parts of the country around Portsmouth, and one large party was taken to Arundel, where they were welcomed and entertained by the Duke and Duchess of Norfolk.



*Russell, Southsea*

## THE MAYOR AND MAYORESS OF PORTSMOUTH AT THE SPORTS.

There can be no doubt that a large measure of the success attending the Portsmouth festivities is due to the energetic and patriotic exertions of the Mayor, who has done all in his power to make everything go smoothly.

*Copyright.*

## THE GARDEN-PARTY AT GOVERNMENT HOUSE.

There have been a number of garden-parties given in connection with the visit of the French Fleet, and one of the most successful was that given by General Montgomery, the General Officer Commanding the Southern District, and Mrs. Montgomery.



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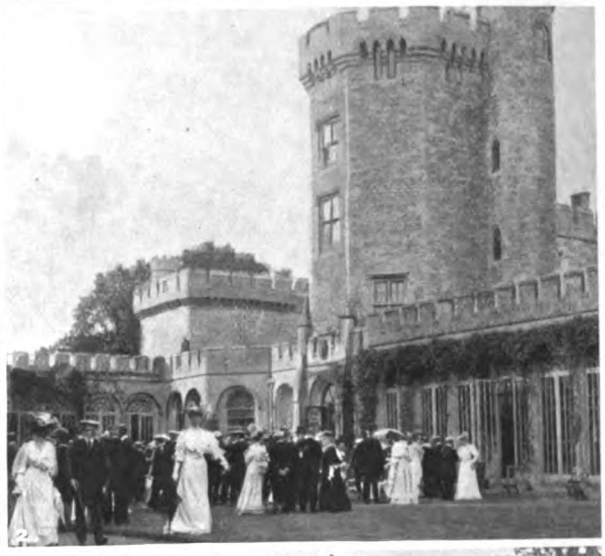
# SCENES AT PORTSMOUTH AND COWES.



(1) The International sports—English and French seamen paired in the two-legged race. (2) Lady Gort's garden-party to the officers of the French Fleet at East Cowes Castle. (3) The Foresters of Arden at Meridan in Warwickshire. (4) The French officers up the river. On Sunday last a large party of French Naval officers were taken to Maidenhead by motor from London, and thence proceeded some distance up stream in electric launches. (5) On board the "Seahorse." The British and French journalists in the special service vessel placed at their disposal by the Admiralty. On the left of the picture may be seen Commander John Segrave and Commander Montagu Consett, who were attached to the French and English parties respectively, and in the centre of the picture is Captain Frederick Crooke, the Commander of the "Seahorse."

*(From photographs by Chusseau-Flaviens, Illustrations Bureau, and Whitlock.)*



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# THE VISIT OF THE FRENCH FLEET.

[From Our Special Correspondent.]

THIS week Portsmouth has surpassed herself. Accustomed as she is to Naval pageants, Naval reviews, and visits of foreign Fleets, never before has our premier Naval port laid herself out to entertain visitors as she has on this occasion of the visit of the French Fleet.

One might easily fill a whole issue of this paper with nothing but descriptions of the Cowes and Portsmouth festivities. Every day has been wonderful—Monday, with the arrival of Admiral Caillard and his Fleet, and its passage round to Cowes; Tuesday, with its garden party at East Cowes, and interchange of banquets between the vessels of "opposite numbers" in the lines; Thursday and Friday, with the fraternisation in the streets of Portsmouth and London; Saturday and Sunday, with the consummation of the friendships formed during the week, and the regretful farewells. But of all the days, Wednesday was the most wonderful, the most curious, and the most instructive. In the early part of the week it was the King who welcomed the French Fleet, on Wednesday it was the people. It was not a made-to-order reception. It was a warm and cordial stretching out of the hand of brotherly love, and in that spirit the French officers and men accepted and reciprocated the welcome.

When one comes to look back upon the week one realises what a lot of truth there was in the remark made by Captain Gaschard, Admiral Caillard's Chief of the Staff, when he said, "I mean to accept every invitation which our hosts are good enough to extend to us. I may perish in the attempt, but I will not say die." That is the feeling which has actuated our visitors, and the British Government, the British Admiralty, and the civic authorities of London and Portsmouth have done their best to help them to perish in the attempt. That none of them has done so is no reflection on our hospitality. Rather it is testimony to their wiriness and powers of endurance.

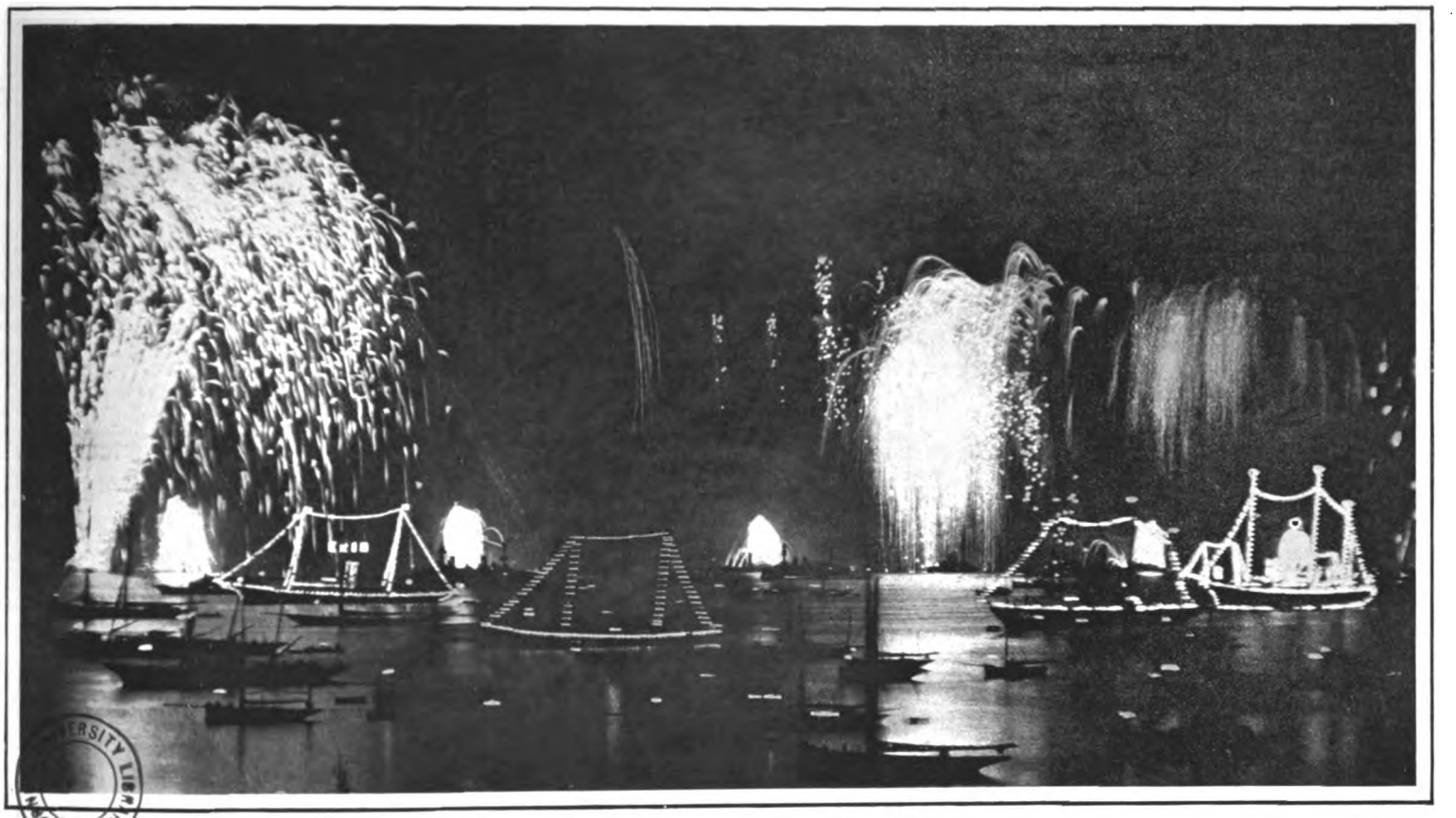
I shall never forget the scene at the mouth of Portsmouth Harbour on Wednesday when the French vessels steamed in to take up their berths in the dockyard after the Naval Review. A dull dismal rain was falling mercilessly, as it knows how to fall sometimes at Portsmouth yet the shore and every coign of vantage were black with people, most of whom scorned the shelter of umbrella. From the "Seahorse," the comfortable little tug in which a large party of British and French journalists were the welcome guests of the Admiralty for the festivities, we had a magnificent sight of the review (forming as we did part of the Royal procession), and subsequently of the entry into the harbour.

Under the leaden skies and the grey mists which lay on the horizon, the lines of war-ships in the Solent looked very forbidding and warlike, and one felt with the French correspondent who exclaimed as we steamed down the "main street" of this city of floating forts that "c'est magnifique, mais Dieu merci ce n'est pas la guerre." And that, too, was no doubt the feeling of all who saw these two fleets lying thus peacefully and *amatelotté*, the only rivalry between them apparently being who should cheer loudest for King Edward.

There was no doubt later as to who should make the most noise when one by one the French vessels, headed by the "Forbin," steamed into the harbour. The clustering crowds pealed forth a vocal welcome, beside which the music of the massed military bands and the band of the "Victory" were powerless. He would have been indeed blind who could not see in this spontaneous and heartfelt outburst the fruition of the labours of the peacemakers during the past three years.

For the people of England have, deep down in their hearts, a great respect and a great liking for the people of France. And that portion of the British public which has invested Portsmouth during the past week is a public which has a keen love of the sea and all that appertains thereto, and it is a public which has, moreover, something more than superficial knowledge of matters nautical. Wherefore the seamanlike qualities of the men under Admiral Caillard's command, their frank and easy bearing, and, above all, their imperturbable good humour, have endeared them to all and sundry.

It has, indeed, been peace that has been the keynote of all these celebrations. From Monday until Monday, and upon Saturday in particular, we have all been insisting that our friendship is no menace to peace, but a guarantee that there shall not be war. It was curious that the climax of the visit should have arrived in that abode of dark and stormy memories where Richard II. tremblingly signed his abdication, where Charles I. boldly faced the regicide tribunal which sent him to the scaffold in Whitehall, where Cromwell was proclaimed Lord Protector, and where Warren Hastings, before the most brilliant audience ever gathered within those walls, successfully defended life and honour. And yet there was also something appropriate in the venue, as there has been in many of the others this week, for is not the roof of Westminster Hall to-day timbered with oaken beams from the old wooden walls within which were performed those gallant deeds of heroism which, as Mr. Balfour said, have rendered the two nations illustrious, and which have led to that mutual respect which is the foundation of all friendship.



*Hodsoll.*

THE ILLUMINATIONS AT COWES.

To the extreme right of the picture may be seen the King's yacht, which was one of the most tastefully-illuminated vessels in the roads at Cowes last week.



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# The Motor: On Highway and Seaway.

THE decision of the Automobile Club to take no part in next year's Gordon Bennett Cup Race, supposing it to be held, will probably decide the fate of that historic competition, and few sensible people will regret its disappearance from the automobile arena. It has long outlived its usefulness as an incentive to the production of the light, but strong, motor-car, and has become merely an incubus upon the trade, from which the great majority of the big firms will be glad to be relieved. Since it came to be regarded as the chief event of the year, which every leading manufacturer must, in honour bound, make a desperate effort to win, it has monopolised for nine months out of every twelve the energies and time of the best designers and mechanics in the motor world, and entailed expenditure of vast sums of money, for which the private user has had to pay, with little or no corresponding advantage to himself. A year ago the Automobile Club recognised the futility of the race, but decided to challenge once more, in the hope that, as an actual participant and a possible winner, it might bring influence to bear in order to secure a modification of the rules whereby the old usefulness of the contest might be restored. Instead of reforming the Gordon Bennett Cup rules, the French Club abandoned the race altogether, and our own club, having inaugurated the Tourist Trophy contest on purely utilitarian lines, has very wisely followed suit.

Some adverse criticism of this important step might have been expected, but little has hitherto been forthcoming. The leading motor journals, with one exception, have expressed their more or less emphatic approval of the decision. One paper published the resolution of the club committee as a late item of news, with a suggestion that its condemnatory thunder would follow in the next issue. More mature consideration of the matter, however, seems to have modified the views of the journal in question, which merely issued a mild criticism of the club's action, on the ground that it implied an admission that

*Topical.*

THE MIDLAND COUNTIES AUTOMOBILE CLUB HILL-CLIMB.

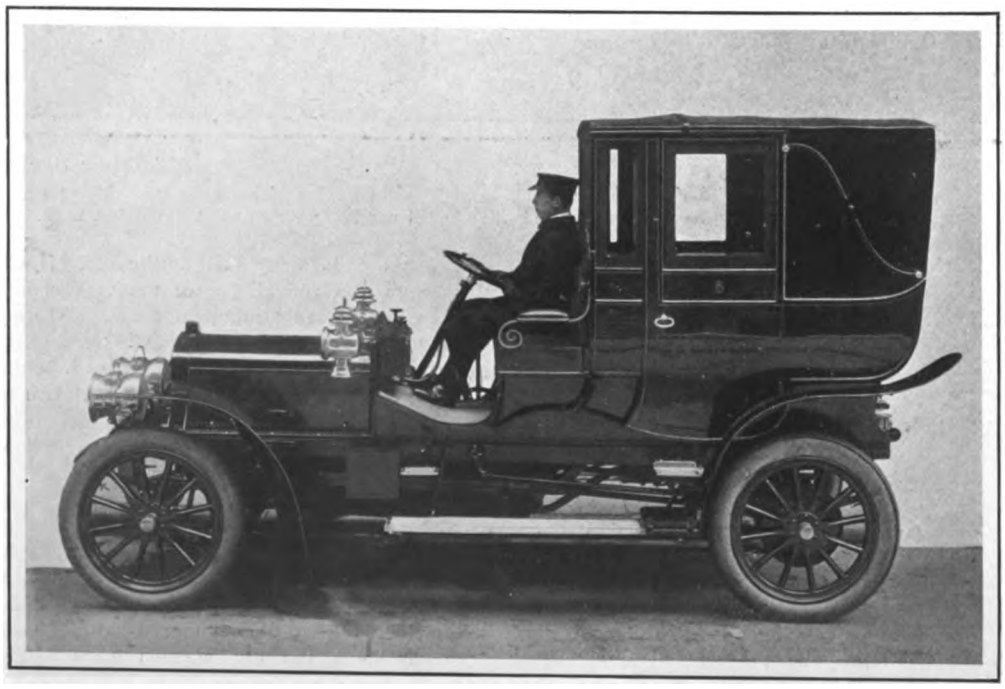
Mr. A. Bertwistle, on his 35-h.p. Daimler, taking the stiffest bend of the hill.

England cannot build a racer to vie with those of its Continental competitors, a singularly weak suggestion in view of the fact that France, which has won the race four times out of six, has declined to compete again.

The question really hardly seems to admit of argument. There are only four firms in this country which have attempted to take part in the Gordon Bennett, and but two have succeeded in turning out a reasonably satisfactory racing car. One of these firms would like to compete next year, while the other is apparently glad to be quit of the entire business. There are also two or three amateurs who are enthusiastic supporters of motor-racing as a sport, and who would probably place orders for cars if a challenge were issued. It appears absurd that, in order to suit the wishes of some half-a-dozen persons, the club should once more spend its energies and money in holding an Eliminating Trial and participating in the race itself, at a time when all its resources are required to fight the battle of rational automobilism. Even if the race were held next year, it would have lost much of its chief remaining value as an advertisement for the successful firms. France is the home of the racing car, and the abstention of the French makers would rob the contest of more than half its interest to the public. The last Cup race was a brilliant affair, but it is never likely to be repeated, and if only on sentimental grounds, a useless attempt to continue its glories is to be deprecated.

A few weeks ago one of the pioneers of automobilism in this country, who is well known among his friends as a most careful and considerate driver, was fined for exceeding the ten-mile limit in one of the parks. There was no suggestion of public danger or inconvenience, and the case was chiefly of interest because the defendant stated in court that he never used his horn if he could possibly avoid it. The remark seems to have started a controversy which, for some time past, has raged in the columns of the Press, both lay and technical, and has afforded much food for discussion among motorists themselves. There are extremists on both sides. Some aver that the horn is unnecessary and a nuisance, and that its use should be forbidden, as placing a premium on careless driving. There are others who very justly point out that the use of the horn or some other instrument is enjoined by law, and that motorists have been prosecuted and fined for not giving audible warning of their approach when passing or overtaking other traffic. They therefore counsel the sounding of the horn as often as possible, and apparently practise what they preach.

Personally, I am of opinion that the less the horn is used the better, as it undoubtedly has a most irritating effect on the public generally. From long experience I have found that the chief offenders, who seem to delight in making the day hideous with a constant succession of raucous blasts, are the reckless



*Copyright.*

A THORNYCROFT MOTOR-CAR.

Recently supplied to H R.H. Princess Christian The makers of this car, Messrs. Thornycroft, have just received the Royal Warrant of Appointment.



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drivers or the mere beginners who have not yet overcome their first feelings of nervousness. If one chooses to disregard the strict letter of the law and act as common-sense dictates, it is surprising how far one can travel without having recourse to the horn, granted always that corners are approached at a proper speed and the villages taken, as they should be, dead slow. There comes a time, however, to everybody when to give audible warning of his approach is not merely legitimate, but absolutely necessary, and for this reason the suggested abolition of the horn is not to be encouraged. Even if it is preferred to be on the safe side and act always as the law directs, there is no necessity to give, as so many drivers do, six or seven peremptory "toots" where one, or two at the most, would suffice. No consideration need be shown for the drowsy carter on the wrong side of the road, but the peremptory "clear-out-of-my-way" method of signalling so often heard is naturally very galling to those who are using the highway in a proper and careful manner.

Ever since the motor-car came into vogue, horse-owners have shown a surprising modesty in estimating the speed of which their animals are capable. One hears 8 miles an hour spoken of as a good average pace, and the motorist who grumbles at a legal maximum of 20 miles per hour described as a lunatic who deserves to break his neck. Whatever the present generation of horse-owners may think a proper speed for the highway, it is certain that their grandfathers were not content with an average of 8 miles an hour when they had a long journey before them. The scheduled speeds of certain coaches, about the year 1830, were not so much inferior to that of the average touring car. The famous "Shrewsbury Wonder" used to occupy only a little over 9 hours, total time, on a journey of 158 miles, which works out an average of over 17 miles per hour. The "Birmingham Swan Tally-ho" averaged 15½ miles per hour for 109 miles, and there were others nearly as fast. There was one stage between London and Birmingham, 7½ miles in length, over which the speed of the coaches, start to stop inclusive, was 18·75 miles per hour. This was a "galloping stage," but even the London and Brighton coaches swung along at 13 miles an hour or more, over roads by no means suitable for quick running. Personally, I believe that the public is becoming accustomed once more to reasonably high speeds, not the scorching of ex-racers or over-powered touring cars, and that many people who still retain the idea that 10 miles an hour is fast enough for anybody under any circumstances, would alter their opinions if they were driven on a car which could not exceed that pace.

RADIATOR.

*Draycott Studios.*

MISS MAY YATES ON HER MORS CAR.



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# *On the Links.*

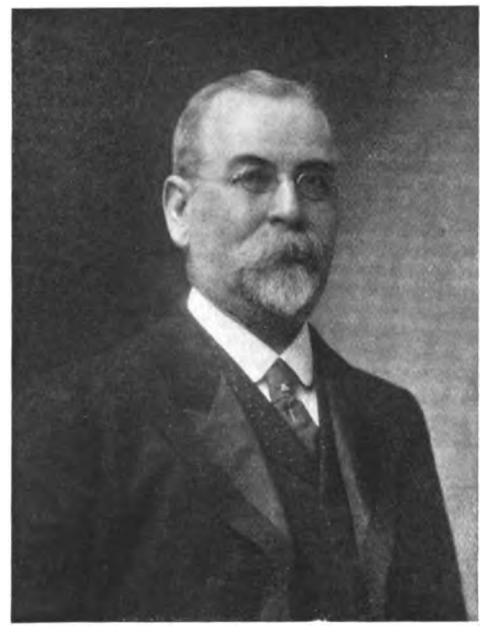
EDITED BY A. J. ROBERTSON.

IF one were asked to single out the chief and latest feature in the development of golf during the past few years it would unquestionably be its growth on the continent of Europe. The growth has been tardy, but each succeeding year shows an increase in the number of foreign clubs; and now there is scarcely a watering place with any pretensions to the name which does not provide a course of some kind for the recreation of its visitors. Take Ostend as an example. Two or three years ago it was impossible for the English visitor to enjoy a game there, though the golfer's eye seemed to be able to mark out plenty of suitable ground to the right and left of the Digue admirably suited for that purpose. The game was unknown, and no one seemed to be anxious to take the initiative in starting a club with a course among the broken sand-dunes.

* * *

To-day the case is different. The Royal Golf Club of Ostend is, at this season of the year, one of the great social attractions of the town. The links at Coq-sur-Mer, a short distance out of Ostend, are largely patronised by English and American golfers during the height of the season, and especially when the important prize tournaments serve to attract by reason of the value or the artistic beauty of the rewards. French, Belgian, and Italian counts and countesses try their luck as competitors, and the height of ambition would doubtless be reached were the Ostend golfers able to induce the Shah, who is at present in residence there, to come to the links and take a share in a foursome made up of Royalties. Yet something in this direction has been gained when among the visitors to the links recently are included Prince Adalbert of Prussia, and the Archduchess Isabella and her daughter.

What Ostend has lost by the suppression of the gaming tables has been more than gained by the institution of the golf club, the racing, and the polo tournaments. The change is all for the better in the healthiness of the public amusements, for it brings the people out into the open air and the bright sun, giving them



*Sarony, Scarborough.*

HAYDON BRIDGE CLUB.

Alderman Thomas Carrick, J.P., President of the Haydon Bridge Golf Club.

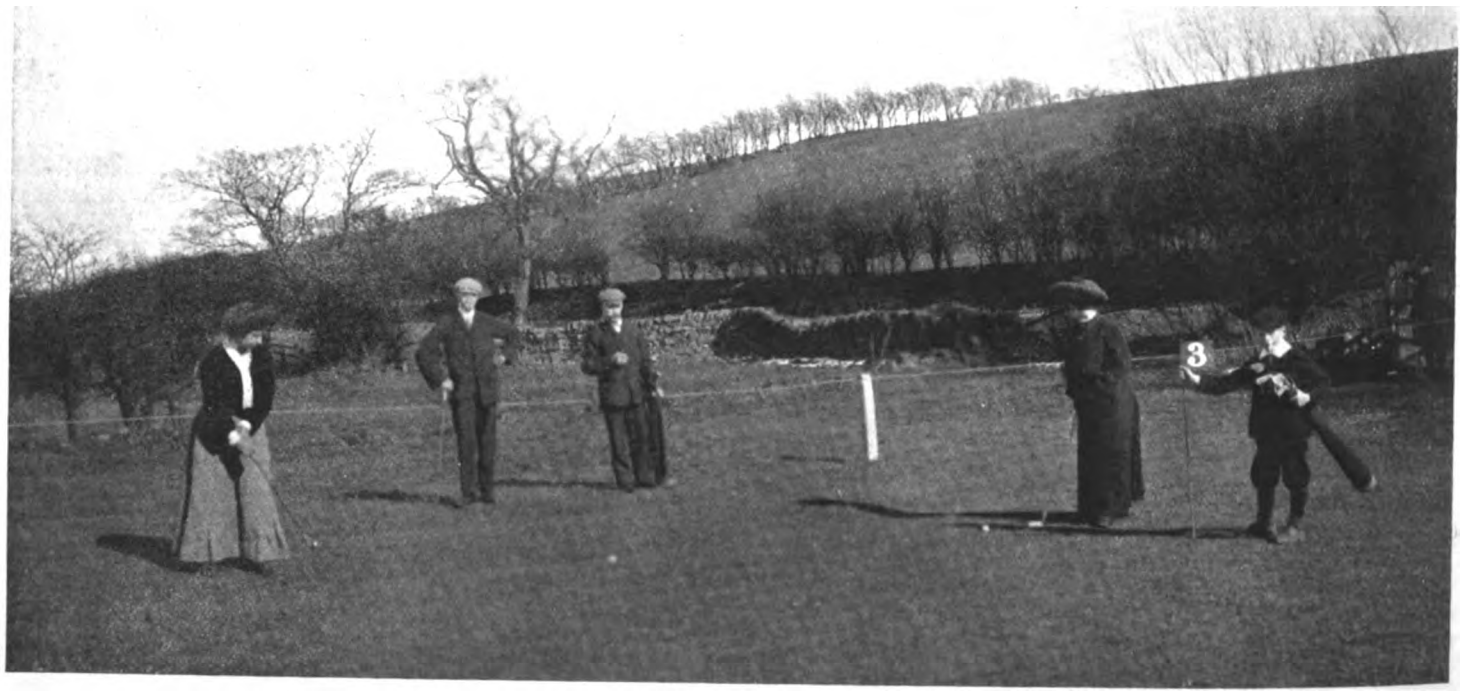
a reasonable amount of exercise, and imparting a healthier tone to mind and body. It is quite certain, however, that the institution of golf at Ostend, Montreux, Interlaken, Baden-Baden, Zurich, Carlsbad, and elsewhere is not quite a movement based wholly on philanthropic motives. There is cash in it. The local authorities see that for the English and Americans, at any rate, it is needful to provide facilities for outdoor sports. Those health resorts that lag behind in this respect suffer by the more attractive competition of other places. The English temperament does not seem to be favourable to the idea that "lounging" and doing nothing constitute the highest pleasure of a summer and autumn holiday. Our people must have ample opportunities for exercising their muscles somehow; and hence we find the great spread of golf within the last two or three years at places on the Continent where the game had never been heard of, or, if faintly known, was mentioned only to be pooh-poohed.

* * *

This tendency, moreover, to create golf courses of some kind or another at Continental watering-places is having the indirect advantage of bringing in recruits from the highest classes among the native populations. The game is found to be a delightful and not too violent exercise both for men and women, and it has the great additional advantage of lending itself with gracious appropriateness to the cultivation of the most charming social intercourse. Thus the tournaments that are being played have the value of bringing the best social elements together on the golf green, in the interchange of warm hospitality and genial intercourse, thereby making the golf club one of the most attractive social centres of the neighbourhood.

* * *

The first portion of the professional foursome match for £400 will be played next week at St. Andrews. There will be an enormous crowd to see the opening of the match, for excursion trains from other districts are sure to pour golfers into St. Andrews that day almost by thousands. The question of the crowd and the methods which should be




*A. H. Robinson.*

GOLF AT HAYDON BRIDGE.

A mixed foursome on the 3rd putting green at this recently-opened course at Haydon Bridge. The two lady players are Miss H. de Sheldon and Miss E. Mandell.



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# On the Links.

devised for its management are evidently exciting the interest of the local authorities. The Green Committee have been considering how to arrange for the provision of stewards to cope with the problem of managing a crowd of 10,000 golfers of both sexes, each of whom is anxious to see every shot played.

* * *

It is quite certain that the management of the crowd will neither be an easy nor a pleasing task for any of the stewards. If the stewards are fussy, interfering, bullying, and querulous, it is po-sible that there will be trouble and inconvenience to the players. It is a great occasion for the exercise of persuasive tact on the part of those who are delegated to keep the course clear. The best method is for some influential member of the St. Andrews Club — popular, suave, and respected — to addr ss a few genial words from a golfer to a crowd of enthusiastic golfers, appealing for their hearty co-operation, and asking that the strictest care should be observed not to incommode the players. If the crowd is made up of loyal golfers, they will take precautions on their own account to keep clear. The real trouble will come from the curiosity-hunters who do not understand much of the game, and care not a whit about the etiquette which should be observed on such an important occasion. The tactful word of appeal to golfing loyalty is worth much more in its effect than the repressive rope and the angry reproof.

*A. H. Robinson.*

THE ALNMOUTH LINKS.

Teeing off for the last hole, showing a view of the village and the fine undulating character of the course.

*A. H. Robinson.*

THE LINKS AT ALNMOUTH.

Mr. Abbs driving at the Hill hole, with "a gentle critic" watching the flight of the ball.

* * *

Then after the match is finally finished another professional foursome match will be played later in the autumn for £200. Jack White and Tom Vardon will play Braid and Rowland Jones a match of seventy-two holes over Walton Heath and Sunningdale in October. The arrangement of this match seems to have taken the place of the bigger event which was promised, wherein White and T. Vardon were to challenge the winners of the present foursome for £400.

* * *

Lahinch has been crowded during the past month. Among recent visitors were Lord Inchiquin, Sir Andrew Armstrong, Lady Fairbairn, and Captain and the Misses Walker-Leigh.

## THE CLEEK AND BA'.

(*From the "Souvenir of Ye Mercat Faire," held at Earlshall, July 14 and 15.*)

Let ithers sing the praise o' wine,
Their Bacchus is nae freend o' mine;
And as for sports o' ancient Greece,
We'll let their memory rest in peace.
What sport, I ask you, can compare
Wi' Gowf for pleasure rich an' rare?
Hip! Hip!! Hurrah!!! for Cleek and Ba',
The Royal Game's the best o' a'.

It suits my fancy to a "tee"
To drive the ba' aboot the lea;
To watch it spinnin' thro' the air
Is perfect joy (and wha wants mair?)
But losh, it's quite anither story
When in the midst o' a' its glory
The ba' gangs aff its wey and draps
In bunkers or in sic like traps.

And sometimes, really, I admit,
The game annoys you a bit,
And certain words alone express
The feelings of your deep distress.
In moments such as these you feel
Gowf's an invention o' the Deil.
But Hip! Hurrah!! for Cleek and Ba',
The Royal Game's the best o' a'.

*A. H. Robinson.*

GOLF AT ALNMOUTH.

The bunker at the 2nd green, with a view of the village beyond. The flying sand shows that the ball has been "neatly" cut out by the player.



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# *On the Links.*

The August meeting of the Lahinch Golf Club was most successful. The weather was perfect, and the rainfall of the past few days, slight as it was, proved most beneficial to the greens. The course throughout was in excellent condition. The new seventh hole ("Port Arthur") received its share of friendly criticism, for though no doubt a fine sporting hole, it proved a dilemma for duffers in many instances. The Stroke Competition was won by Mr. Wingfield—a cousin of Lord Powerscourt — a most popular member of the Lahinch Golf Club, with 80 net. Mr. A. C. Lincoln, plus 3, who had done a 77 on the previous day in a practice round, returned a gross score of 87. The "Bogey" Competition was won by Mr. Albert Browning (handicap 3), 1 down, Mr. A. C. Lincoln (plus 3), Mr. Harry Crowe, and Captain Arthep all being 4 down. The Ladies' Competition did not attract a large entry, and Miss Studdert (who was the only one able to compete with a somewhat stiff "Bogey") was the winner with a handicap of 4, 1 down.

* * *

Those golfers who are meditating a holiday on the Norfolk Coast should note the arrangements made by the Great Eastern Railway Company for their benefit. There are two fine courses at Hunstanton and at Brancaster, and every Sunday during August and September the Great Eastern Company run a first-class restaurant car with the train that leaves Liverpool Street at 9.50 a.m., and arrives at Hunstanton at 1.23 p.m. Then in the train that leaves Hunstanton at 6.20 p.m. a *table d'hôte* dinner is served on the journey to Liverpool Street, which is reached at 9.37, an hour which might be convenient for a very light supper, but certainly too late for a dinner. This restaurant car will thus supply a want which has often been felt by golfers travelling to Hunstanton and Brancaster for a week's golf.

* * *

Among the Continental golf resorts, where golf forms one of the principal attractions, is Scheveningen in Holland. It is an attractive bathing resort with a fine beach, where the life is as gay and animated as at Ostend or Trouville. This Holland watering-place boasts the possession of three golf courses—two nine-hole courses, and a round of five holes for the ladies and the children. They belong to the Oranje Golf Club, and are of easy access. There is also a golf course at Clingendaal on the race-course between the Hague and Wassenaar. Last month the competition for the championship of the Netherlands took place on the course at Rosendaal. Mr. Ernest Cremers and Mr. A. M. Snouck Hurgronje tied at 190 strokes over thirty-six holes, and in the match which followed Mr. Cremers won by 3 up and 1 to play.

THE IRISH CHAMPIONSHIP.

The match in the semi-final between Mr. Kerr and Mr. Mitchell. Mr. Kerr is putting at the hole side.

MR. W. O. S. PELL

A prominent member of the Great Yarmouth Golf Club. He was for several years a member of the Royal Blackheath Golf Club. He has won the Glennie Medal and the Bombay Medal, and he has won several important events at Blackheath and at Great Yarmouth, including the John Penn Medal, the Great Yarmouth Challenge Badge, and the Young Cup.

* * *

The eleventh tournament for the Amateur Championship of the United States was played last week at Chicago. There were 148 players, including Mr. W. J. Travis and Mr. G. S. Lyon (Amateur Champion of Canada). Mr. Travis was beaten in the third round, and the championship was finally won by the previous holder of the title, Mr. H. Chandler Egan of Harvard University.

## THE IRISH CHAMPIONSHIP.

THE result of the Irish Championship was eminently satisfactory to the Irish golfers, who mustered in great strength at Dollymount. The opposition they had to meet was not so numerous as last year, yet it included last year's champion and runner-up—Mr. Worthington and Mr. Mitchell—Mr. C. A. Palmer, and many other fine golfers, the most notable of whom was Mr. Girdlestone of Royal Wimbledon and late of Oxford University, who played for the greater part of the week most brilliant and attractive golf. If plenty of good golf on good links falls to his lot during the next year or two he should come to the very front of amateur golf.

Strong in numbers though we were, but two Irishmen reached the last eight, and but one the semi-finals. That one, however, Mr. H. A. Boyd, by defeating Mr. J. F. Mitchell by 3 up and 2 to play after the hardest of matches, won great honour for himself and prevented for all time the scoffers from again saying that Ireland could not win her own championship.

Though there were many surprises last week, they were chiefly among Irish players, some of whom with big reputations went down badly. The defeat of Mr. Worthington by Mr. W. Brander of Deal was somewhat unexpected, but Mr. Brander had been playing very sound and most plucky golf throughout the week, and his opponent was not quite at his best. Two dead stymies halfway through the match had a good deal to say to the result, but Mr. Worthington

THE IRISH CHAMPIONSHIP.

Mr. J. F. Mitchell driving at the 12th tee against the wind in the final against Mr. Boyd.



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# *On the Links.*

## THE IRISH CHAMPIONSHIP.

(1) Mr. D. D. Stewart (Scotland) driving at the first tee. (2) The Hon. Edward Gibson (Royal Dublin) playing an approach shot. (3) Mr. G. K. Girdlestone (Royal Wimbledon) driving at the first tee. (4) Mr. H. A. Boyd, who beat Mr. J. F. Mitchell (Royal Musselburgh) in the final by 3 and 2 to play. (5) Three popular officials, whose work always contributes to the success of the meeting; in the centre, Mr. Cecil Barcroft, the hon. secretary of the Royal Dublin Club, Mr. Hugh C. Kelly (on the right), the hon. treasurer, and Mr. Henry T. Daly, hon. secretary of the Golfing Union of Ireland. (6) Mr. J. F. Mitchell, twice runner-up. (7) A view of the crowd in the final; Mr. J. F. Mitchell putting, Mr. H. A. Boyd looking on.



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# *On the Links.*

should have taken a good opening offered at the seventeenth.

The winner of Messrs. Girdlestone and Mitchell was expected to enter the final, and the former was greatly fancied. He had delighted the gallery on the previous day by holeing five consecutive holes in three each. But the older and more experienced player, though not starting over well, improved bit by bit, and from the turn to the finish played the soundest of golf.

The winner had very little trouble in disposing of all his opponents prior to the final save Mr. Palmer, who gave him a great match, in which Mr. Boyd, getting one up on the homeward journey, had to fight very hard for halves up to the fifteenth. Mr. Palmer had a good chance of squaring the match there, but instead of doing so, lost the hole. The final was a most exciting struggle. First Mr. Boyd got 2 up, then lost his two holes and two more. Then after a hard half, where he looked like being 3 down, he won three holes running, led by one, lost it, and halved the last two. Thus the first round ended with no advantage to any one.

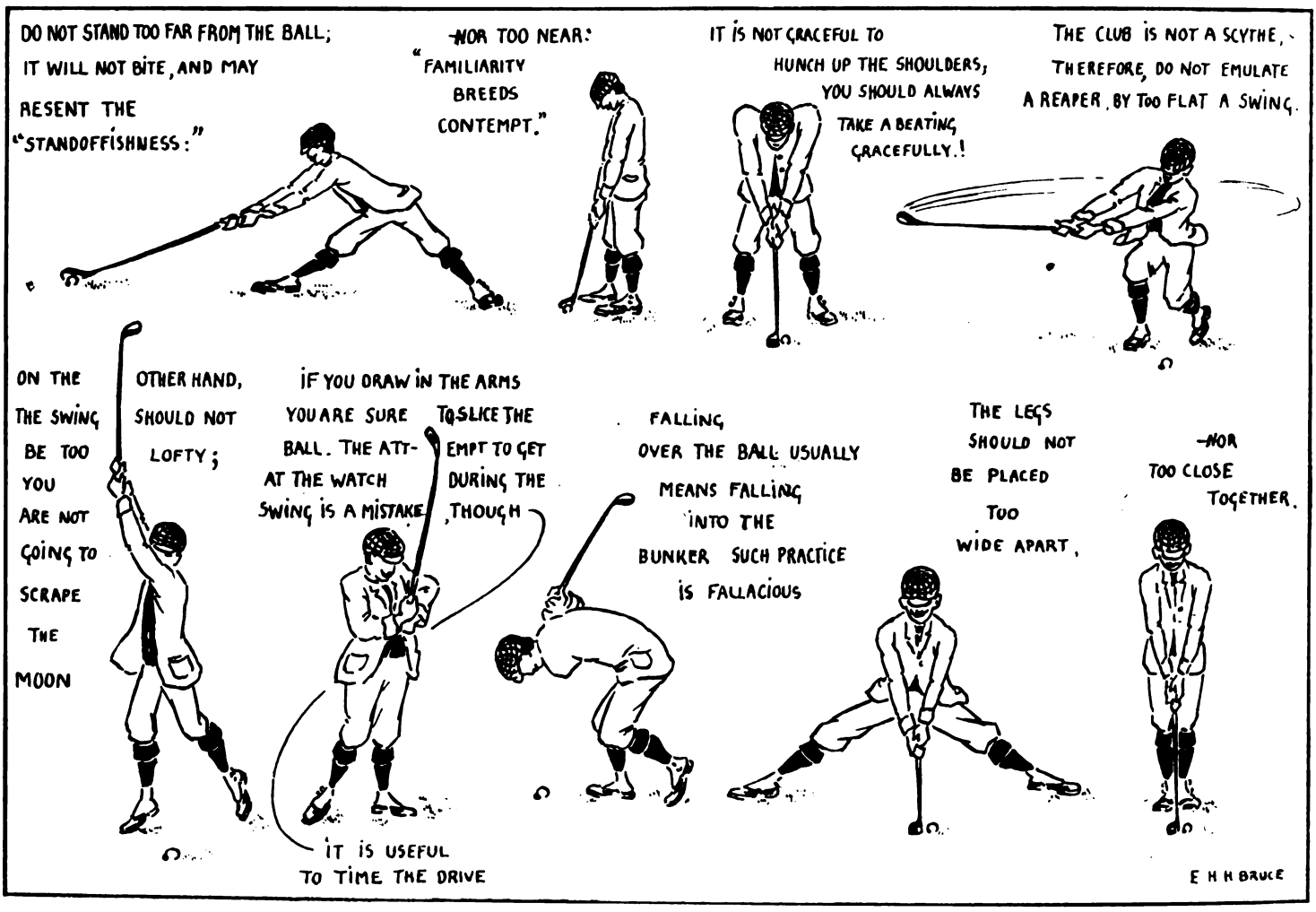
It was Mr. Boyd's turn now to lose two holes again (the first and second), and he took a mighty long time to get them back, winning and losing holes until he won both the ninth and tenth, and squared the match. He forged ahead after the twelfth, where he laid a stymie, won the thirteenth, and was 2 up with 5 to play – a lead at which the superstitious shook their heads. Sure enough he went all to pieces at the fourteenth, and when on the fifteenth green he lay 4-yds. from the hole, and his opponent lay 4-ft., Ireland's chances did not look quite so bright. But Mr. Boyd holed his putt, Mr. Mitchell missed his, and what promised to be a most sensational finish ended somewhat abruptly at the next hole, where the Scotsman was bunkered badly.

Mr. Boyd's victory was extremely popular and most well deserved. His golf during the week was occasionally erratic, as was that of all. On the other occasions it was most brilliant, and was always played with a stout heart. No matter what happened to any shot, he settled down to play the next like a man, and showed the most nerve and grit of all the competitors.

His long game is very good indeed at its best, but it is in his long game that he has most lapses. His approaching long and short includes every variety of shot, and he wanted all of them at Dollymount. The long low iron approaches coming in from the right he plays beautifully, but those who followed him agree that where he especially excels is in the short pitch and run shots from just outside the greens. These he played during the week with most deadly accuracy and fine judgment. His putting was, with very few exceptions, very good indeed.

Dollymount, flat and uninteresting looking as it is, was, before the end of the week, deemed the most difficult course over which the Irish championship has yet been played, and a fine test of first-class golf. Its great merit is that it calls for every kind of approach; pure pitch, running approach, and especially the pitch and run shot, and the ball must pitch on the right spot, for of all the courses the writer knows there is none which assists the player so little as Dollymount. One has always to fight to get the ball near the hole, for the greens will give no assistance as they do at Newcastle, where one's approach may be a bit off the line and be helped by the run of the greens. The high praise given to the course during the meeting was very gratifying to those who have played a part in making it what it is. It is with great regret that we all realise there will not be another Irish championship for a whole year. The old friends and the new faces who come to us year by year we are always glad to see, and their visit to Dollymount was a source of great pleasure to us all.

CECIL BARCROFT.




HINTS TO BEGINNERS (OR OTHERS) ILLUSTRATED.

## *FIXTURES.*

August 22.—Hunstanton, Ladies' Competition.
August 22-25.—Waveney Valley, Open Summer Meeting.
August 23.—Royal Guernsey, Tradesmen's Cup.
August 23-24.—Dieppe, Prix du Casino.
August 24-26.—Dornoch, Annual Tournament.
August 24-31.—Welsh Amateur Championship, at Conway.
August 25-26-28.—Scarborough Town, Open Amateur Meeting.
August 26.—Hanger Hill ("Bogey").
August 26.—Dieppe, Prix de l'Hôtel Royal.
August 27.—Royal Liverpool, Summer Meeting.
August 30-31.—Hunstanton, Summer Meeting
August 31.—Minchinhampton, Summer Meeting.
September 1.—West Lancashire, Autumn Meeting.
September 2.—Rye, Monthly Medal.
September 2.—Leasowe, Rangoon Cup.
September 2.—Royal Portrush, September Meeting.
September 4.—Royal North Devon, Autumn Meeting.
September 4-6.—Sheringham, Autumn Meeting.
September 5.—Royal and Ancient St. Andrews, Jubilee Vase.
September 5.—Royal Eastbourne, Vaughan Cup.
September 7.—Seaford, Autumn Meeting.
September 7, 8, and 9.—Royal Cromer, Autumn Meeting.
September 9.—Glasgow, Autumn Meeting at Killermont.
September 9.—Formby, Autumn Meeting.
September 9.—Tantallon, Autumn Meeting.



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. LVII.—Major the Hon. Thomas Francis Fremantle, M.A., V.D., Prospective Conservative Candidate for North Buckinghamshire.**

THE Fremantles, first of Hampshire and then of Buckinghamshire, have played an important part in both war and politics ever since the reign of George II., when John Fremantle held the responsible post of Secretary to the Customs Board. Just a century ago Admiral Sir Thomas Francis Fremantle, G.C.B., shared in the laurels gained by Nelson both at Copenhagen and Trafalgar, while a second John Fremantle won his spurs as a soldier in the Peninsular, and was one of Wellington's aides-de-camp at Waterloo, while a son of the latter, Fitzroy William Fremantle, fought bravely with the Coldstreamers in the Crimea, and was wounded in the attack on the Redan. The son of Admiral Fremantle, born in 1798, entered the political arena with the dogged determination to succeed, which seems to have always been a characteristic of his ancestors, and after filling as a Baronet the high offices of Secretary to the Treasury, Secretary of State at War, and Chief Secretary for Ireland, was raised to the peerage just thirty years ago as Baron Cottesloe of Swanbourne and Hardwicke. Lord Cottesloe lived to be a nonagenarian, and when he died, in 1890, he was succeeded by the third Thomas Francis Fremantle, who had sat in the House of Commons from 1876 until 1885 as one of the members for the then undivided county of Buckinghamshire, which at the beginning of the last century was described as the happy hunting ground of the all-powerful possessor of Stowe.

The ancient town of Buckingham is now only the centre of the Parliamentary Division to which it gives a name. In 1805 thirteen individuals, viz., the mayor and twelve burgesses, with the bailiff as returning officer, sent no less than two representatives to Westminster, chosen as a rule from the "younger branches of the family of Grenville." The Thomas Grenville who sat for Buckingham in the year of Trafalgar was an ardent Colonel of Volunteers, and in the next generation, when the Reform Bill diminished the influence of Stowe, by an equally curious coincidence it was Sir Thomas Francis Fremantle, the future Lord Cottesloe, who shared the confidence of the Buckingham electors with Sir Harry Verney of Claydon House, whose son, Mr. Frederick Verney, at the coming General Election in North Buckinghamshire is destined to be the opponent of the grandson and namesake of his father's colleague, who unites in a remarkable degree the practical knowledge and strong love of warfare possessed by both the Fremantle of Trafalgar and the Fremantle of Waterloo, with the political ability and enthusiasm which won a peerage for the first Lord Cottesloe, and certainly appear to be hereditary as far as his descendants are concerned.

Thomas Francis Fremantle was born in London in 1862, and in due course was sent to "Evans's" house at Eton, of which his father had once been an inmate. Amongst Mr. Fremantle's school contemporaries Lords Salisbury, Linlithgow, and Bath, Mr. Bromley-Davenport, and Mr. Ernest Meysey-Thompson have since become known as keen politicians. It was while at Eton that the author of the leading book on rifle-shooting first gave evidence of his powers as a marksman. Having shot for the Ashburton Shield as one of the Eton Eight, he migrated to Balliol, then under the benign rule of Dr. Jowett, and where Nathaniel Curzon was still an undergraduate. At Oxford Mr. Fremantle took his degree, having done some excellent work as an officer of the 'Varsity Rifles. The next fifteen years of his life were devoted to the conscientious discharge of his duties as a Buckinghamshire J.P., a member of the Buckinghamshire County Council, to local political work, and last, but not least, to promoting the efficiency of the 1st Buckinghamshire Volunteers, in which he is second in command, and his friend, Mr. W. H. Grenfell, M.P., also holds the rank of major. From 1889 to 1891 he was one of Mr. Goschen's private secretaries at the Treasury. In 1895 he was appointed Volunteer Aide-de-Camp to Lord Wolseley, a position which necessitated his resigning his post on the Buckinghamshire County Council, of which he has now just become an alderman. Shortly after joining the War Office Staff he married Miss Tapling, the daughter of Mr. Thomas Tapling of Kingswood, and the sister of the late Mr. T. K. Tapling, M.P. They are now the parents of three sons and two daughters. Their eldest son, born in 1897, is the fifth Thomas Francis Fremantle in direct descent from the veteran of Trafalgar, and is said to already evince a keen interest in the use of the rifle as a weapon of defence.

From 1900 till 1903 Major Fremantle was one of the private secretaries of his cousin Mr. St. John Brodrick. Although during the past quarter of a century he has never missed the annual meeting at Wimbledon or Bisley, he has accomplished a great deal of travelling, going round the world in 1891-92, and visiting Siam in the company of his present political opponent, Mr. Frederick Verney. Out of twenty-one consecutive contests for the Elcho Shield, Major Fremantle has taken part in eighteen, and the sideboard at the Old House, Swanbourne, is, as might be expected, heavily laden with prize cups and mementoes of every description. In 1902 he was selected to choose and captain the British team which crossed the Atlantic and successfully competed with Canadian and American teams for the Palma Trophy, shot for at 800-yds., 900-yds., and 1,000-yds. It was again Major Fremantle's lot to head the British team which defended it at Bisley a year later, when the Americans won it after a very exciting match. He is at the present moment president of the Twenty Club, the largest and most efficiently organised body of skilled Volunteer rifle-shots in the United Kingdom. During the War in South Africa Major Fremantle was connected with the forming of both the C.I.V. and the Shropshire Yeomanry. He has published two books on his favourite subject, the second of these, entitled "The Book of the Rifle," brought out by Messrs. Longmans three years ago, being generally regarded as a standard work. Major Fremantle has received the Volunteer decoration for twenty years' unbroken service as an officer, and it is not surprising to learn that the 1st Bucks have, for a considerable time, enjoyed a well-deserved reputation for good shooting.

Mr. Fremantle is a Balfourite by conviction, but will certainly support no measure calculated to increase the price of the labourer's food or render his life more irksome. At a moment when the condition of our Imperial defences has become a burning question of the hour, the presence of men of wide knowledge of Army conditions like Major Fremantle in the House of Commons becomes more and more essential. He thinks that the fighting power of the country for land operations requires to be treated comprehensively, and that all parties should combine to place it on such an adequate basis as would satisfy Lord Roberts and others who have lately denounced in and out of Parliament any further dallying with a condition of "national unpreparedness."

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*Alice Hughes.*

THE HON. MRS. T. F. FREMANTLE

Wife of the prospective Conservative candidate for North Bucks.

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**** The next of this series of articles will deal with Sir John Dickson-Poynder, Bart., M.P. for the Chippenham Division of Wiltshire.*



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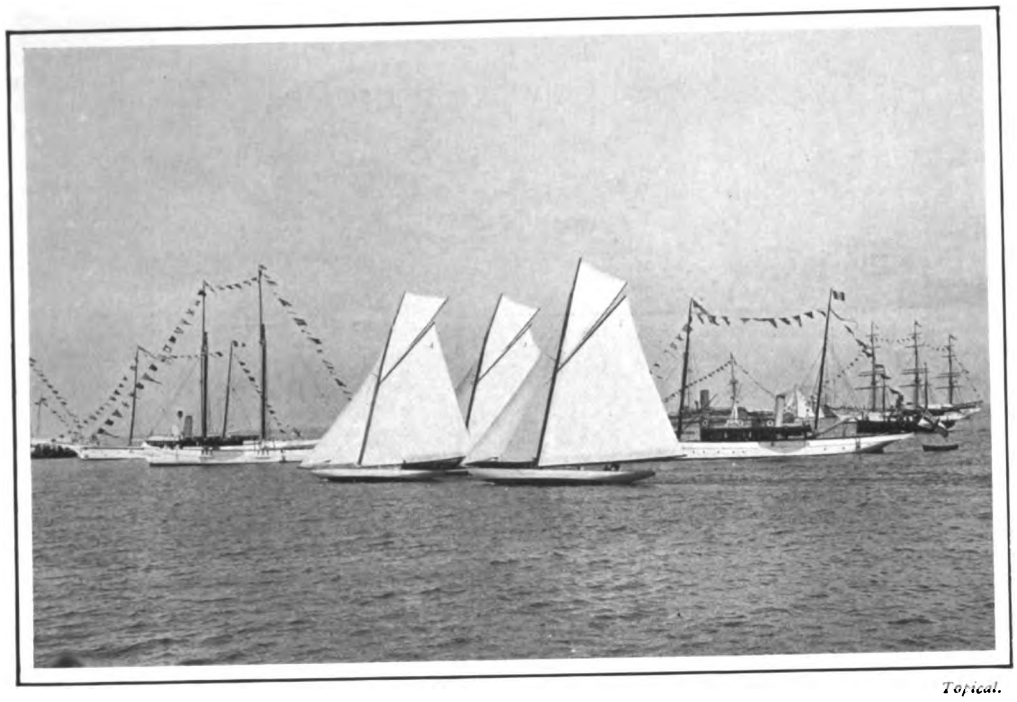
# Under the Burgee.

THE Cowes Week of 1905 is destined to hold a prominent place even amongst the most famous of that port's regattas. The crowded anchorage, with the combination of the battle-ships and the hundreds of yachts comprising the pleasure fleet, presented a spectacle unique even for Cowes, and one that will be long remembered by the tens of thousands of people who were attracted to the town during the week. The glorious weather of the earlier part of the week of course contributed in no small measure to the success of the pageant. The illumination of the Fleet and the fireworks from the battleships on the Monday formed a sight certainly never surpassed, if ever equalled, for magnificence, and the French visitors must have been deeply impressed with the welcome accorded them.



*Topical.*

THE COWES WEEK.

Start of the match for the South Coast one-design class, which was won by L'Amoureuse, owned by Captain R. Charteris. This yacht was too soon over the line, and was recalled, but quickly regained the lead, and ultimately won the race.

The Entente Cordiale was the dominant note in the proceedings during the earlier days of the week, and the vast majority of the visitors to Cowes were undoubtedly attracted by the presence of the French Fleet. Nevertheless, viewed from a strictly yachting standpoint, the week must be regarded as a success, and much more full of interest than many of its more recent predece-sors.

In accordance with the custom of previous years, the Royal London Yacht Club opened the week with a series of matches on the Monday. The crowded state of the anchorage necessitated an alteration in the courses from those usually sailed, and the big vessels were sent round the Isle of Wight, while the smaller classes were kept chiefly in the west channel. There was a nice breeze inside the Wight, which just suited the 52-footers; but the "round the island" course is seldom a satisfactory one, and on this occasion was no exception. The breeze was paltry outside, and this led to a considerable amount of fluking in the big race, which was won by Mr. Robert Young's cutter, Merrymaid.

In the 52-footer race, Sonya, the Herreshoff boat, and Maymon, last year's champion, were having a splendid tussle, when the American boat was unfortunate enough to pass a mark on the wrong side, a mistake which, of course, would have meant disqualification, so she retired, and interest in the race was destroyed. Maymon sailed well, and thoroughly deserved her victory. It was at this regatta last year that she commenced her remarkable series of successes.

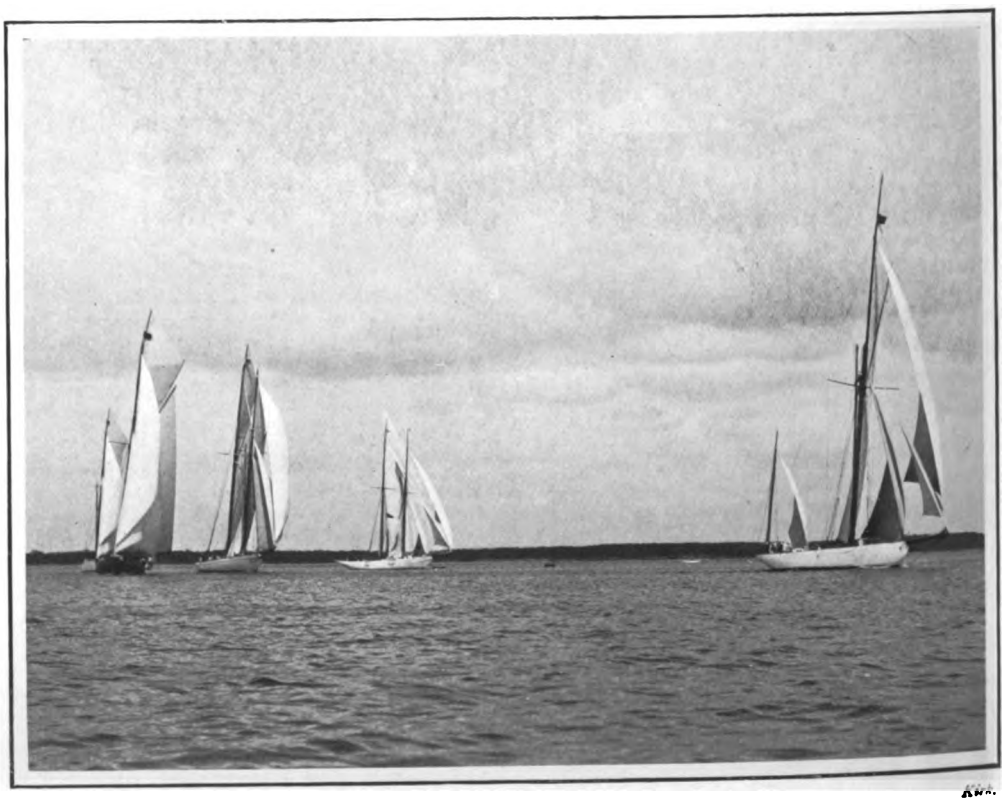
Great interest attached to the opening day of the Royal Yacht Squadron on Tuesday, when the principal race was for the King's Cup. This race differs from other clubs' races for Royal trophies, it being a handicap restricted to yachts owned by Squadron members. The competitors were the German Emperor's Meteor, Lord Dunraven's Cariad, Sir James Pender's Brynhild, Sir Maurice Fitzgerald's Satanita, Lord Iveagh's Cetonia, and Mr. Crosier Bailey's Sula. Meteor was scratch boat, but Satanita led for the greater part of the journey, and looked like repeating her victory of 1901, when she won the last Cup presented to the Squadron by Queen Victoria. She finished first on Tuesday, but Lord Dunraven's ketch, Cariad, managed to save her time by 55-sec. Meteor never appeared to have a chance, and with half of the course to windward, it was practically impossible for her to give a long time allowance to a boat like Satanita. Cariad's performance was a good one.

Sonya in Tuesday's race made amends for her mistake of the previous day. She gave a fine display of sailing in the turn to windward, and beat Moyana, the second boat, by 1¼-min.

The King went for a sail in his old cutter Britannia on the Tuesday, while the Marquess of Ormonde, as Commodore of the Squadron, presided at the lunch at the Castle, at which the French officers were guests.

Wednesday was another big day with the Fleets and Squadron alike. The King reviewed the Fleets, but what should have been a very fine spectacle was, in a great measure, spoiled by the rain, which fell heavily in the morning.

In view of the review, the Squadron deemed it expedient to start the races later than usual, and the gun for the Emperor's Cup Race was fired at one o'clock. A splendid entry had been received for this event, the names of no less than seventeen yachts appearing on the programme, and sixteen actually started. The weather in the morning looked most unpromising for racing, but it improved



THE ROYAL YACHT SQUADRON REGATTA.

The start for the King's Cup. Meteor and Satanita, with a light south-westerly wind, made very good running, but Cariad, towards the end, came rapidly forward, and took the race by the narrow margin of 55 sec.



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later in the day, and the races finished in a fine breeze.

The start for the Emperor's Cup was somewhat exciting, and it looked as though a foul between three or four of the yachts would have resulted seriously; but fortunately no damage was sustained by any of the boats. The Kaiser's trophy was won by Thérèse, 65-foot cutter, took second prize, and Rosamond third.

The race for 52-footers on this day resulted in a victory for Moyana, and Britomart was second, while the American craft Sonya finished last.

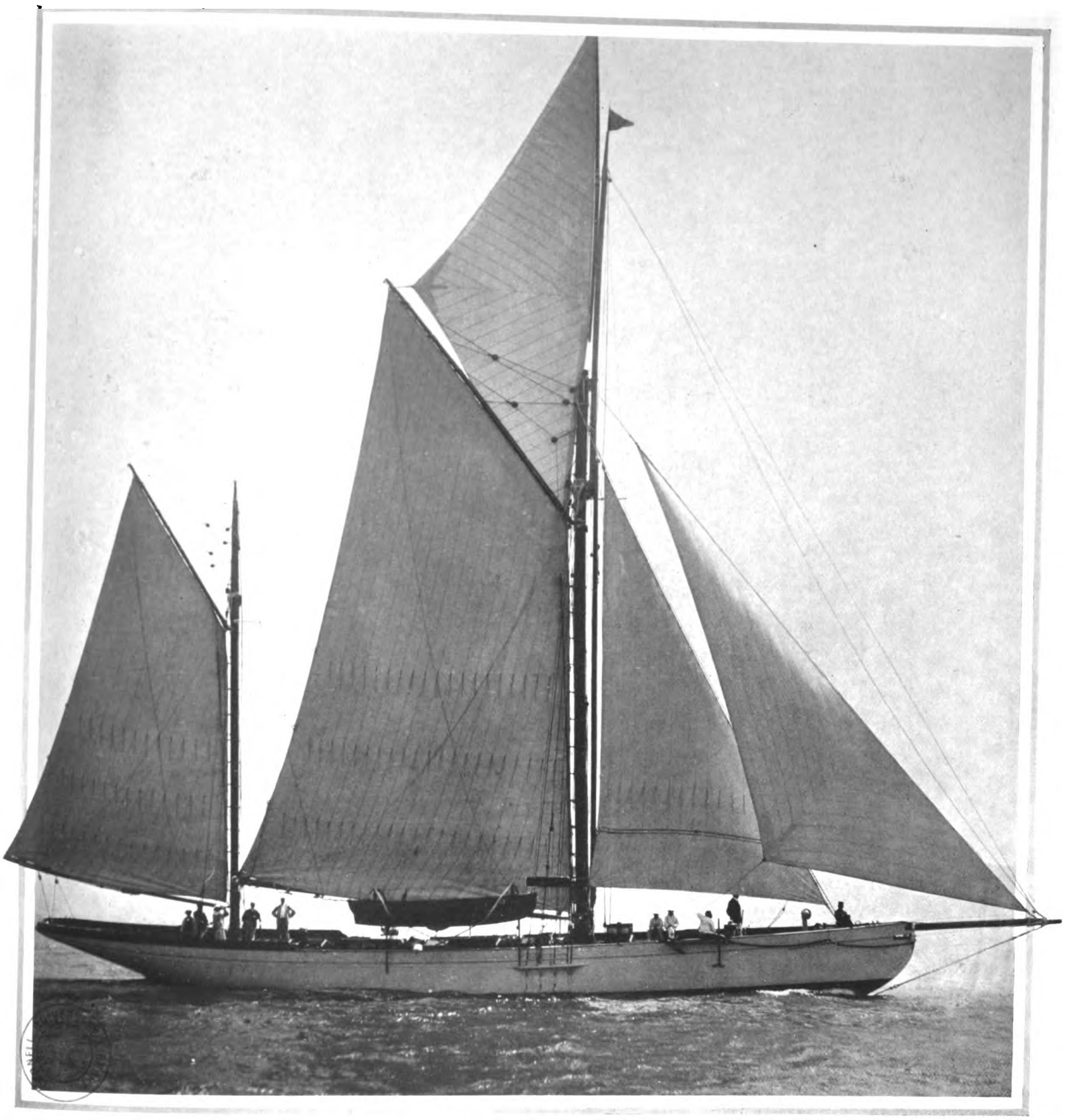
The annual banquet at the Royal Yacht Squadron Castle, usually held on the Tuesday, took place last week on the Wednesday, and the King and the Duke of Connaught were present.

Thursday was, as usual, the town day. The races formed a part of the Squadron programme, but the prizes for the big handicap had been subscribed by the town of Cowes.

A brilliant week closed on Friday, when the Countess of Dudley's Challenge Cup was sailed for by the 52-footers, and the South Coast boats competed for a prize presented by the Prince of Wales.

The yachts in the harbour were most brilliantly illuminated every evening, and on very few occasions has Cowes Week been favoured with such brilliant nights. At nine o'clock the ships blazed out in myriad colours, and the war-ships in the background were also gaily illuminated. The Royal yacht was beautifully done, green being the only colour used, except for the three bright white lights at each masthead

CORINTHIAN.



*Debenham.*

LORD DUNRAVEN'S CARIAD.
Winner of the King's Cup at the Royal Yacht Squadron Regatta.

which sails under the flag of Herr Felix Simon. She had a time allowance of 50-min. 8-sec. This vessel's original name was La Flèche, and she was built from Mr. Soper's designs. Rosamond was actually second boat on time allowance; but one of the conditions of this race was that the second prize should go to a vessel of different rig to that of the winner, and consequently Zinita, the

## *REGATTA FIXTURES.*

**August 21-22.—Royal Albert Yacht Club. Southsea.**
**August 23.—Royal Southampton Yacht Club.**
**August 26.—Royal Dorset Yacht Club. Weymouth.**



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# THE YACHTING SEASON.

MERRYMAID

The winner of the £100 Cup in the handicap match for yachts exceeding 100 tons, Thames measurement, presented by Mr. Myles B. Kennedy. She is a cutter of 107 tons, and was built at Gosport last year from Mr. C. Nicholson's design. Now owned by Mr. R. Young, Merrymaid has established a reputation as a hard-weather boat, and at Southsea Regatta last year she beat the American schooner Ingomar in half a gale of wind.



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# The Parisians of Paris.

## FASHIONABLE LIFE AT THE SEASIDE.

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THE SEASON AT TROUVILLE.

A general view of the bathing sands, with the jetty in the background.

THE shutters are closed in the fashionable faubourg. Tapestries are covered with their summer linens, carpets are rolled, and napthaline and camphor are the giants that guard the domain. Moth is the enemy to be routed, and so far nothing has been discovered that chokes these intrepid wool gatherers more quickly than this nauseous compound. The joint smell has been known to check a burglar, and is assuredly capable of repelling a dainty moth. The key once turned in the safety lock, no thought is given to the town house during the summer; it is well protected without and within. Jean and Julie, with the *chef* and his wife, have followed their masters; the concierge alone remains at the lodge to smoke his pipe and answer all the enquiries with the customary stare. Everybody knows that the family are at Trouville at this time of the year. "What the —— do you want bothering here?" is written as large as life on the surly face as the great portals shut with a snap, and you begin to understand why the Parisian can leave home so quietly. The heavy luggage has gone by rail with the servants; but madame cannot trust her dress trunks to any but the maid who has packed them and must answer for their safe arrival. She, therefore, travels by the omnibus motor, with Jean for emergencies; and the chauffeur knows the importance of his charges too well to linger by the way.

In Trouville, and across the Touques to Deauville, most of the villas belong to well-known people in one or other of the fashionable faubourgs. For we have the Faubourg St. Germain and the Faubourg St. Honoré equally well represented at this favoured spot, and year after year we find the Marquis and Marquise de Ganay at the Villa Ganay, Count and Countess de Galiffet at the "Folie," Prince and Princess Murat at Victoria Lodge, M. and Mme. Edmond Dollfus at the Villa Dollfus, Count and Countess d'Aramon at the Villa Chloé, the Rochefoucaulds, the Vigiers, the Ridgways, the Gontaut-Birons, the Ephrussis, the Vanderbilts, the aristocrats with money, and the aristocrats without, cosmopolitan plutocracy, and the usual band of "fringes," or hangers-on, of Society, living the showy life that fashion demands.

Dress, dinners, baccarat, bridge, polo, tennis, the race-course, and the shops fill the day and night. Parisians—men and women—gamble and talk scandal, flirt and frivol, dress and undress in the *grande quinzaine*—the fashionable fortnight—more than at any time of the year. They are all together, all leading the same life, all meeting at the same houses, all bored to death by the ever-recurring platitudes of their butterfly existence. And Trouville is the home of butterflies *par excellence*.

The caricaturists are busy with their pencils in the Rue de Paris. They note the "little ladies" and the old gentlemen, the husbands and wives, the *fiancés*, and the young mothers-in-law, peering into the jewellers' windows. They could tell you who buys and who receives the pendants and the rings, and how it happened that only five of the seven rows of pearls graced the countess' throat at her birthday party. These caricaturists see everything, note everything, and make their successful publications from everything that they discover during their fortnight's holiday. They follow the fashionable crowd, for they make their living by their observations, by the things they see in the heart of smart Society. And their books are bought at the end of the year and gloated over. Nothing, in fact, stamps a man or woman as fashionable more than a pen sketch from one of these gentlemen. And who wonders that the American comtesse is paying such marked attention to our monosyllabic caricaturist! He will launch her into the Smart Set more quickly than her father's millions or her husband's title.

The Faubourg St. Germain at Trouville keeps much to itself—here, as in town. Cosmopolitan society sees little or nothing of the dances and dinners within the villas, and the stranger who fancies that life in this French watering-place is sociable soon finds out his mistake. A Parisian will entertain a foreigner at the hotel, give him the best dinner he can order and a bottle of his favourite Chambertin, be as merry as possible over a cigar and a Kummel—but he will not invite him home. He must know a great deal about him before he introduces him to his family, and as he generally takes no trouble to find out anything unless there is a marriage proposition, a seaside acquaintance with a Frenchman is disappointing.

There are dances at the casino, like in all seaside towns of any importance, but the "Faubourg" does not dance there. You will catch a glimpse of them on the race-course, at tea, wrapped in pale blue gauze in a motor, at a polo match, or in a morning's walk. You will look for them in the sea, and fancy you will recognise the marquise or her sister the countess among the bathers. But after a while you will discover that the smart Parisienne at Trouville will gamble, dance, drive and ride, flirt and fence, dress five times a day—will do everything in fact that is to be done but bathe.

FRANCES KEYZER.

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CHILDREN VISITORS AT TROUVILLE.

Amateur fishing for mussels and shrimps is one of the delights of the children at the popular French watering place.



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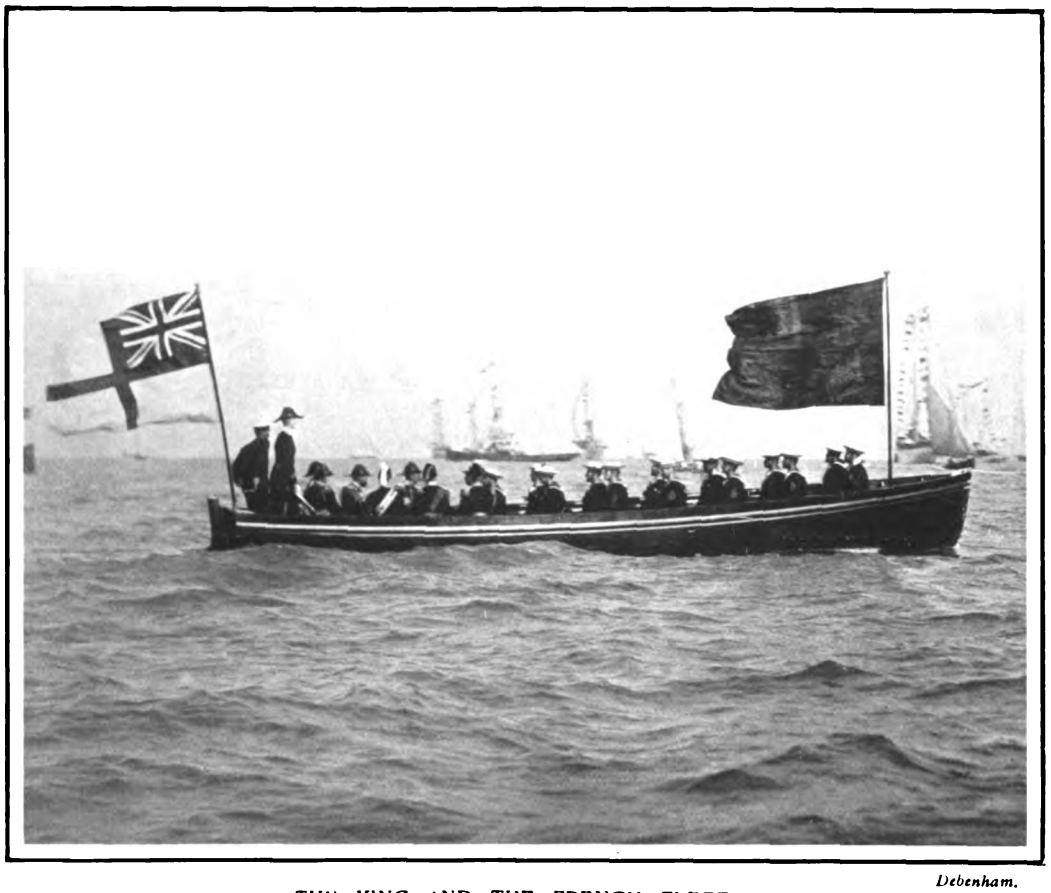
# THE FRENCH FLEET



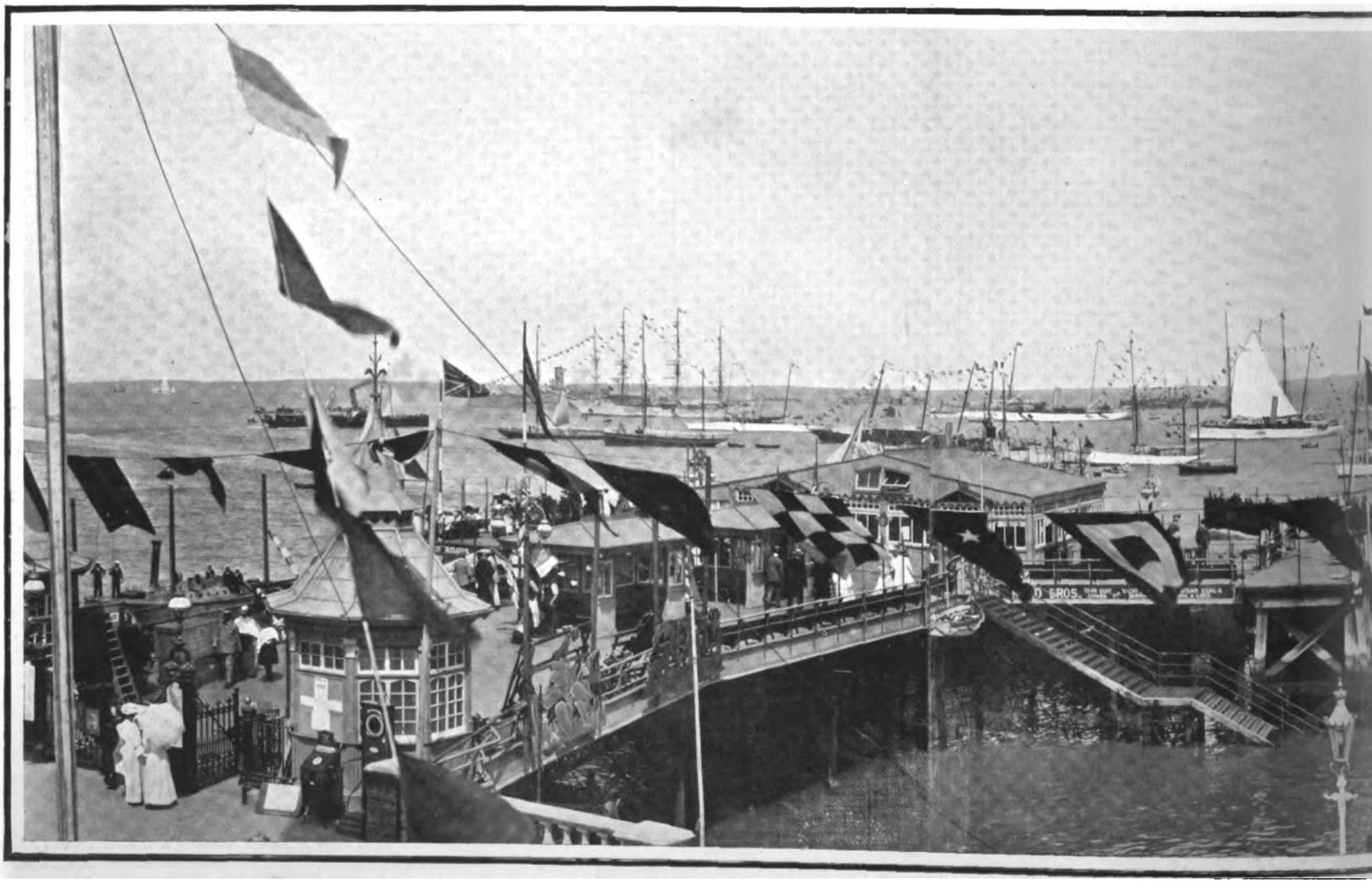
*Debenham.*

THE KING AND THE FRENCH FLEET.

His Majesty, with the Prince of Wales, returning from his visit to Admiral Caillard in the "Masséna." On Wednesday, after the review, the King lunched on board the French flag-ship, returning to the "Victoria and Albert" before the "Masséna" left Cowes for Portsmouth Harbour.

FRENCH O

Admiral Caillard and his staff, accompanied by s landing-stage, on their way to the luncheon at the the Marquess of Ormonde, C



THE BRITISH AND FRENCH FLEETS AT ANCHOR

The British Channel Fleet and French Northern Squadron were reviewed by the King on Wednesday, August 9, the third anniversary of his Majesty's coronation Fleet was headed by the Trinity House yacht "Irene," followed by the "Victoria and Albert," th "Osborne," the "Alberta," the "Enchantress," with the Le with the Mayor and Corporation of Portsmouth. In all there were eighteen French and fifty British war-ships in line, and being dre



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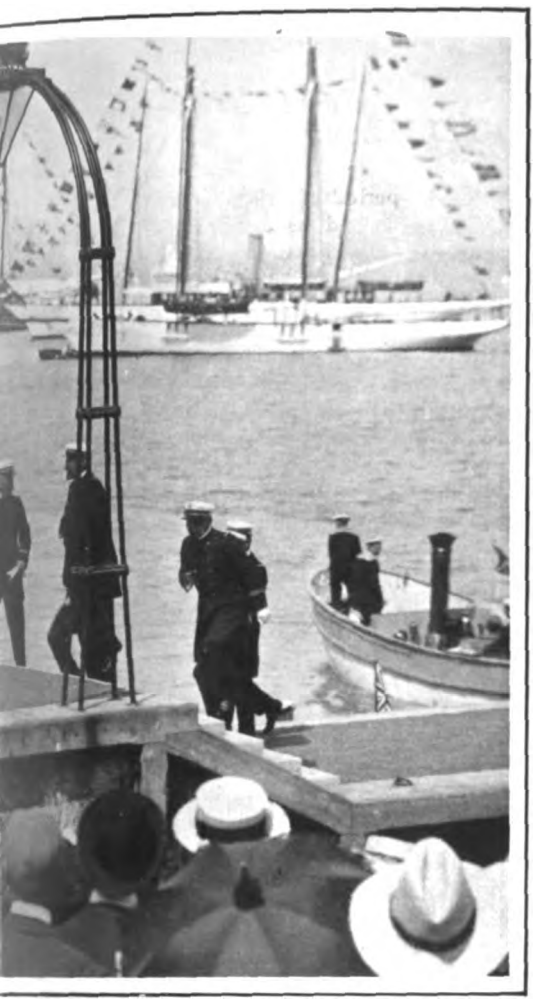

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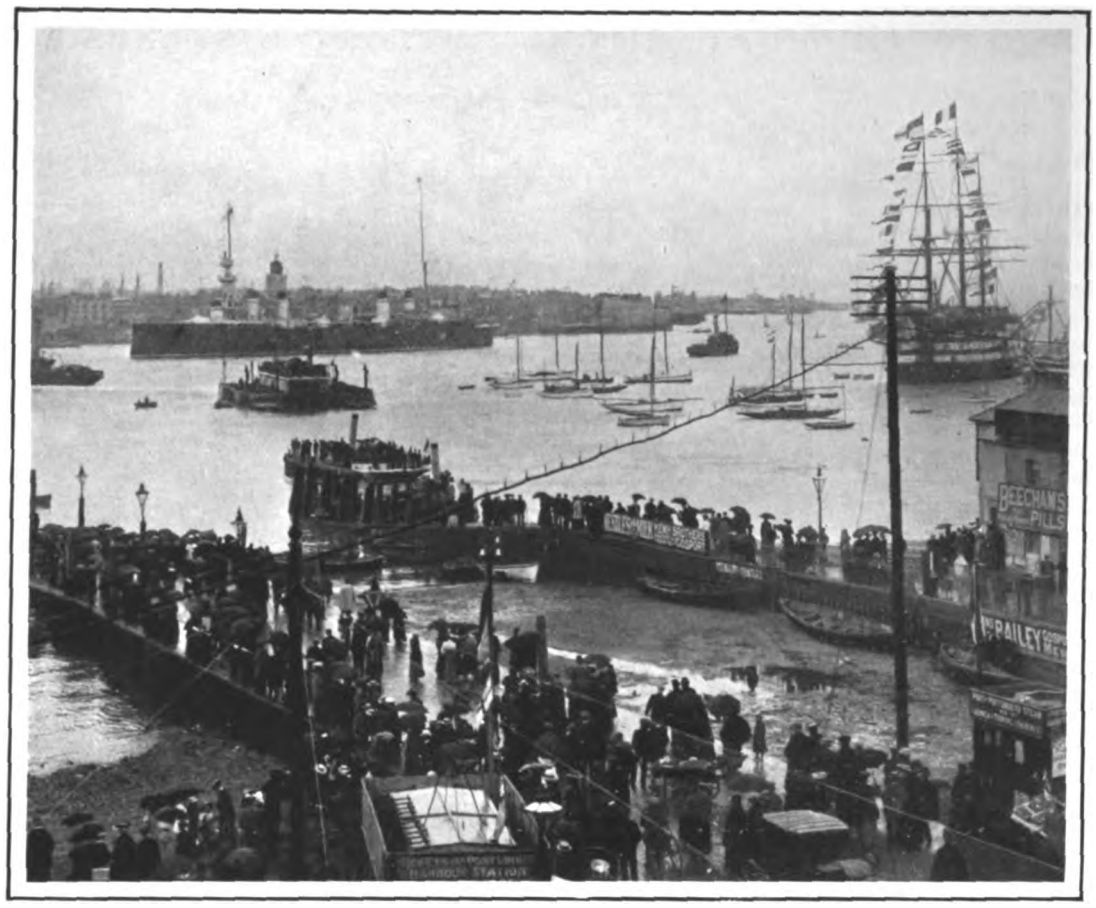
ERS AT COWES.

Sir Fisher, landing at the Royal Yacht Squadron's private re. In the illustration Sir John Fisher may be seen greeting shore of the Royal Yacht Squadron.

# AT PORTSMOUTH.



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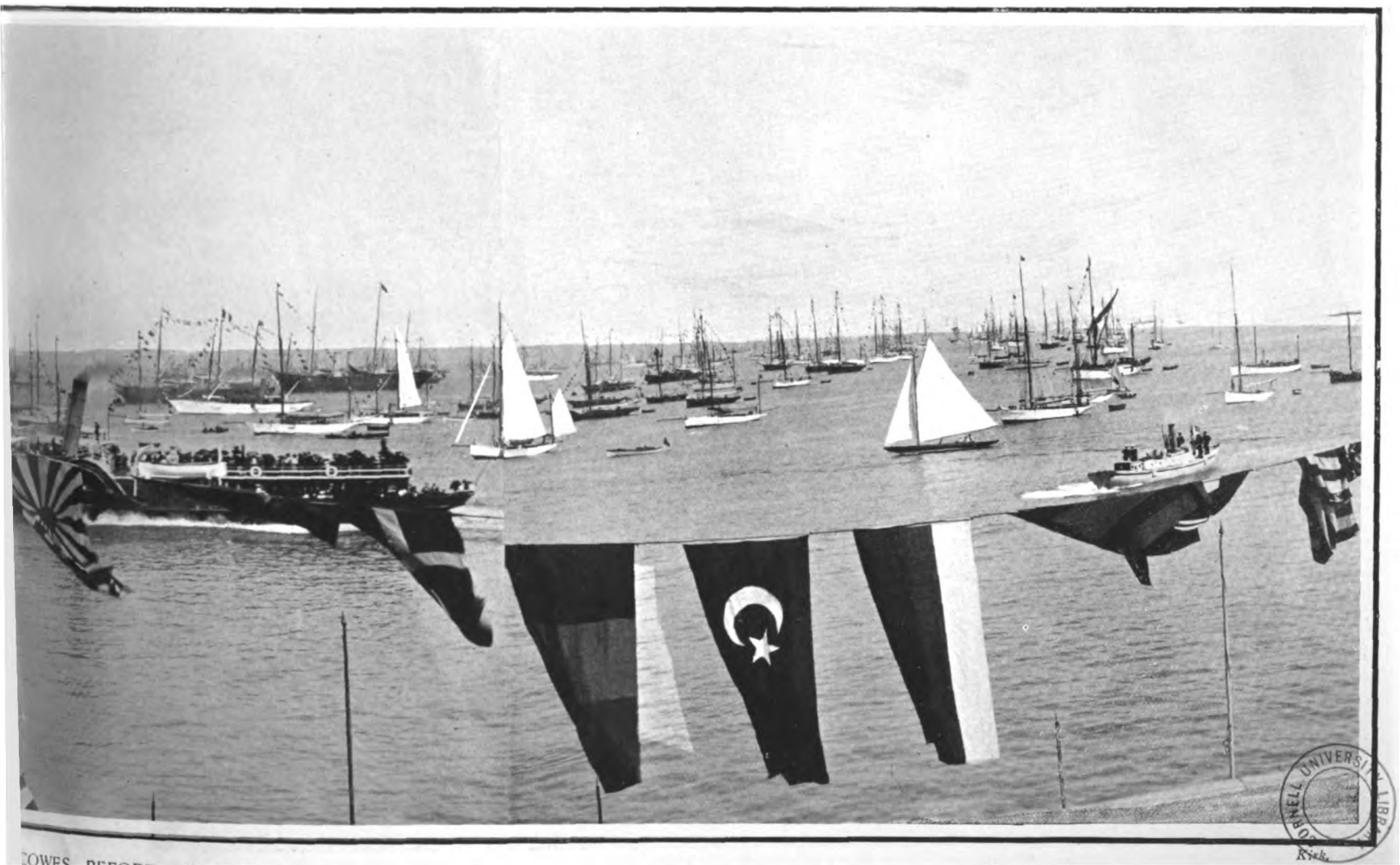
THE FRENCH FLEET ENTERING PORTSMOUTH HARBOUR.

In a steady downpour of rain the vessels of Admiral Caillard's Squadron left their moorings off Cowes on Wednesday, and in charge of a British Navigating Officer steamed to their berths in Portsmouth Harbour. Every point of vantage from which the arrival of the Fleet could be watched was crowded with people, who cheered each ship loudly as she passed.



COWES BEFORE THE REVIEW BY KING EDWARD.

Fleets were disposed in four lines, the battle-ships and large cruisers in the centre and the torpedo-boats and destroyers on the flanks. The Royal procession through the Admiralty, the "Fire Queen," the "Mercury," with the Lord Mayor of London, the "Seahorse," with representatives of the French and English papers, and the "Wye," ver and manned as the Royal *cortège* passed down the lines, the scene was a brilliant and memorable one, despite the somewhat dull weather.



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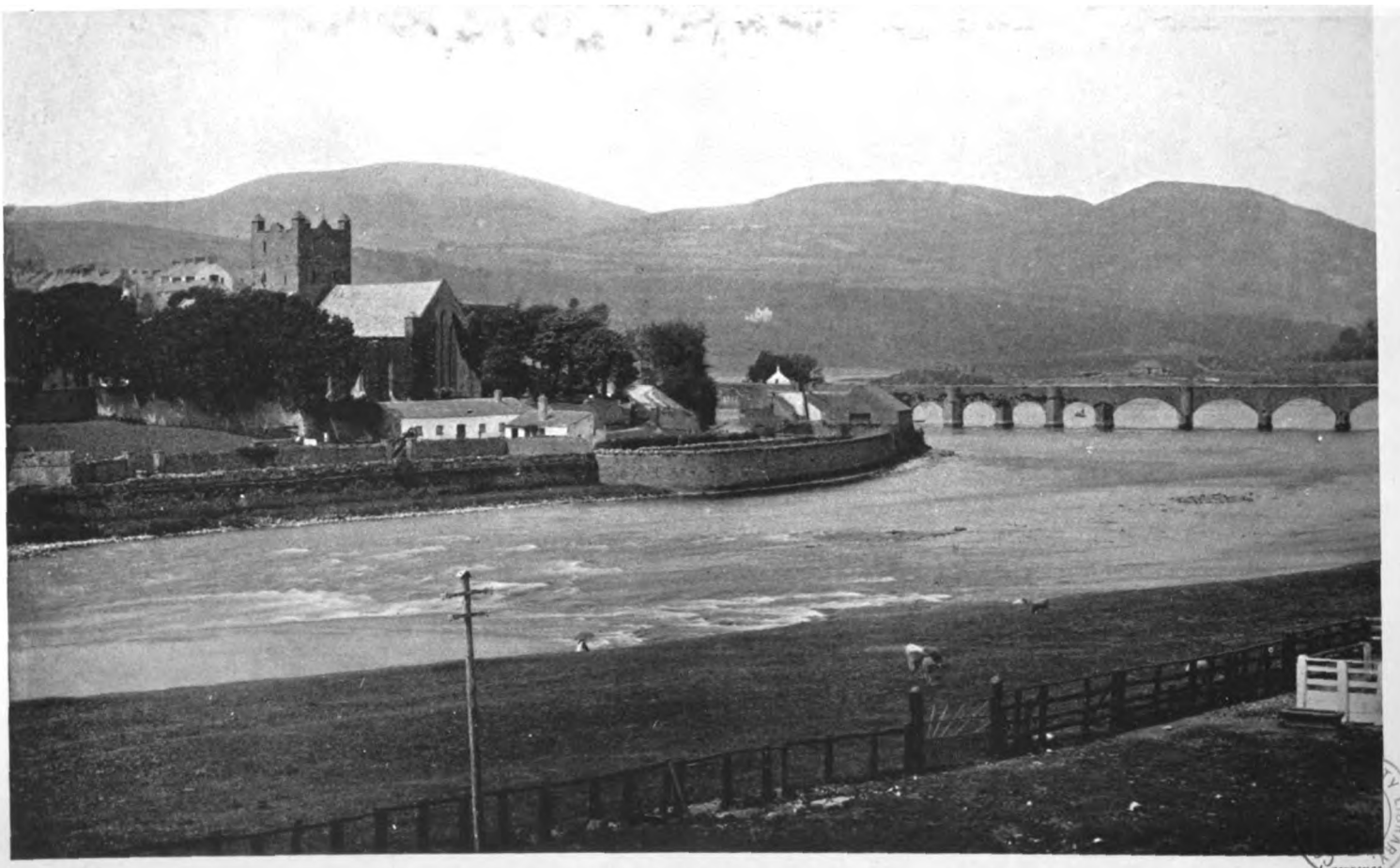
# The Traveller.

## HOLIDAY RESORTS WITHIN EASY REACH OF DUBLIN.

JUDGING by the record number of entries, the Royal Dublin Society's great horse show to be held at Ball's Bridge next week promises to be a great success. Sportsmen and others who avail themselves of the favourite "short sea route" *viâ* Holyhead, would do well, before returning home, to take advantage of the occasion and pay a visit to a few of the famous beauty spots which lie in the vicinity of the Irish capital. From the holiday-maker's point of view Dublin is by far the most convenient centre. No fewer than four of the great Irish railroads radiate from this point, which gives the tourist an almost unlimited choice of scenery and route. For example, starting from the Amiens Street Terminus, the Great Northern Company's system traverses some of the most picturesque portions of the country. An interesting, and at the same time instructive, day excursion from Dublin may be made to the ancient city of Drogheda, whence the famous Valley of the Boyne may be conveniently explored. Drogheda itself is a spot of the utmost interest for the antiquarian, having from the most remote period of Irish history figured as a place of importance. In bygone days it was walled and strongly fortified, and even to-day portions of these ancient remains are to be seen in St. Lawrence's Gate and West Gate, both of which are in a good state of preservation. Several other monuments of the past exist, notably the ruined church of St. Mary, which dates from the reign of Edward I. Drogheda is only a matter of thirty odd miles from the Irish capital, and those who decide on this interesting excursion should take advantage of the special round tour tickets which the Great Northern Company make a feature of at a popular price. These tickets enable the tourist to visit Drogheda and take a delightful drive through the charming Valley of the Boyne, including the Battlefield, Dowth and New Grange, Mellifont and Monasterboice. New Grange affords perhaps one of the most striking examples

CARLINGFORD LOUGH.

One of the most picturesque sheets of water in the North of Ireland. Among other favourite health resorts on the shores of the Lough are Greenore, Rostrevor, and Warren Point.



KILLALOE, COUNTY LIMERICK.

Few spots in Ireland are richer in historical and archæological interest. One of the chief features of interest is the well-preserved cell of St. Lua, dating from the twelfth century, and forming a portion of the present Protestant Cathedral. The fine old bridge marks the position of the ford used in past ages by pilgrims to Killaloe.



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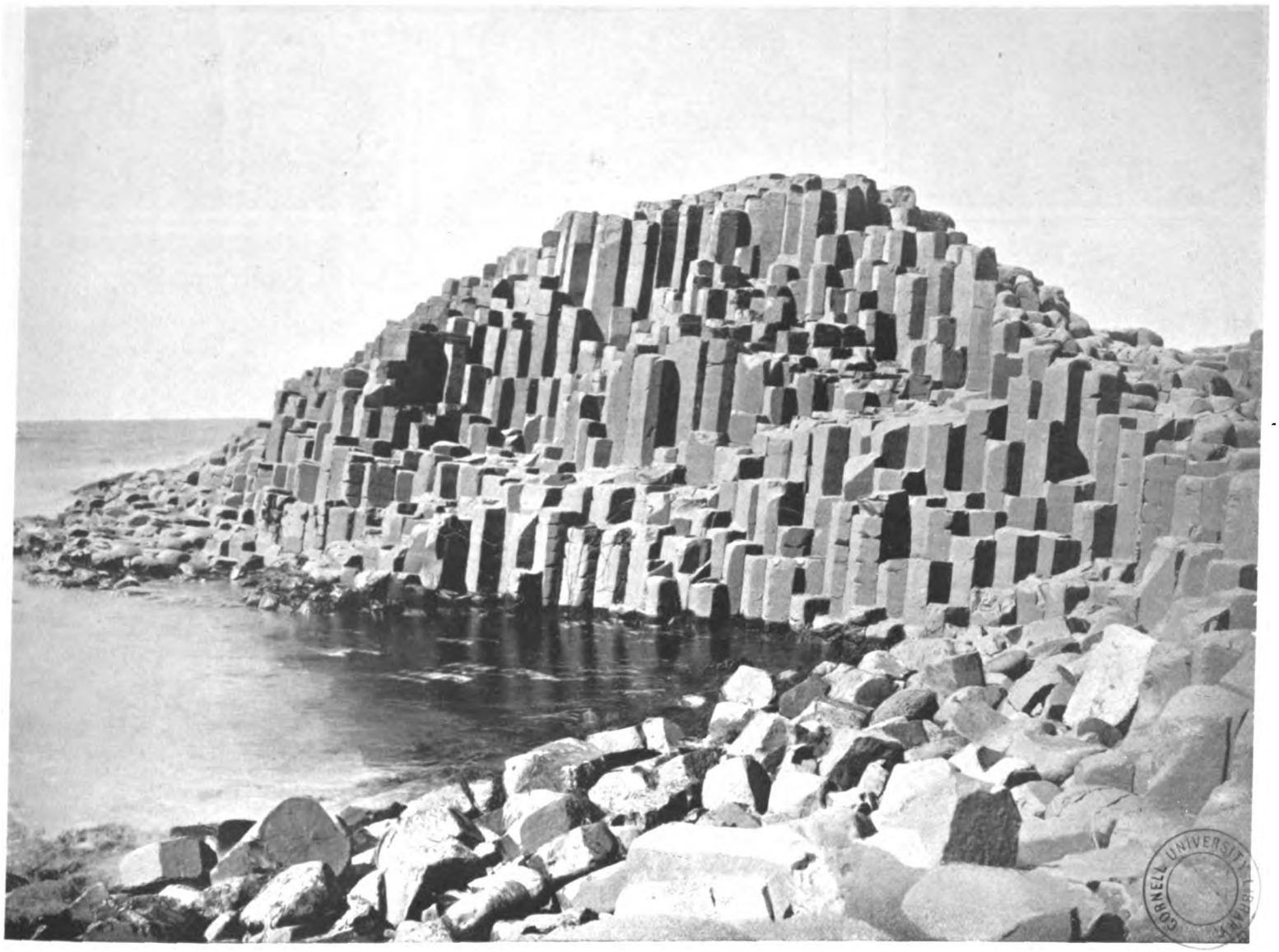
of human skill and labour in Ireland, if not in Great Britain, approaching in point of age and grandeur the Egyptian Pyramids. The Sepulchural Tumulus of New Grange, located on the banks of the Boyne, occupies an area of nearly two acres, with an elevation of 70-ft. This ancient monument, the interior of which can be explored by the tourist, is composed of small stones and earth weighing, it is said, 180,000 tons. Monasterboice, as its name indicates, was once the site of a fine old monastery, founded early in the fourteenth century. The present day remains include a church, round tower, and various domestic buildings.

Those who have the time to spare can continue the exploration of this picturesque valley, visiting Navan, and Tara the ancient residence of the Ardrigh, or Chief King of Ireland, since the time of Slaigne the first of the Firbolg kings. The ruins of Bective Abbey possess great interest for the archæologist, and can be easily reached from Navan, as can Dangan, where the Duke of Wellington spent a portion of his boyhood days. This by no means exhausts the innumerable attractions of the Boyne Valley, wherein one could with profit spend a holiday of some duration.

Another pleasant excursion from Dublin is to Greenore, where, by the way, visitors returning from the horse show, can cross to Holyhead. Picturesquely situated at the head of Carlingford Lough, the London and North Western Railway Company have done much towards developing Greenore into a health and pleasure resort. Among other ways of improving the place, they have built a magnificent hotel overlooking the Lough, whose waters are largely affected by yachtsmen; while the excellent golf links have long since earned a wide reputation among golfers. Like Rostrevor and Warrenpoint, also situated on the same Lough, Greenore enjoys a good deal of shelter from the Mourne and Carlingford mountains, which practically enclose the Lough on all sides. For excursions in the North of Ireland, including the wild, romantic scenery of the Mourne mountains close by, even so far north as the Donegal Highlands, Greenore will be found a most convenient point of departure. The steam-ship service between Greenore and Holyhead is, undoubtedly, one of the best linking up the two countries, and the comfort of travel by the fast twin-screw steamers is all that one could wish for.

Between Greenore and Rostrevor there is a daily service of steamboats in operation during the summer season, and from the latter one can take a charming coach drive to Newcastle, where connection is made with the Belfast and County Down Railway. The drive is a most enjoyable one, as the road skirts the beautiful Mourne Mountains on one side and Carlingford Lough and the Irish Sea on the other. One has the choice of a number of different excursions in County Down, thanks to the careful way in which the Great Northern Company has studied the interests of the tourist.

Everyone interested in the history of the Church in Ireland should endeavour to pay a visit to the ancient city of Armagh and see its cathedral, churches, and splendid library stored with ancient MSS. Armagh is the ecclesiastical metropolis of Ireland. The See of Armagh is the Primatial See. Here the Primates of the Church of Ireland and of the Irish Roman Catholic Church reside in their respective palaces. Armagh is also *par excellence* the cathedral city of Ireland. Built upon two hills are two cathedrals, which differ from each other in point of age and style of architecture, and form a striking and impressive contrast when viewed from the surrounding hills. If possible the tourist should endeavour to arrange his visit to Armagh on a Sunday, as the cathedral music is unrivalled, even in Ireland. Among other famous spots which can be conveniently reached from the capital there are the Lakes of Killarney, access to which is afforded by three distinct routes. The Dublin, Wicklow, and Wexford line has arranged a series of cheap day trips to the lovely Vale of Avoca, including the Meeting of the Waters, Cronebane, More's Tree, and Avondale, also to Glendalough and the Seven Churches, which may be reached by way of the Vale of Clara and the Devil's Glen, or *vid* Glenmalure and the Vale of Clara. These excursions afford visitors to Dublin ample opportunities of visiting some of the most interesting and beautiful mountain, lake, and valley scenery.



*Law ence.*

THE GIANT'S CAUSEWAY.

This remarkable basaltic formation, one of the most widely visited spots on the North Irish Coast, is associated with a local legend ascribing it to the work of giants, who attempted to construct a colossal causeway across the Channel to Scotland. The origin of the legend is lost, but it is a curious coincidence that the basaltic rocks immediately opposite on the Scottish Coast are of an exactly similar nature. The fact has given rise among geologists to the supposition that, in distant ages, the two countries were united.



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# The Dublin Horse Show.

*Lafayette.*

THE EARL OF ROSSE, K.P., D.C.L., H.M.L.
Past President of the Society.

*Chancellor.*

THE RIGHT HON. LORD ARDILAUN, L.L.
President of the Royal Dublin Society.

*Lafayette.*

HIS EXCELLENCY LORD DUDLEY
Vice-Patron of the Society.

As with so many institutions in this world, the idea of the Royal Dublin Society, which was founded in 1731, originated in the brain of one man. But unlike so many other ideas that have subsequently proved to be for the benefit of both man and beast, the project which Mr. Thomas Prior of Rathdowney, in Queen's County, unfolded to a small circle of friends met with little or no opposition. From its inception the Royal Dublin Society was received with acclamation, and thanks to the energy and concentration of those who undertook the management of the bantling, it speedily made its influence felt.

Perhaps a partial explanation of the society's immediate success may be found in the fact that though the actual founder was an Irishman, his most energetic supporter was English. Dr. Samuel Madden, according to most authorities, was born in Wiltshire, though others have it that he was a native of Dublin. He was, it is true, the holder of a living in County Fermanagh, and lived there for rather more than half his life, but England claims the other half. And it was he who shared with Prior the labours and anxieties of founding the first society ever formed for the improvement of agriculture.

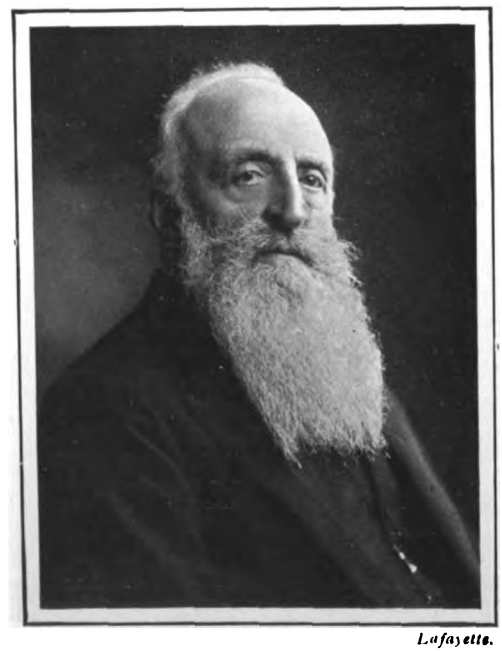
It was on September 30, 1731, that the society actually began its work of "Improving Husbandry Manufactures and other Useful Arts and Sciences," Mr. Thomas Prior reading a paper on "A New Method of Draining Marshy and Boggy Lands." In the first year of its existence the society started a horticultural nursery at Ballybough Bridge, and this establishment developed in sixty years into the present Royal Botanic Gardens at Glasnevin. This movement was largely fostered by Dr. Walter Wade, an enthusiastic botanist, whose catalogue of the plants indigenous to the county of Dublin was published by the Dublin Society.

Glasnevin was a manor annexed to the deanery of Christchurch, and the correct orthography is Glaseen-even, "the pleasant little field," an appropriate name for the site of a botanical garden. Tickel, the poet and friend of Addison, lived in the manor before it was disposed of to the Dublin Society, and one of the walks, planted under the direction of Addison, who was then in Dublin as secretary to Lord Sunderland, was called Addison's Walk.

The growth of the Dublin Society could be made the subject of a very long and interesting article, but for the present purpose it must suffice to say that before the institution had attained its centenary the botanical garden, the veterinary institution, the Leskean Museum, now known as the Museum Hibernicum, and the drawing-school, were all founded and flourishing, the system of premiums for encouragement of the various branches of husbandry and manufacture had been set upon a satisfactory scale, the society's headquarters, after many peregrinations had been finally fixed at Leinster

*Chancellor.*

THE RIGHT HON. LORD RATHDONNELL, H.M.L.
Vice-President of the Society.



*Lafayette.*

MR. CHARLES UNIACKE TOWNSEND, J.P.
Vice-President of the Society.

*Lafayette.*

SIR HOWARD GRUBB, M.A.I., F.R.S.
Vice-President of the Society.



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*Lafayette.*

SIR THOMAS P. BUTLER, BART.
Vice-President of the Society.

*Chancellor.*

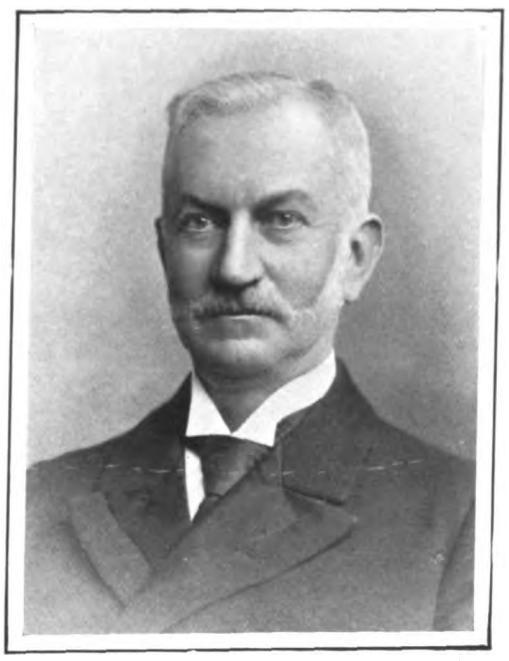
THE MARQUESS OF LONDONDERRY, K.G.
Vice-President of the Society.

*Lafayette.*

PROFESSOR D. J. CUNNINGHAM, M.D., F.R.S.
Vice-President of the Society.

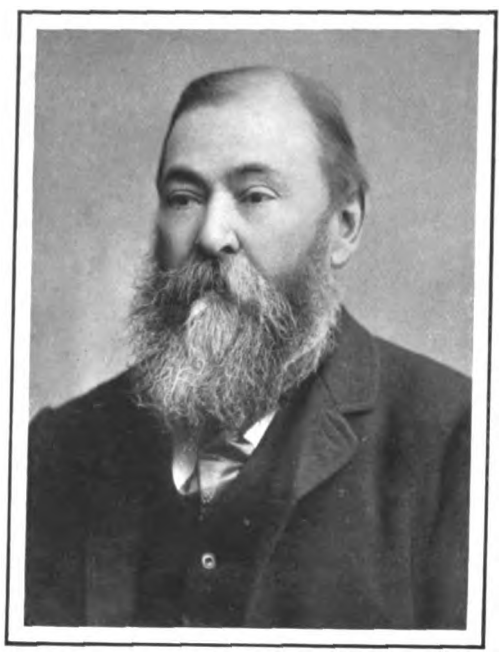
*Chancellor.*

MR. GREENWOOD PIM, M.A.
Member of the Council (Section for Science).



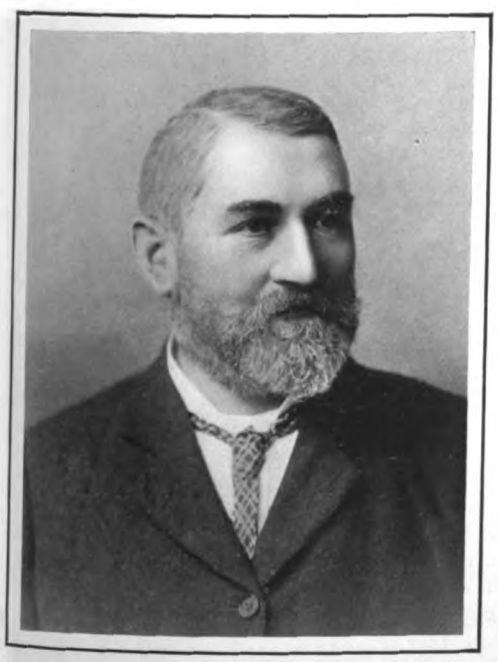
*Chancellor.*

THE RIGHT HON. O'CONOR DON, P.C.
Member of the Council (Section for Agriculture).



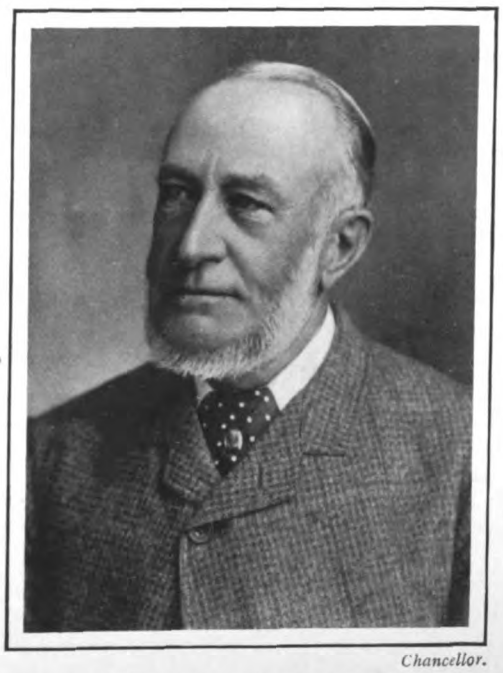
*Chancellor.*

SIR CHARLES A. CAMERON, M.D.
Member of the Council (Section for Science).



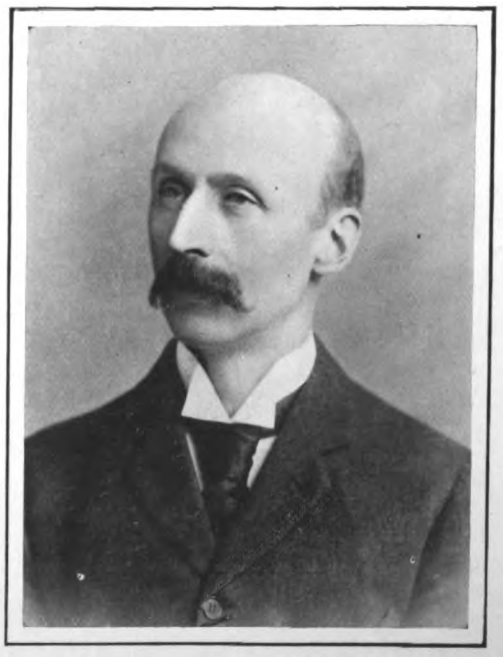
*Lafayette.*

MR. ROBERT BRUCE
Agricultural Superintendent.



*Chancellor.*

RIGHT HON. LORD MASSY, D.L.
Member of the Agricultural Committee.



*Lafayette.*

MR. RICHARD MOSS, F.C.S.
Registrar and Chemical Analyst.



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# THE DUBLIN HORSE SHOW.

House, for which the sum of £20,000 was given. Lord Leinster's Irish residence was a magnificent place, and there were numbers who thought that the society had been ill-advised in taking it. However, within five years of its purchase, King George IV. became a patron of the society, granted it a charter, and gave it the prefix Royal, and the eighty-nine year old association sprang at once into great prominence.

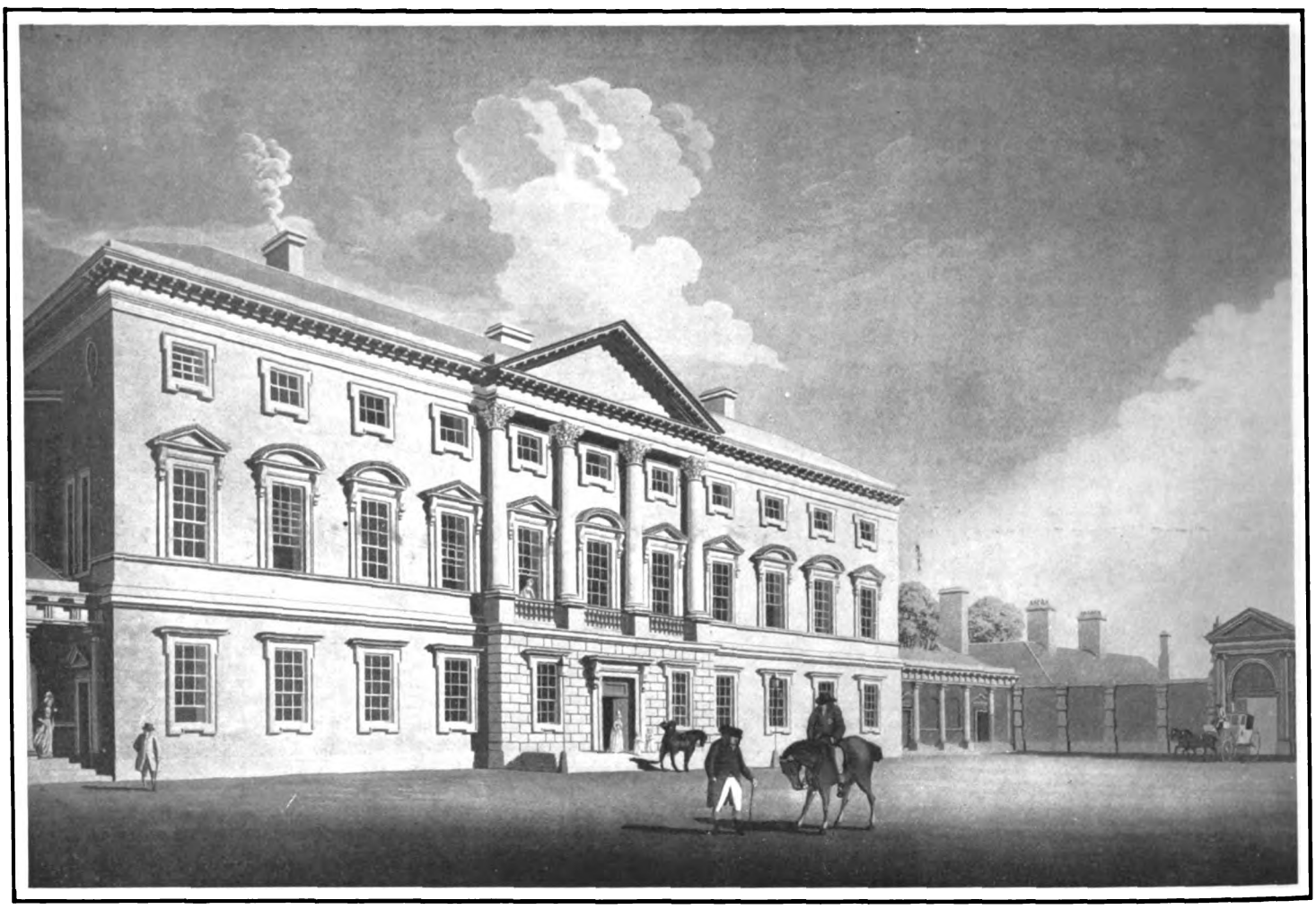
The Horse Show, which is to-day such a big feature in the society's work, is of much later date. It was not indeed until 1866 that it was introduced; but, like most of the other undertakings of the society, it met with immediate success. It opens this year on August 22, and promises to be the largest show of hunters in the world.

be examined and judged. Wednesday and Thursday are the State days, when the show is visited by Royalty or by the Lord-Lieutenant. The judging of tandems and fast-trotting horses, and the jumping competitions, together with the parades of prize-winners, go to make up the business side of the two days; but Thursday, moreover, is "Ladies' Day," and given fine weather (which even Dublin enjoys on occasion), the grand stand enclosure in the jumping ground is a brilliant and memorable sight.

On Friday the Champion Jumping Competition takes place, and as on this day all the finest horse-flesh in the show is competing, it is the day which most attracts sportsmen. The total number of entries of horses this year is 1,156, as against 1,150 last year, and

30, 1868, the fixture has always been one of the most notable features of the Dublin season. In that year 368 horses were entered, which is rather different to this year's total. The number of spectators at that show is not, apparently, on record, but the payments for admission totalled £583, which was very satisfactory. In 1881 the show ground was moved to its present quarters at Ball's Bridge, and in that year there were over 600 entries, and the attendance numbered 17,736.

It may be mentioned that coincident with the Horse Show there is an Art Industries Exhibition, which comprises lace, embroidery, tapestry, wood-carving, metal and stained-glass work, which is extremely interesting, the more so that most of the exhibits are for sale. The entrance to the Art Industries Hall is off



LEINSTER HOUSE, DUBLIN, IN 1792.

In 1815 the Royal Dublin Society established their headquarters at these premises, which were then the property of the Dukedom of Leinster.

The Ball's Bridge Ground, which is only ten minutes' drive from the centre of the city, is one of the finest and best-equipped show grounds in Europe. There are over forty acres of ground, and with commendable foresight the society some years ago built a branch railway which connects the ground with the whole of the railway system of Ireland.

To appreciate the extent and variety of the show, visitors should attend on all the four days that it is open. But for those to whom this is impossible we give an outline of each day's proceedings, in order that they may choose their time for visiting it. Tuesday, the opening day, is the purchasers' day. Every horse in the show is brought out for adjudication, and there are as many as 1,500 horses to

everything points to a successful and satisfactory gathering. The accumulated experience of the past forty years has served to show the Council exactly what to avoid and what to improve, and the Dublin Horse Show is to-day one of the pleasantest, one of the most interesting, and one of the most instructive functions in the world. And of its social success there can be no possible doubt. The ladies have seen to that, and seen to it very well.

The malicious rumour set in circulation a week or two back to the effect that the Dublin Horse Show was to be abandoned bore its own refutation, but it was with satisfaction that one learned officially that there was no truth in the report. Since the first Horse Show was held at Kildare Street on July 28, 29, and

the Central Hall, to the right of the front entrance, and should the misfortune of a wet day descend upon the Horse Show Week, a very profitable hour or more may be spent in this hall.

Scarcely should it be necessary to remind our readers of the excellent service maintained throughout the year between Holyhead and Kingstown, and Holyhead and Dublin, by the London and North Western Railway. Thanks to the accelerated train and boat service now in operation, one can travel through from London to the Irish capital in a little over eight hours. There are two services daily, one leaving Euston at 8.30 a.m., the other at 8.45 p.m. For comfort and convenience, the Royal Mail Route to Dublin has no equal.



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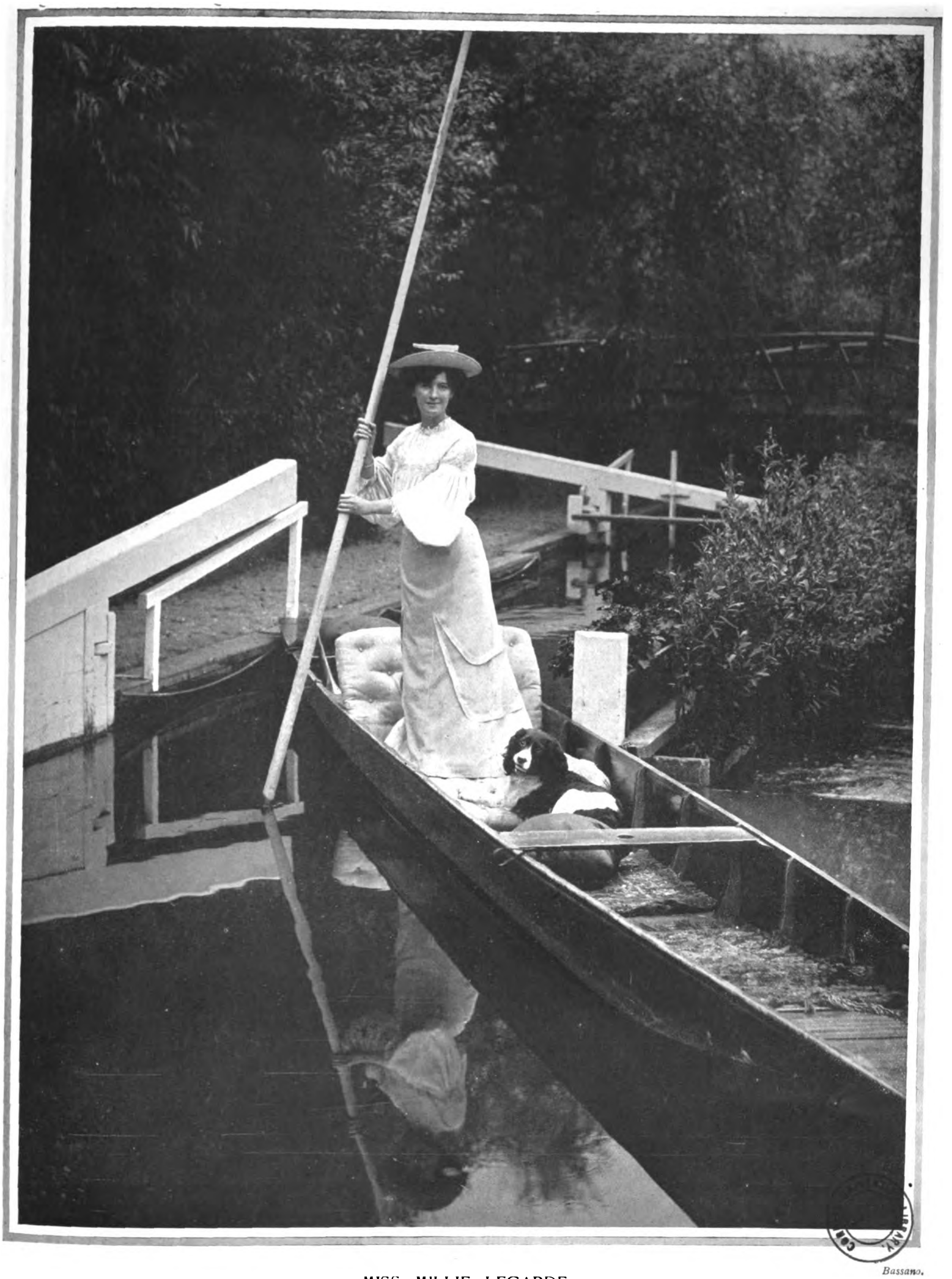
# PLAYS AND PLAYERS.



Bassano.

MISS MILLIE LEGARDE

Who, it is announced, will make her re-appearance in "The White Chrysanthemum," when that play is produced at the Criterion. Miss Legarde has been appearing under Mr. Frank Curzon's management for some years past, and has had a long run of successful parts. The photograph reproduced here was taken at Maidenhead, where Miss Legarde has been spending the summer.



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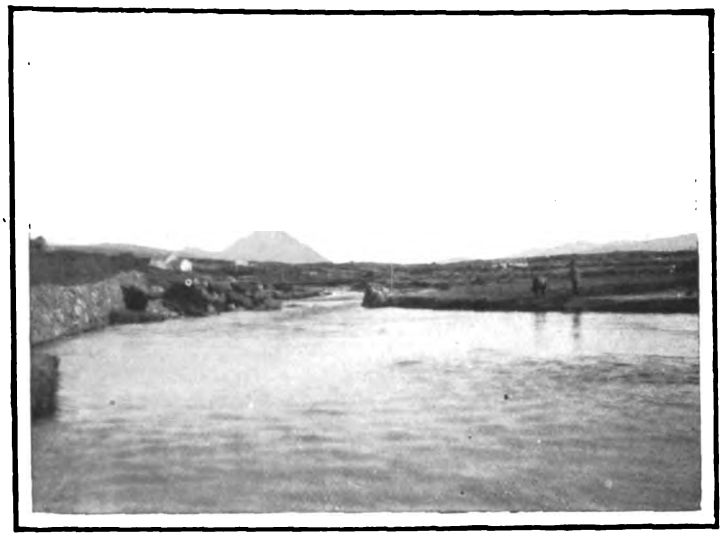
# SALMON-FISHING IN IRELAND.



HUGHEY'S POOL.

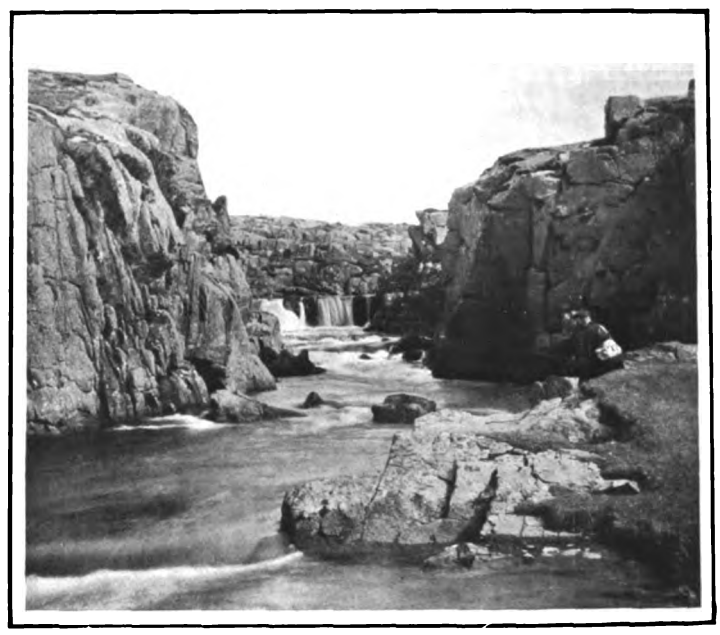
In places the Clady River widens out into broad pools, in the deeper parts of which the salmon love to lie.

THE BARRACK POOL.

For some distance below the hotel at Gweedore the river is quiet flowing, and the banks are covered with overhanging trees.

THE RIVER BELOW GWEEDORE STATION.

Gweedore, on the Lough Swilly Railway, is the nearest railway station, and hereabouts the river is very picturesque, and there are some grand pools.

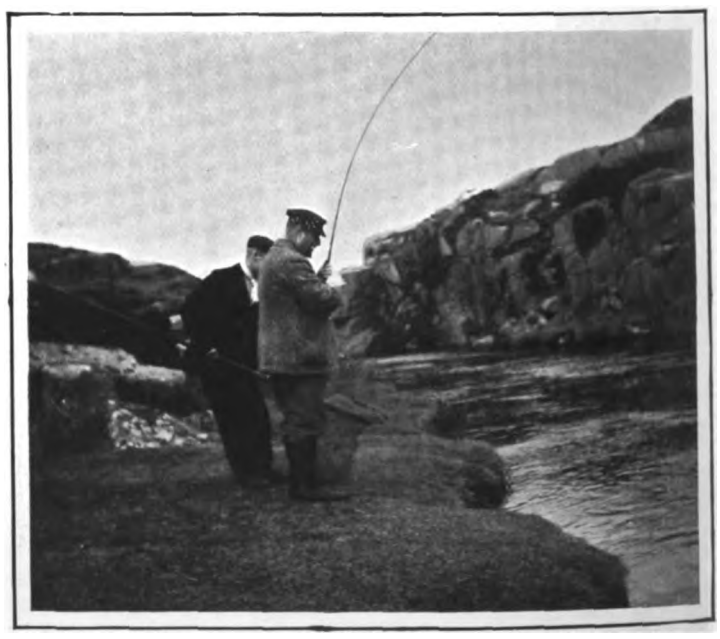


THE SPHINX POOL.

In the lower part of the river the pools are rockbound, and alternate with boulder-strewn flats; these are the best catches for salmon and sea-trout.

INTO A FISH ON THE SCHOOL-HOUSE POOL.

The most popular pool is the School-house, and it is, indeed, a grand bit of salmon water, and seldom fails to provide excellent sport.



SALMON-FISHING ON CARRY POOL.

The Carry Pool is another favourite, and ranks second only to the School-house Pool. The fish lie here preparatory to mounting the salmon leap which is just above.



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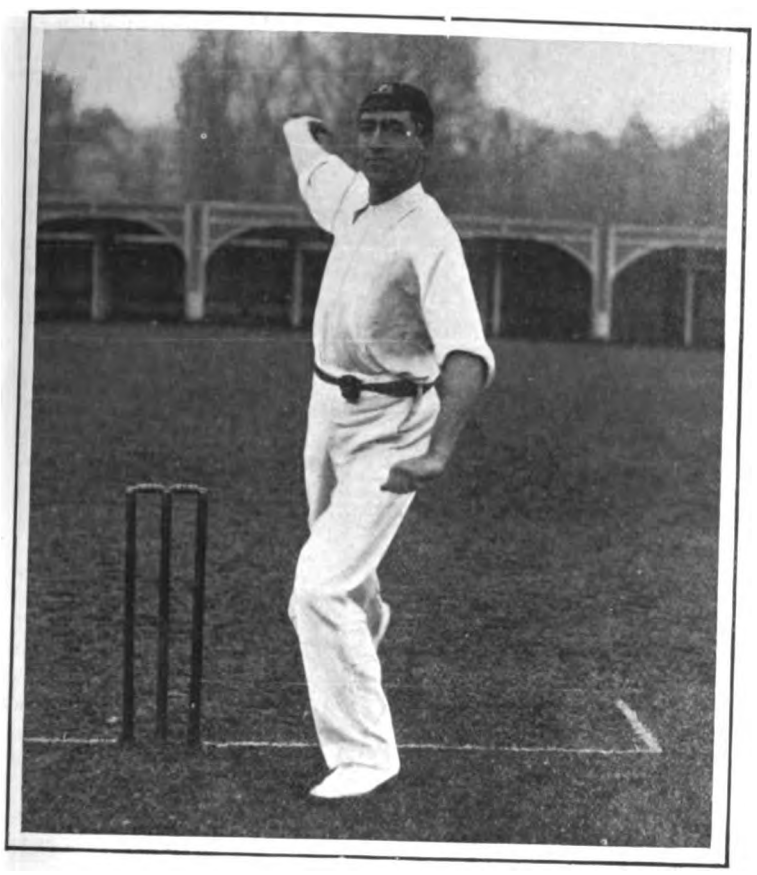
# THE CRICKET SEASON.



*Copyright.*

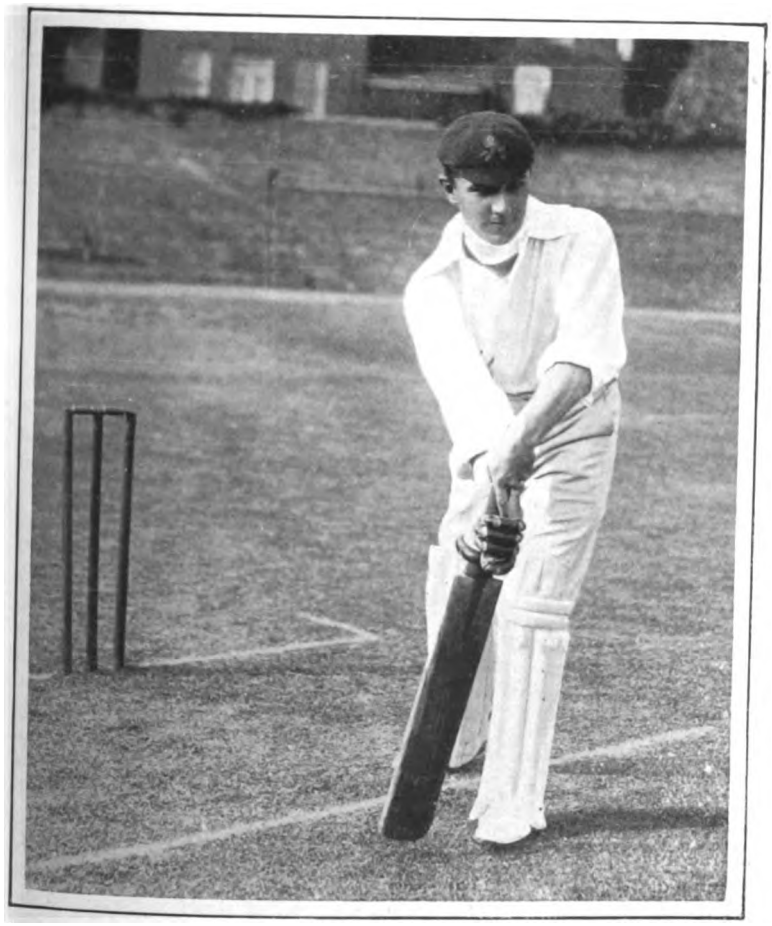
F. LAVER.

Few things this cricket season have been more remarkable than that which might almost be styled "The rise and fall of Frank Laver." Selected to come with the twelfth Australian team as its manager, Laver, within a few weeks of the commencement of its tour, was its only dangerous bowler. To-day he scarcely knows how to get a wicket. He was a splendid length bowler with a very deceptive slow ball that broke on pitching, and he was written of perfectly justly as the successor of Hugh Trumble. Up to the first Test Match he took over sixty wickets. Since then but twenty odd. Who can explain s ch form?

*Copyright.*

J. J. DARLING.

For the rest of his days Darling will remember how he could never get the better of F. S. Jackson when it came to tossing for choice of innings. Six times have these two great players been opposed this season, and on each occasion Jackson won he toss. Such a sequence is probably unique in the history of cricket. It certainly was a great handicap to the Australians so far as their chance of winning the rubber was concerned. Darling himself is as great a captain as ever, and still one of the greatest cricketers, when his side is in difficulties, the world has ever known.



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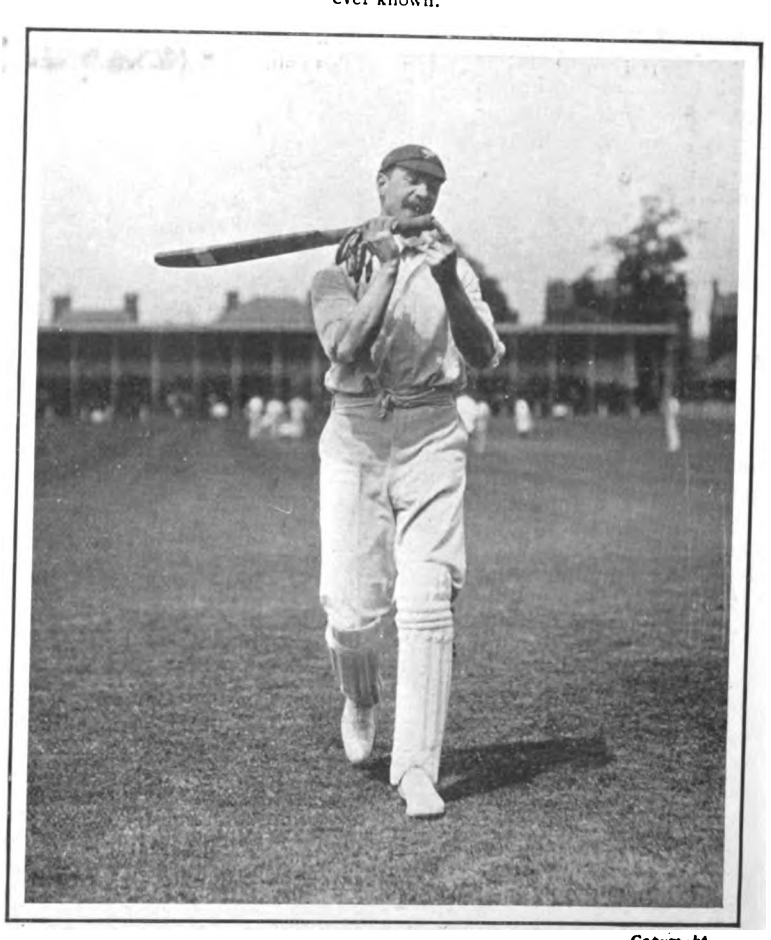
L. O. S. POIDEVIN.

Lancashire have two Anglo-Australians in the county eleven. One, Kermode, came over from Australia for cricket purposes only, and plays professionally, the other, L. O S. Poidevin, came over to study for the medical profession, and plays cricket for amusement as an amateur. Recently he has been amusing himself greatly, chiefly at the expense of Somerset and Worcestershire. Against the latter he scored 72 and 157 not out, and took eight wickets for 64.



*Copyright.*

F. S. JACKSON.

This famous old Harrovian must have had a thoroughly enjoyable season. He has captained the English eleven to win the rubber. He has won the toss five times running in Test Matches. He has scored centuries twice, and also a score of over 80 not out once in Test cricket. He won the first Test at Nottingham by getting Hill, Noble, and Darling out in one over. What could a captain of the English eleven require more? He is still England's first all round Test Match player.



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# THE SERVICES.

THE temptation to indulge in platitudes regarding the exchange of visits between the British and French Fleets is great, and not to be altogether withstood by the impressionable writer of these notes. But he will at least endeavour to be brief, confining his remarks to one aspect only of this historical foregathering. The point he wishes to emphasise is the appearance, not of the British Admiral, not of the British Naval Officer generally, but of the British Bluejacket, in the character of an up-to-date diplomatist, and of Jack's singular success in that difficult *rôle*. Without any disparagement of the British private soldier, it must be conceded that his triumphs in this direction have not been very numerous or striking. During, and at the close of, a campaign he has done much to promote friendly feeling, and to pave the way for future cordial relations. Probably if there is one class of British-born folk for which the "irreconcileable" Boer entertains real respect it is the rank and file of the British Army. But it would, of course, have been a very doubtful experiment to let a battalion of British infantry loose in a French town in order to foster *L'Entente Cordiale*.

THAT the British Bluejacket rose splendidly to a great occasion is a mere platitude, pleasantly confirmed by various cheery instances, such as Jack's readiness to nurse the Breton babies, and the admirable audacity of one accomplished seaman who even made a speech in French! Of the conduct of British sailors, whether as guests or hosts, in such circumstances of international *rapprochement* it is almost needless to speak. But it is an interesting question whether all this can be satisfactorily accounted for by mere reference to the individual qualities of the British sailor, his "capacity for innocent enjoyment," his buoyancy of disposition, and his tendency to "chumminess." May it not be that the true explanation lies in the old, old fact, one which is too often lost sight of, that the sailor at work is on active service, and that there is something in active service which tends with us British folk to clarify the mind and widen the sympathies. The soldier, as we have seen, is no bad diplomat when on the war-path. The sailor ought to be a natural cementer of friendly negotiations, since his daily life enables him to regard the gravest complications from a standpoint always broad and often humorous.

COLONEL THE HON. J. SCOTT NAPIER, C.M.G., will be badly missed when he gives up his appointment as Inspector of Gymnasia at the end of the two months for which his term has been extended. Some idea of the difficulty the Army Council has had in getting the right man to follow Colonel Napier may be gathered from the fact that this is his third extension, and it will be remembered that almost equal difficulty was experienced in replacing Colonel Fox, who in some ways never has been satisfactorily replaced, notwithstanding the special distinction which his successor has attained. Colonel the Hon. John Scott Napier, of course, is well known outside the work of his appointment, for he has an excellent war record, both as a Gordon Highlander in Afghanistan and a Special Service Officer in South Africa. He has also been a candidate for Parliamentary honours, having unsuccessfully contested Central Edinburgh and Cockermouth. Colonel Napier is the brother of the present Lord Napier and Ettrick, and he married the widow of Major James Leith, V.C.

THE MUTINY AT THE NORE.

Richard Parker, President of the Committee of Delegates, tendering the list of grievances to Vice-Admiral Buckner, on board the "Sandwich," at the Nore.

*(From a contemporary Mezzotint in the possession of Mr. T. H. Parker, 7, Spur Street, W.)*

REAR-ADMIRAL GEORGE NEVILLE, M.V.O., who has succeeded Rear-Admiral Poë as Rear-Admiral Commanding the First Cruiser Squadron, belongs to a branch of the Braybrooke family, his father being the late Ralph Neville-Grenville, M.P., of Butleigh Court, Glastonbury. Admiral Neville is in his fifty-sixth year, and rose to flag rank last October, after a career which has brought him into intimate contact with members of the Royal family. He was twice round the world with the late Duke of Edinburgh in the "Galatea," and once as First Lieutenant of the "Comus." He also served under the Duke in the "Sultan," "Black Prince," "Minotaur," and "Vivid." He has been Captain of the "Dido," "Dolphin," "Australia," and of that fine battle-ship "Mars," when the latter belonged to the Channel Fleet. He has a double connection with the Antipodes for he commanded for a time the local Naval forces at Melbourne, and his wife is a daughter of the late D. Lloyd Jones of Victoria.

THE new Brigade-Major of the Guards' Brigade at Aldershot, Captain Maxwell Earle, D.S.O., is the son of the late Captain C. W. Earle, formerly of the Rifle Brigade. His mother is the well-known authoress of "Pot-Pourri from a Surrey Garden," which, with its two successors, has delighted many thousands of lovers of Nature and refinement. Through her Captain Earle is connected with the Clarendon family. He himself married in 1900 the sister of a brother officer in the Grenadier Guards, who is now Lord Loch. Captain Earle served in both the Matabele Campaign of 1893 and in the South African War. He is an old Marlburian, and will be very much at home in his new appointment, as he has served for a spell as regimental adjutant, and since January of last year has been Brigade-Major of the Brigade of Guards in the London District.

FROM the command of a sloop of about 1,000 tons to that of a first-class battleship in little over a year is fairly quick progress. This is the record of Captain E.G. Barton, who in the spring of 1904 was commanding the "Espiègle" on the China Station, became Captain in the following June, has been since at the College, and is now in command of the "Royal Oak." Captain Barton was on the war-path in the Soudan in 1884-85, having landed with the Naval Brigade for service in the Gordon Relief Expedition.

COLONEL J. W. GODFRAY, C.B., who has been definitely appointed Brigadier in charge of Administration, Scottish Command, won his C.B. in South Africa, where, at the latter end of the war, he was Chief Staff Officer of the 7th Division in the Orange River Colony. He is a Staff College graduate, and has seen much service in India as well as South Africa. He commanded the 1st Battalion of the King's Own Scottish Borderers, and was afterwards in charge of the 25th Regimental District. He has for some time past been officiating in his present appointment.



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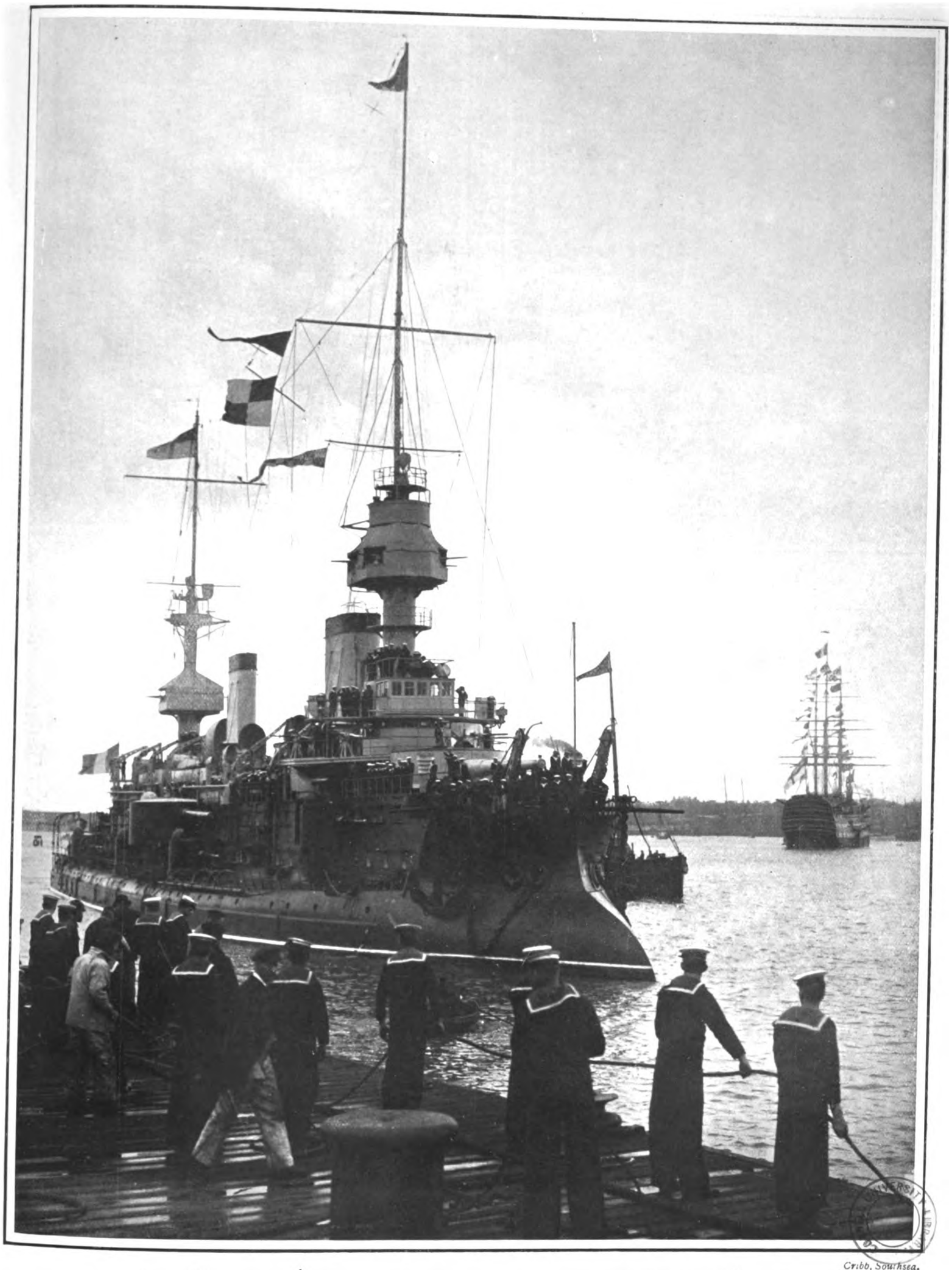
# THE FÊTES AT PORTSMOUTH.



Cribb, Southsea.

THE "MASSÉNA" ALONGSIDE THE SOUTH RAILWAY JETTY.

The whole of the French Fleet was accommodated in Portsmouth Harbour for the latter part of the visit to this country, and the flag-ship, the last to enter port, was berthed at the South Railway Jetty, the point at which the Royal yachts are always moored for the reception of Royalty.



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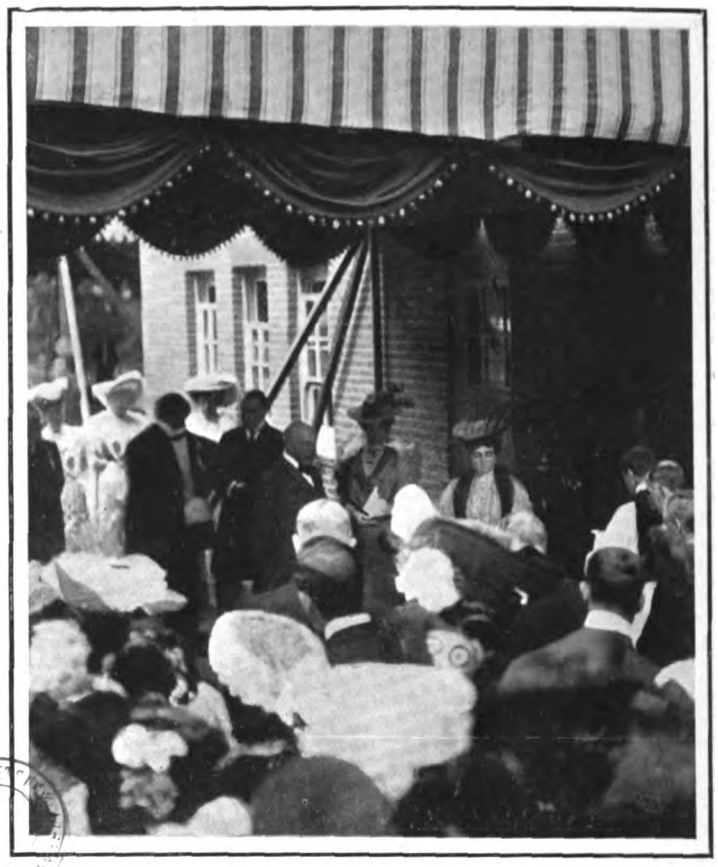
# *The City of London Hospital.*



THE DUKE AND DUCHESS OF CONNAUGHT OPENING THE NEW NURSES' HOME.

THE DEPARTURE OF THE ROYAL PARTY AFTER THE CEREMONY.

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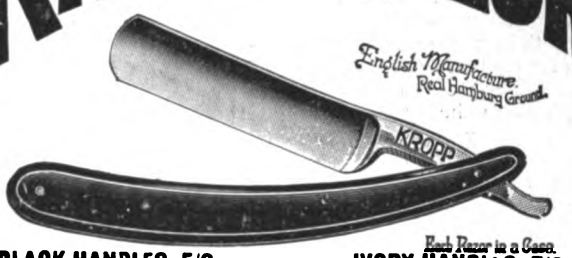


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# LITERARY NOTES.

A VALUABLE aid to the understanding of the difficulties of modern Russia is Mr. R. Nisbet Bain's historical work, "The First Romanovs" (Constable), in which he tells the story of the ruling house of Russia. "Russia," says Mr. Bain, "owes everything to the Tsars"—more than any other nation to its rulers, and the story of the Romanovs is the story of Russia. They are all interesting men—in their strength or in their weakness; but the mind turns inevitably to Peter the Great, the man who began to make Russia "the most easterly of the western nations, not the most westerly of the eastern," as Mr. Rudyard Kipling has declared her still to be. The story of that tremendous life—tremendous in its heroism and its brutality, its brilliant genius and its detestable crimes—is told by Mr. Nesbit Bain with nothing less than brilliance. Through it all, crime and debauchery, unspeakable cruelty and gigantic lusts, ran the determination to make, at any cost, a nation of his peoples. He rode rough-shod over their dearest prejudices; he governed like a whirlwind; he followed no one's will but his own, and he tortured and murdered his son for not holding with his own views of progress; but he did a mighty work. A great brute and a great king, whose life has nowhere been better told than in this most interesting and scholarly volume.

**The Tsars of Russia.**

* * *

MRS. MARY E. MANN has added another success to a long list. In "The Parish Nurse" (Methuen) she tells of a strong woman, Emily Geldart by name, who takes to parish nursing as an outlet for her energies, and endures many things, from the indifference and dislikes of the poor, and the vulgarity of the parson's snobbish wife. But that is not the main interest of the story. The question is, being a strong and capable woman, which will she marry?—a weak, shuffling kind of man who needs bracing up and supporting through life, or a big bully of a South African millionaire with a shocking record, who treats her at first too insultingly for words, and goes on to domineer and "boss" her throughout. The betting would seem to be all one way; but what actually happens we will leave our readers to discover for themselves, promising that they will find it hard to put the book down till they know. Mrs. Mann has written a capital novel, which expresses very plain views about the condition, mental and physical, of the rural poor, and throws a strong light as well on a woman's view of woman.

**The Parish Nurse.**

* * *

VERY delightful reading is "The Diary of a Girl in France in 1821" (John Murray), written and illustrated by Mary Browne of Tallentire Hall, Cumberland, who has been dead just eighty years. Mary was only fourteen when she visited France, but she made good use of her eyes, pen and pencil, and the delicious *naïveté* of her comments and her pictures make her book one of the most amusing we have met for a long time. She had a poor opinion of France and the French, and does not hesitate to express it. It was in the summer of Napoleon's death that her father's party of thirteen travelled slowly in two carriages, which took in the six children, a governess, nurse, cook, man-servant, and courier. "Squire" Browne did "the grand tour" in good style and with a lavishness of expense hardly credible in these days of cheap travelling. Mary Browne heard Napoleon's "last confessions" cried in the streets of Paris, and the pilgrims reached home just in time for George IV.'s postponed coronation. She saw its "counterfeit presentment" at Drury Lane, and tells us, "There was a great deal of music and a large harmonica. The King went up to the altar, and they put on him a purple crown. In the third scene there came in a sailor who sang a curious song. The fourth scene was the banquet. There were gold plates, and such a number of lights that they made my eyes sore. It was altogether beautiful. It was very hot."

**A Little Francophobe.**

* * *

TUESDAY in the present week was the 136th anniversary of the birth of Napoleon, whose portraits exceed in number those of any man who every lived. New portraits great and small are constantly turning up. The most important discovery of this sort made for many years is that of a beautiful water-colour on rice paper, executed in 1815 by a Chinese artist, who resided at Fontainebleau, both before and after that year. The picture was given by the author to his friend Henry Schopin, the well-known painter, who died as recently as 1880. This portrait, which is now reproduced by permission of its present possessor, has been recently purchased by M. Godefroy Mayer of 41, Rue Blanche, Paris.

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A PORTRAIT OF NAPOLEON BY A CHINESE ARTIST.

Presented by the artist to Henry Schopin, the famous French battle painter.

**Napoleon.**

* * *

A GOOD story of life at a public school is one of the most difficult things to write that can be imagined. Parents and guardians are fond of saying that a school is "a little world"; but the fact is that a school is a very different place from a world. It is much less various, and at the same time much more. The range of its incidents is very narrow; the problems, contests, and what not which make the stuff of a novel, are much fewer and more circumscribed; friendship is a poor substitute for love, and the issues, though great in themselves, are not nearly so great in their relative importance to the world. On the other hand, the difficulty is increased by the fact that the character of boys is not formed. It is in a constant state of flux, developing, slipping back, contradicting itself at every turn. And so, as we look down the long list of school stories, we find none that is anything like entirely satisfactory. The best, far and away the best, is, of course, "Tom Brown's School-days"; but it is many years since that was written. "Eric" was never "anything like it," and may be left out of count. "Stalkey and Co." and "Tim" both had their good points, but neither could be accepted as at all a fair or comprehensive picture of school-life, and Mr. H. A. Vachell's "The Hill," published in the spring, was too carefully arranged, too mannered, too much the work of an experienced novelist, to be entirely acceptable. Mr. Lionel Portman's "Hugh Rendal" (Alston Rivers), though written with far less literary ability than some of the others we have mentioned, comes nearer than any of them to giving a just picture of public school-life. His school is called "Larne"; which of the public schools is meant we know not, and, of course, the ways of one school are different from those of another. But Mr. Portman's book, besides being interesting and entertaining throughout, is remarkably faithful to the truth of its subject.

**A Good School Story.**

* * *

AN interesting, if not very deep or scholarly, book is Mr. John Fyvie's "Some Famous Women of Wit and Beauty" (Constable). The sub-title is "A Georgian Galaxy," and of the eight ladies dealt with in its pages, all were, at any rate, born before Queen Victoria came to the throne. The eight are these: Mrs. Fitzherbert, the unacknowledged wife of George IV., of whom gossipy Mr. Creeney, as readers of his letters will remember, had a good deal to say; Lady Hamilton; Mrs. Montagu, whom Dr. Johnson called "the Queen of the Blue-stockings," and who brought the *salon* to London (her letters are to be published in the autumn); Lady Blessington; Mrs. Lennox, the author of "The Female Quixote," a skit on old romances, very popular in its day; Mrs. Grote, the historian's wife; Mrs. Norton, the "real Diana of the Crossways," the poetess on whose unhappy life Mr. Meredith founded part of the story of his famous heroine; and Lady Eastlake. Each of the papers is well written and interesting, rather chatty than heavy, and the portraits of the ladies are an attractive feature of a very handsome book.

**Some Famous Women.**

---

## *BOOKS TO READ.*

Hugh Rendal, by Lionel Portman. (Alston Rivers.)
Alton of Somasco, by Harold Bindloss (Long.)
A Jay of Italy, by Bernard Capes. (Methuen.)
Vivien, by W. B. Maxwell. (Methuen.)
Preludes and Symphonies, by Oliver Grey. (Routledge.)
Rhymes and Rondeaux, by J. E. B. (Glynn Grylls.)
The Cities of Umbria, by Edward Hutton. (Methuen.)
John Henry Smith, by F. U. Adams. (Hutchinson.)
Brittany, by Mortimer and Dorothy Menpes. (Black.)
The Parish Nurse, by Mary E. Mann. (Methuen.)
Some Famous Women of Wit and Beauty, by John Fyvie (Constable.)
The Man Who Won, by Mrs. Baillie Reynolds. (Hutchinson.)
The Diary of a Girl in France, by Mary Browne. (Murray.)



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Fares, Settlement Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

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# Leaves from a Collector's Note-book.

No. LIV.—*THE MINIATURES AND MINIATURISTS OF FIVE CENTURIES.*

SAMUEL COOPER
Miniature painter, 1609-1672.

ISAAC OLIVER
Miniaturist to the King, 1556-1617.

CATHERINE OF BRAGANZA.
By Samuel Cooper, 1609-1672.

IN 1905 there have been no great miniature dispersals as in 1904, when record prices were obtained for exquisite specimens of the captivating art of Hans Holbein, the Hilliards, the Olivers, the Petitots, and the Coopers, who all lived and flourished in the sixteenth and seventeenth centuries. There is no artistic hobby more engrossing, or more costly, than the collecting of this particular kind of portraits, and the miniature fanciers of Europe are under a deep debt of gratitude to Mr. J. J. Foster, who, at the close of the nineteenth and the commencement of the twentieth century, has produced two great standard works dealing exhaustively with his favourite subject, both of which have achieved the success they richly merit. "British Miniature Painters and their Works," which appeared in 1898 has, at any rate as far as the *édition de luxe* is concerned, since doubled in value, and it was followed five years later by a still more important production entitled "Miniature Painters, British and Foreign, with some account of those who practised in America in the eighteenth century." More than this, it is an open secret, that as the guiding spirit of "Dickinson's," the historic fine art firm in Bond Street, Mr. Foster has done much to keep alive the "sacred lamp" of miniature painting, and it is mainly owing to his exertions that miniatures are still obtainable in this age of photogravure and process-plates, by no means unworthy of the traditions of the great *maestri* of whose handiwork a series of examples is now given with Mr. Foster's permission.

The miniature of Isaac Oliver, by himself, is the property of his Majesty the King, who possesses one of the finest collections in Europe. The Coopers painted Cromwell and "the Merry Monarch," fair Royalist ladies, and stern parliamentary leaders impartially. The typical example of his art, now reproduced, belongs to the Duke of Portland. Welbeck, like Windsor, is rich in treasures of this kind. The portrait of Catherine of Braganza is by the same artist, who limned the rugged features of the Lord Protector.

Miniature painters always seem to have enjoyed an unusually large share of Court patronage. James I., Mr. Foster tells us, granted Hilliard a patent couched in the following terms: "Whereas our well-beloved servant, Nicholas Hilliard, gentleman, our principal drawer of small portraits, and embosser of our medals in gold, in respect of his extraordinary skill in drawing, graving, imprinting, etc., we have granted unto him our special licence for twelve years to invent, make, grave, and imprint any picture of our image of our Royal Family, with power to take a constable and search for any pictures, plates, or works, printed, sold, or set up." The eighteenth century may be described as the golden age of miniature painting, and was certainly the period when the "small paintings" of the miniaturist were specially in vogue, not only as heirlooms and souvenirs, but for the decoration of snuff-boxes and *bonbonnières*. It includes such great names as those of Bernard Lens, C. F. Zincke, Osias Humphrey, R.A., John Smart, Miss Sutherland, G. Engleheart, Angelica Kauffman, J. Meyer, Samuel Shelley, Mr. and Mrs. Cosway, A. Plimer, James Nixon, W. Wood, and many others. Nelson collectors should not omit to look at the exceptionally beautiful miniature of Lady Hamilton by Samuel Shelley, with the date 1799 and his name and address in Henrietta Street, Covent Garden, on the back, now the property of Mr. F. T. Sabin. Some of the artists who flourished in the early part of the last century did something more than achieve a respectable mediocrity. Three names stand out pre-eminently, viz., those of Andrew Robertson, his pupil Sir W. C. Ross, R.A., and R. Thorburn, A.R.A. Robertson painted Sir David Wilkie, and Ross executed some time in the "thirties" a delightful portrait of the Baroness Burdett-Coutts (still happily with us). The list of his sitters fills no less than five folio pages of print. Between 1844 and 1854 he painted miniatures of Queen Victoria, King Edward VII., and nearly every member of the Royal Family. Although not empowered, like Hilliard, "to take a constable" and "search out" the portraits of his rivals, he basked for many years in the sunshine of Royal favour.

Robert Thorburn, A.R.A., who died only twenty years ago, was almost equally successful. Exhibitions of miniatures have almost invariably proved attractive. The most important of them owe their inception to the enterprise of Mr. Foster and the House of Dickenson.

B.

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Early nineteenth century.



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# Motoring Notes.

SOME interesting, and at the same time instructive, facts concerning the motor-bus were disclosed to shareholders at the half-yearly meeting of the London Road Car Company last week. According to the chairman's statement there had been an increase of nearly 500,000 passengers during the six months under review, which brought the total up to 37,377,896, thus constituting a record for the company. The receipts per car, too, had shown a corresponding increase, the average weekly revenue amounting to £17 3s. 7d. per car, against £16 8s. 2d. for the corresponding period last year. It is, to say the least, most satisfactory to learn that this excellent showing was largely the result of the recent adoption of the motor-bus. Although the number of motors now running was relatively small—twenty-eight motor buses are now in operation—they had, nevertheless, carried over 1,000,000 passengers in their new type of conveyance. That the motor-bus has come to stay no sane person can possibly doubt, and it is only a question of time before its general adoption on the various bus routes in the metropolis, and in the provincial cities as well, becomes an accomplished fact. Indeed, the outlook for Road Car shareholders is distinctly encouraging, for with the prospect of a largely-augmented service during the next six months, they may reasonably look forward to a still further improvement in the company's earnings.

* * *

*Apropos* the motor-omnibus, we understand that the London and North Western Railway Company's new motor service, covering the district between Connah's Quay and Mold in North Wales, has, since its recent inauguration, met with a good deal of support. The cars were built by the Milnes-Daimler Company, and are exactly similar in type to the popular "Vanguard" buses running between Cricklewood and the Elephant and Castle. They are engined with four-cylinder 24 h.p. Mercédès, and are painted in chocolate and white, the well-known colours of the London and North Western Railway. Our photograph was taken outside the Red Lion Hotel at Northop, the nearest station to which is distant three miles. The North Western Company has also recently started a steam goods lorry service between Holywell Station and Holywell Town, which is nearly two miles from the station. It is proposed to run a service of motor-buses in the near future.

* * *

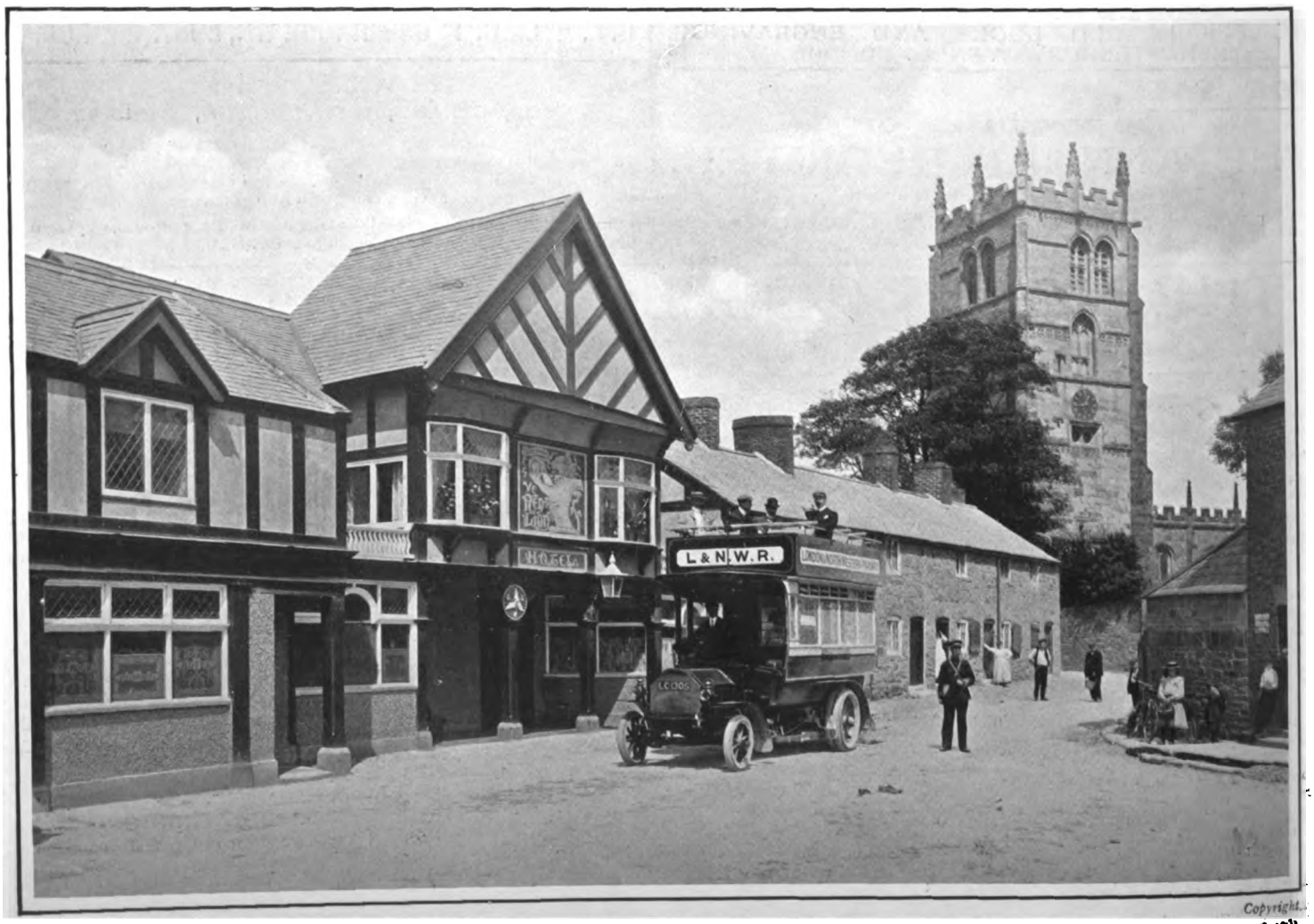
French manufacturers are highly gratified now that President Loubet has at last become a convert to motoring. The 25-h.p. C.G.V. car belonging to the President is the first motor-car which has been stabled in the Elysée. Messrs. Charron, Girardot, and Voigt, the manufacturers of these beautifully-constructed vehicles, have also met with considerable patronage from the English public, and their exhibit of the 1906 models at Olympia in November is likely to attract an unusual amount of interest. The agents in this country are the London Motor Garage Company of Wardour Street, who will be in a position to begin delivery of their 1906 model chassis in September—October of this year.

* * *

The Legislative Defence Fund, for which the sum of £2,500 is being raised, has been started by the Motor Union of Great Britain and Ireland. It has for its objects, among other things, the collecting of information and preparing the automobilists' case to lay before the recently-appointed Royal Commission. The union has addressed a letter to the provincial clubs included in its membership, some sixty in number, asking for their observations on the principal amendments which have been suggested to the Motor-car Act of 1903. These include the abolition of the fixed speed limit, the endorsement of licences only for serious offences, the right to appeal against any conviction for an offence connected with the driving and use of a car, notice of an intended prosecution in connection with any such offence, within seven days of the date of the alleged offence or of the identity of the alleged offender being ascertained, the payment of all fines and fees under the Motor-car Act to the Imperial Exchequer, which shall devote them to the widening and improvement of the highways, the use of the horn or hooter to be no longer obligatory, but in the discretion of the driver, and an alteration of the rules in connection with general identification marks in favour of the makers and agents.

* * *

The utility of the motor-car in time of war has received further recognition in Germany, where for the first time the recently-formed German Volunteer Automobile Corps will take part in the forthcoming Army Manœuvres. The cars will be driven by their owners, who will wear the field uniform granted to the corps by the German Emperor, and they will be distributed equally by the general staff among the troops taking part in the manœuvres. Altogether thirty cars will take part in the manœuvres.




THE MOTOR SERVICE OF THE LONDON AND NORTH WESTERN RAILWAY.

One of the new omnibuses of the "Vanguard" type, running between Connah's Quay and Mold, North Wales. The photograph was taken outside the Red Lion Hotel at Northop.



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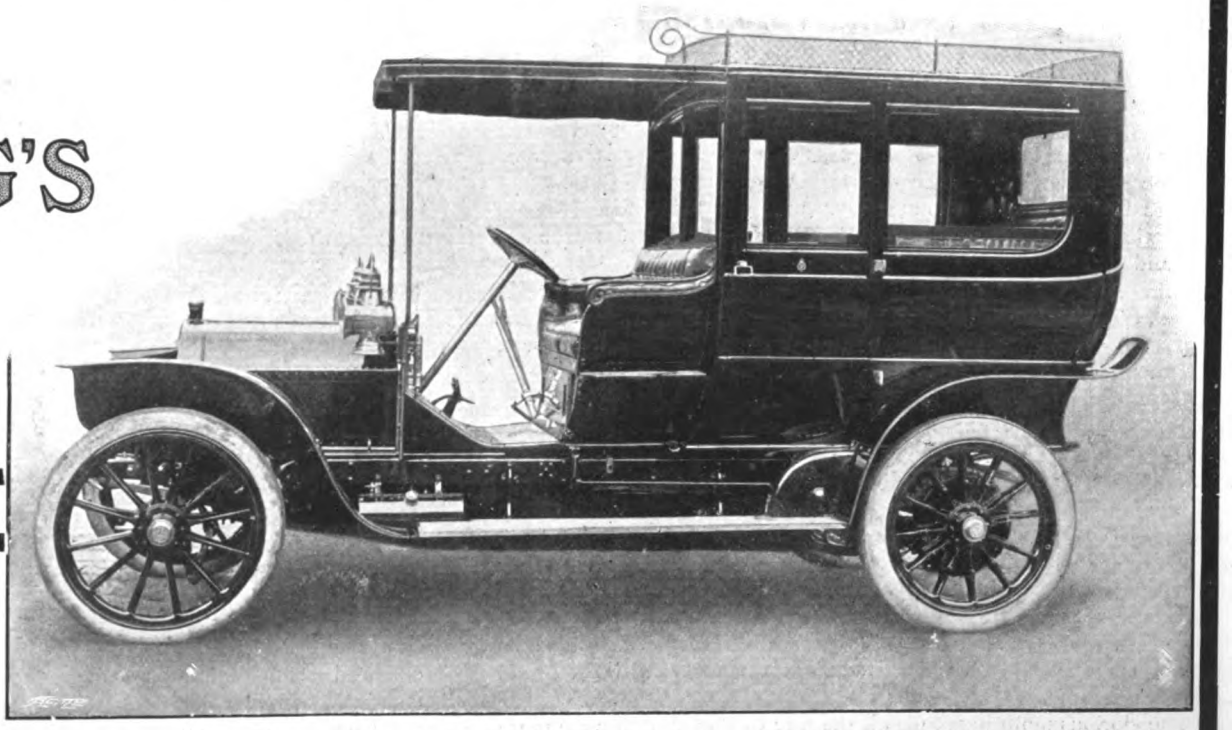

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# Fashions of To-day & To-morrow.

ALL the world of fashion was last week to be seen at Portsmouth, all eager to be present at the unusually brilliant festivities which celebrated the meeting of the French and British Fleets. London seemed deserted, and those who were forced, from business or other reasons, to remain in town did not care to show themselves.

White was the reigning note for dress throughout the week. The charmingly simple serge, flannel, and cloth sailor-made costumes

*A SMART MOTOR HAT IN WHITE STRAW AND MOUSSELINE DE SOIE.*
(Maison Lewis, Regent Street, W.)

were quite a pleasing change from the airy muslin and lace dresses so much worn lately; although, of course, there were plenty of these at afternoon meetings and garden parties. A great many of these white costumes had a touch of colour, scarlet and blue being the favourite combinations. Some were made in the Norfolk jacket form, the collar, cuffs, and broad waistband being of soft leather in colours, and very *chic*. A few coloured linen gowns, very smartly cut, made a pretty contrast, especially one, in a novel shade of green, that I noticed; this had a three-quarter tight-fitting cutaway coat, which opened over a pale lemon-tinted double-breasted waistcoat, outlining the figure most perfectly. Linen collars and turn-back cuffs finished the neck and sleeves. Linen stitched hats and caps in many becoming shapes were the favourite accompaniments to these gowns. A pretty black hat worn at Cowes by a well-known Society belle is here shown, and comes from the Maison Lewis of Regent Street, whose hats are so universally admired. This is of very fine black chip, with two full ostrich plumes, which droop so becomingly on to the hair. A novel drapery of fine black Alençon net and lace hangs loosely from the back. A paste buckle and loops of ribbon attach the feathers. This had a very *distingué* appearance, worn with a lovely white lace gown, with knots of black ribbon velvet on the skirt, and at the neck and waist broad bands of the same.

The glorious motoring roads all the way to Portsmouth were more crowded than agreeable; the dust caused by the unusually heavy traffic was almost unbearable. The other illustration shows one of the smartest motor hats of the year. It is of coarse plaited white straw ornamented at each side with stiff Mercury wings. The crown is almost entirely swathed in white mousseline de soie, which is cunningly draped to protect the hair from dust, and the very long veil end can be most comfortably and artistically arranged in various ways, and is an ornamental as well as a useful adjunct. The original motor coat worn with this is made of fine faced cloth. The full double capes, graduated off to a point, give length to the waist. The loose ample sleeve has a double frill. The shaped collar lined with black can be closed to the throat or worn open. This coat in the palest of pastel blue would look delightful, and be a most useful addition to the toilette for cool evenings at the seaside; it can be made quite long to cover the dress completely. These three-quarter and long coats are very necessary for August and September, as often we get very cool evenings. Especially are they useful for Continental resorts.

The alpaca coats and skirts, as I predicted some time ago, have proved invaluable. They show the dirt so little, and no matter how many muslin and linen gowns you possess, you never have enough, and are always glad to fall back on the alpaca costume. Some of my friends, whom I had advised to purchase one of these at Messrs. Charles Lee and Son's of Wigmore Street, have written me how thankful they were they had acted on it; the dust cloaks in this favourite material are also so smart that they always look well. Some blouses from this firm are also a boon for hotel dinners when you are taking your holiday in your new motor. They save luggage, and are quite dressy enough for country hotels too. The cross-over blouse is still a favourite, and is so useful, for the lace inner vest can be varied in so many ways, and for girls who have a limited dress allowance, this style is a very advantageous one. Dark blue serge with tight vests of

*A CHARMING HAT IN BLACK CHIP, WITH OSTRICH PLUMES.*
(Maison Lewis, Regent Street, W.)

contrasting colours will be worn in early autumn, so that those coloured remnants that we have picked up lately at sales can be used very cunningly.

Cowes is not the only place where garden parties have been the order of the day. The people who have been unable to leave town for the moment, and are taking their holidays in Suburbia, are also issuing invitations for fêtes, which, in everyday language, simply means "tea and cakes in the garden."

R. D.

*(From photographs specially taken for this paper by Lemitteur and Co.)*



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# THE KING'S MENU.

THE ingredients for the little dinner suggested in to-day's menu, being all well in season, are both good and cheap, unless it be the blackcock or grouse. With regard to these, however, elderly birds can generally be picked up cheap by the experienced housewife who does her own shopping, and when carefully stewed or braised they are excellent. In to-day's menu, as this has been compiled with a view to saving labour as much as possible when only a single-handed cook is available, it is suggested that the birds are braised and served in a casserole. Should this not be convenient, however, they can be braised (which process means top as well as bottom heat, this being one of the distinguishing points between braising and stewing) in any pan whose handle permits it to go in the oven; failing this they must be stewed. Either way serve them with a rich mushroom sauce, or later on with one of celery or onions. Mushrooms, however, are such an immense addition with game, and bring out the flavour of grouse or black game so wonderfully, that while the season for the meadow ones lasts, making them comparatively cheap and plentiful, the most should be made of them in this connection by the housewife who studies ways and means of making the most of the resources at her disposal.

*Apropos* of this a thick soup is given, as these of fresh vegetables make such a pleasant and wholesome change during the summer months, and, even if herrings are not desired, it is easy enough to keep to grilled fish or one simply cooked au gratin, for connoisseurs say no richly-dressed fish entrée should ever succeed a thick soup. There are, however, many people who, under any circumstances, prefer a clear soup as the prelude to dinner, and in this case a really well-made vegetable consommé is not only every whit as good as a meat one, but far better at this time of year, when we are all prone to overdo the nitrogenous foods.

## A SIMPLE LITTLE DINNER.

CREME CONCOMBRE.

FILETS DE HARENGS.

QUENELLES DE LAPEREAU AUX TOMATES.

COQ DE BRUYERE EN CASSEROLE.

SALADE.

EPONGE DE FRAMBOISES.

CHOUX AU PARMESAN.

### CREME CONCOMBRE.

Peel and seed one or more cucumbers, and if not perfectly young soak for a while in cold water to abstract any bitterness. Now for every pound of cucumber, weighed after peeling and seeding, put in the pan with it two ounces of butter, a saltspoonful of castor sugar, a small onion sliced, a pinch of white pepper and salt, and a gill of either water or white stock, which can be made from either chicken, veal, or vegetables only. Stew all gently together till the cucumber is quite soft and pulpy, then rub it all through a fine hair sieve. Have ready (for each pound of cucumber, etc.) a pint of new milk, thickened with a teaspoonful of Patent Cornflour, and with this dilute the cucumber purée. Add a little more seasoning to taste if necessary, and cook together in a lined pan for a few minutes, stirring all the time, as this soup catches very easily. When of the consistency of good cream it is ready, and is served with fried croûtons and coralline pepper handed round. For a richer soup a spoonful or two of cream, beaten up with the yolk of an egg, can be added just at the last, or a gill less milk can be used, and the quantity made up with cream. Also some cooks add a garnish of little pea shapes of cucumber cooked separately in salted water.

### QUENELLES DE LAPEREAU AUX TOMATES.

For the quenelle mixture pound ten ounces of raw meat of the rabbit, freed from skin and sinew, till quite smooth, then pound in with it six ounces of panada (this must also have been pounded separately first) together with an ounce of butter, two tablespoonfuls of thick béchamel sauce, the yolks of two and a-half eggs, with seasoning to taste of salt and white pepper, also, if at hand, a few drops of truffle essence. When these are all thoroughly amalgamated and perfectly smooth, rub the mixture through a fine wire sieve, then work thoroughly into it two tablespoonfuls of double cream. Have ready some well-buttered quenelle moulds, fill these with the mixture, cover them with buttered paper, and poach or steam them for about fifteen minutes or till they feel firm when touched in the centre with the finger. They are then dished on a circle, or, as in to-day's illustration, half-moon shape, of mashed potato, croûton of fried bread, or border mould of the same quenelle mixture poached in a border mould; pour a rich tomato sauce round. This sauce can be varied to taste, one of the rich white ones, such as suprême or a white mushroom, soubise or maître d'hôtel, being very good, while in the centre of the dish any nice simple garnish, such as stewed button mushrooms, button onions, or French beans, can be arranged. In to-day's illustration half the quenelle moulds were decorated, after buttering, with strips of cooked tongue, and the other half sprinkled with finely-chopped parsley and tiny star shapes of the tongue, a crescent shape of mashed potatoes used for the mount, and a rich tomato sauce poured round. When this last is changed the name must be altered, too, in the menu, becoming quenelles de lapereau aux soubise (for a white onion sauce), aux champignons (for a white mushroom one, or with a garnish of stewed button mushrooms and rich white sauce), and so on. Rabbits just now are at their best, while those which have been lying out in the wheat and cornfields are being shot by the harvesters and sent into market. Country people know that rabbits under these conditions have a much more delicate flavour, in addition to being very plump, than those killed at other seasons when they are lying in their burrows. As variations of this quenelle recipe enable one to provide such a number of dainty little entrées I have dealt with it at length to-day. When cold entrées are wished for—and of course with a single-handed cook these greatly facilitate smoothness of service at dinner, as they can be prepared and put ready early in the day—these quenelles, prepared and poached, or steamed as advised, can be set aside till cold (turning them out while hot), when they are masked with aspic cream or any nice white chaudfroid sauce, such as a simple béchamel, stiffened with fine leaf gelatine in the proportion of an ounce of this to each pint of well-reduced sauce. When the masking is quite set (and take care it is perfectly smooth and even) dish the quenelles round a pile of any salad to taste, and garnish with finely-chopped aspic jelly. Of course a large border mould can be cooked, cooled, masked, and used for the border to a salad in the same way. Chicken flesh can be used just the same, or a mixture of chicken and rabbit is very nice.

QUENELLES DE LAPEREAU AUX TOMATES.
(*Specially prepared and photographed for this paper.*)

### COQ DE BRUYERE EN CASSEROLE.

Joint the birds neatly, fry them till nicely browned in a little butter, together with sliced onion, carrot, and a bunch of herbs, then drain free from fat, make a bed of the vegetables at the bottom of the casserole, lay the joints of the birds on this, and add sufficient good game stock, mixed with a little light wine, to reach up to, but not to cover, the birds, lay a buttered sheet of paper over, put the lid on closely, and stew in the oven very slowly till the birds are tender, the time for this varying of course with their age and length of hanging the weather and larder permit of. Some mushrooms are a great improvement when available, and some diced or sliced lean and fat ham or bacon can also be added. When the bird is not served in the casserole cook it whole, first frying it a nice brown before stewing it. A little more stock and wine must be added from time to time, as that in the casserole evaporates, and the birds must be kept well basted. From an hour and a-half to two hours should be allowed for simmering them. The stock can be thickened with roux in the usual way, and a little glaze or Lemco added to it when the birds are cooked, keeping them hot while the stock is being thickened and boiled down a little.

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MUSHROOMS (The Mayflower).—How will these suggestions do? Take mushrooms as much of a size as possible, wipe them free from grit, peel and stalk them, then fry the heads in butter till partly cooked and nicely coloured. Now drain them free from fat and put them in a pan, with just enough good brown stock, gravy, or thin sauce to keep them from burning, and stew them gently till done, add a little Lemco or glaze to the gravy, and serve. Mushrooms braised like this are best cooked and served in a casserole, one large or several small ones. If you do not let the mushrooms colour when in the butter, sautéeing instead of frying them, in fact, you can finish them off in white sauce. For this last way you will find an excellent recipe in Messrs. Brown and Polson's recipe book. They will send it you free on receipt of a 1d. stamp for postage, if you write to them at Paisley, and mention THE KING when you do so. If you want the mushrooms for a garnish only, however, take them out of the braising liquid before they are quite done, brush them over with melted glaze, and stand them in the oven for a minute, then brush them over a second time, dry again, and use. When any mushrooms are left over after being simply stewed or braised, cut them up into dice while still hot, add some fine bread-crumbs, a seasoning of salt, pepper, and finely-minced parsley (very little of this mind, or its flavour will overpower that of the mushrooms), add sufficient beaten egg to bind the mixture, make it into balls the size of a chestnut, brush them over with beaten egg, roll in bread-crumbs, and fry a golden brown. These croquettes can be served for a breakfast dish with fried bacon, or used as a garnish. SYBARITE.



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There are men and women whose looks charm everyone, and it is worth trying to discover the secret of the admiration they inspire. It will be found that in many instances the fascination is neither due to beauty nor even regularity of the features. Sometimes the secret is in pleasant expression, fine teeth, speaking eyes, curling hair, but most often it is due to a perfect skin. The most regular and beautiful features may be completely spoilt by a bad complexion, whilst a dainty velvety skin, with a peach-like bloom upon it, will often create an impression that the possessor is really beautiful, though the features may be far from regular. You owe it to yourself to look beautiful, as Nature intended you should. That is why you should always use "Antexema Soap."

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EVER on the alert to study the convenience of their passengers, the Belle Steamers announce that they have made arrangements with Messrs. Pickfords, Limited, to collect in advance, from any part of London or suburbs, and deliver passengers' luggage at a specially low fixed rate per package. Passengers will thus be spared the trouble and expense of cabs and porters at both ends of the journey, and, relieved of their heavy baggage, will be able to substitute comfort for anxiety. All that passengers have to do is to fill up a form to be obtained from the Belle Steamers' Office, 33, Walbrook, and Pickfords do the rest.

THE Princess of Wales has honoured Messrs. Speaight, the Child Photographers of 157, New Bond Street, by accepting from them, for the use of little Prince John, the first copy of their new edition of "Baby's Album."

THE entire front of the premises of Messrs. E. and E. Emanuel, the well-known jewellers and silversmiths on the Hard, Portsea, was profusely decorated in honour of the visit of the French Fleet with the tri-colour, artistically displayed on life-buoys, and a group of flags over the Royal Arms, surmounted by a carved Naval Crown, flanked by a white ensign and a French flag. Two charming paintings of the "Gallic Cock" and "Liberty," from the new French gold coinage, by H. Coish, commanded well-deserved notice.

QUITE a record number of excursionists patronised the Great Central route from Marylebone to Stratford-on-Avon, Leicester, Nottingham, Sheffield, Huddersfield, Bradford, Manchester, Liverpool, Southport, York, Cleethorpes, Scarborough, Bridlington, and other well-known holiday resorts on the North-east and North-west Coasts accessible by this company's picturesque and comfortable route. To accommodate the heavy holiday traffic numerous special trains were run, in addition to many of the ordinary trains being duplicated.

MR. HENRY BEAUMONT, who is playing with the Royal Carl Rosa Opera Company, is also an oratorio tenor of eminence, and in this direction few English tenors are so widely popular as he, or so much in demand. His voice is wonderfully reminiscent of Sims Reeves and Joseph Maas. There is the same

MR. HENRY BEAUMONT

The well-known tenor of the Royal Carl Rosa Opera Company.

*timbre*, the same expression. Few who saw his rendering of "Tannhaüser," when produced some years ago in Manchester by Arthur Rousby, will ever forget it. It was a distinct achievement, artistically and vocally. He and his wife are well known in Dublin society.

MISS FLORENCE WELLS, the clever and versatile young reciter, has already booked several important engagements for the coming season. Miss Wells has, in addition to considerable dramatic power, a clear and resonant voice, and a vein of comedy which

*Fellows Willson.*

MISS FLORENCE WELLS

A popular young reciter.

it is especially gratifying to find in a latter-day reciter. Most of them are too terribly tragic.

THE question of upkeep is a bogey which enters largely into the minds of prospective purchasers of motor-cars, and in this category tyres play an important part. That this prevailing idea is not borne out by facts has been repeatedly illustrated by the performances of cars of well-known makes (to which have been fitted Dunlop tyres) in the various reliability trials. The latest instance of this was apparent at the recent Brighton Race Meeting, when no fewer than twelve first prizes were secured by the aid of these tyres.

OWING to the success of "What the Butler Saw" at Wyndham's Theatre, Mr. Mouillot has arranged with Mr. Frank Curzon for an extension of his season there, and it will be transferred to another theatre at the conclusion of his term.

ONE of the most attractive features of the Indian and Colonial Exhibition at the Crystal Palace is the New Zealand Court. A portion of the main court is occupied by a splendid lot of cereals, and close at hand is an effective display of canned and bottled goods. New Zealand is a Colony in which the inhabitants of the Mother Country are much interested, and the exhibit at the Crystal Palace will undoubtedly do much to increase and extend that interest.

ON the occasion of the visit of the French seamen to the Alhambra Theatre last week, each man was presented with a dainty box of cigarettes, manufactured by Teofani and Co.

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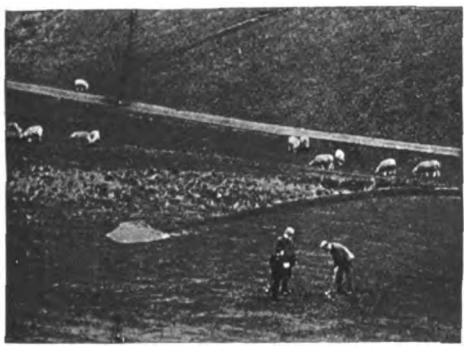

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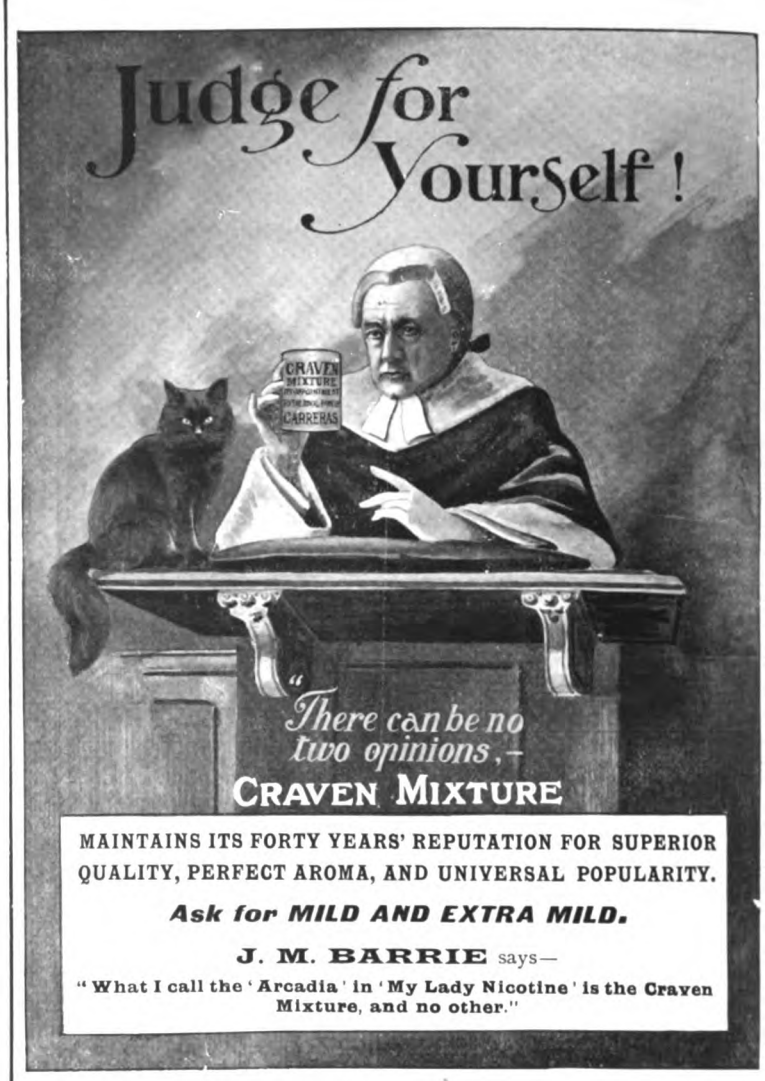


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# GOLF AT HOME AND ABROAD.


# THE KING

*AND HIS NAVY & ARMY*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 447. SATURDAY, AUGUST 26th, 1905. PRICE 6D.

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**Prospective Independent Free Trade Candidate for the Chippenham Division of Wiltshire.**

*(See page 673.)*

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

Vol. XX. No. 447. Saturday, Aug. 26, 1905.

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**EDITORIAL.**

*TO CONTRIBUTORS.* — *The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully backed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*


# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING IN MARIENBAD.—One of the first things that was said of King Edward when he arrived in Marienbad was that he was looking extremely well. Considering that he had just spent a week at Cowes in the "Victoria and Albert," it was perhaps only to be supposed that he would be looking a little sunburnt. But it is indicative of the keen attention with

M. WITTE AND BARON ROSEN
The Russian envoys to the Peace Conference.

which people in this country follow his movements that the information was received with a keen sense of pleasure. And now, comfortably installed in his quarters at the Hotel Weimar, or, at least, as comfortably as the rather pressing attentions of the visitors to the Spa will allow him to be, he is taking the waters of the Abbot of Tepl, to whose Priory the springs belong, in strict accordance with the programme mapped out by his medical adviser. It is not generally known that the waters of Marienbad are under the control of a religious body, and that it was less than a century ago that Abbé Reitenberger, the then head of the monastery, took advantage of the prevailing fashion for taking Glauber's salts cold instead of hot, and evolved Marienbad out of a few wood-cutters' cottages. The various "brunnen" or springs at Marienbad are named after famous people who drank from them in the early days, with the exception of the Kreuzbrunnen, which is the most favoured of all.

THE QUEEN AT THE ZOO.—It is becoming more and more evident that Queen Alexandra, like a modern Haroun-al-Raschid, is continually moving about among us unrecognised. Just before she left London on her flying visit to Deeside, which has lasted much longer than was expected, she went one day, accompanied by the Princess of Wales and a few friends, to spend a day at the Zoo, and that day happening to be one on which the charge for admission was sixpence only, there were a large number of people about. Yet the Royal party seem to have visited all the principal sights in the gardens, including the lion house and the reptile house. It happened to be about feeding-time when the Queen was in the lion house, and the two fine lions from Harrar and Central Africa, presented by Queen Victoria, especially attracted her Majesty's attention. Another very frequent visitor to the Zoo of late has been the Prince of Wales, who took his two eldest boys through the gardens. And one of the elephant-keepers claims that he helped the two young Princes to mount the massive charger that so willingly carries parties of gay young people, and some gay old ones too, round the main walks. It is quite probable. Prince Edward and Prince Albert are both too good sportsmen to miss such a chance. By way of celebrating the visit of the French Fleet they have both added to their accomplishments the art of swimming, and though neither took very kindly to the sport at first, now that they are getting more at home in the water they are both very keen on becoming expert swimmers. It would seem possible that Mr. C. B. Fry is to have a Royal rival, or possibly two, in the realms of all-round sport.

THE PRINCE OF WALES'S VISITS.—The Prince of Wales has been paying quite a little round of visits since he left Cowes, and opened the grouse season at Studley Royal as the guest of Lord and Lady Ripon. Here the shooting was excellent and the weather enjoyable. The remainder of the week was spent at Bolton Abbey, where his host and hostess were the Duke and Duchess of Devonshire. From Yorkshire he proceeded to Elginshire, arriving there at the beginning of this week on a visit to Mr. and Mrs. Arthur

BARON KOMURA AND MR. SATO
The Japanese envoys to the Peace Conference.

Sassoon, who had also been of the house-party at Bolton. At the end of this week, should his present arrangements be carried out, he will be in Inverness-shire on a visit to The Mackintosh and Mrs. Mackintosh at Moy Hall. The Mackintosh is the chief of the Clan Chattan and the owner of about 124,000 acres in Inverness-shire. At the beginning of next week the Prince is expected at Abergeldie, where he will join the Princess and the children, who have already been there some days.



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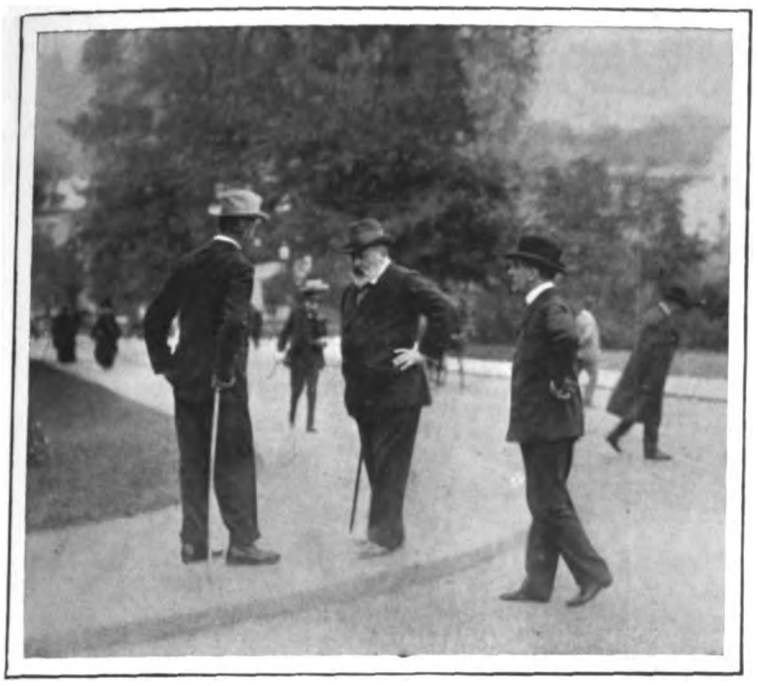
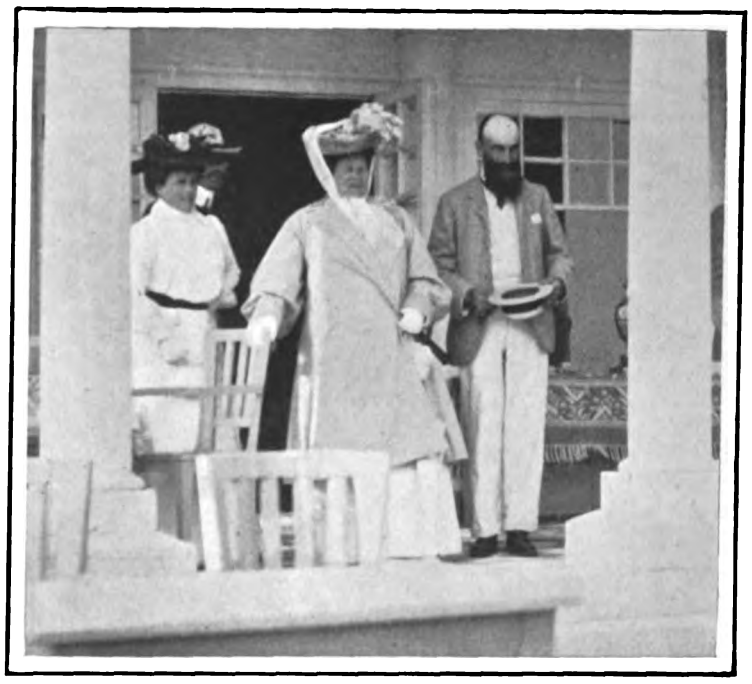


*Copyright.*

THE KING IN MARIENBAD.

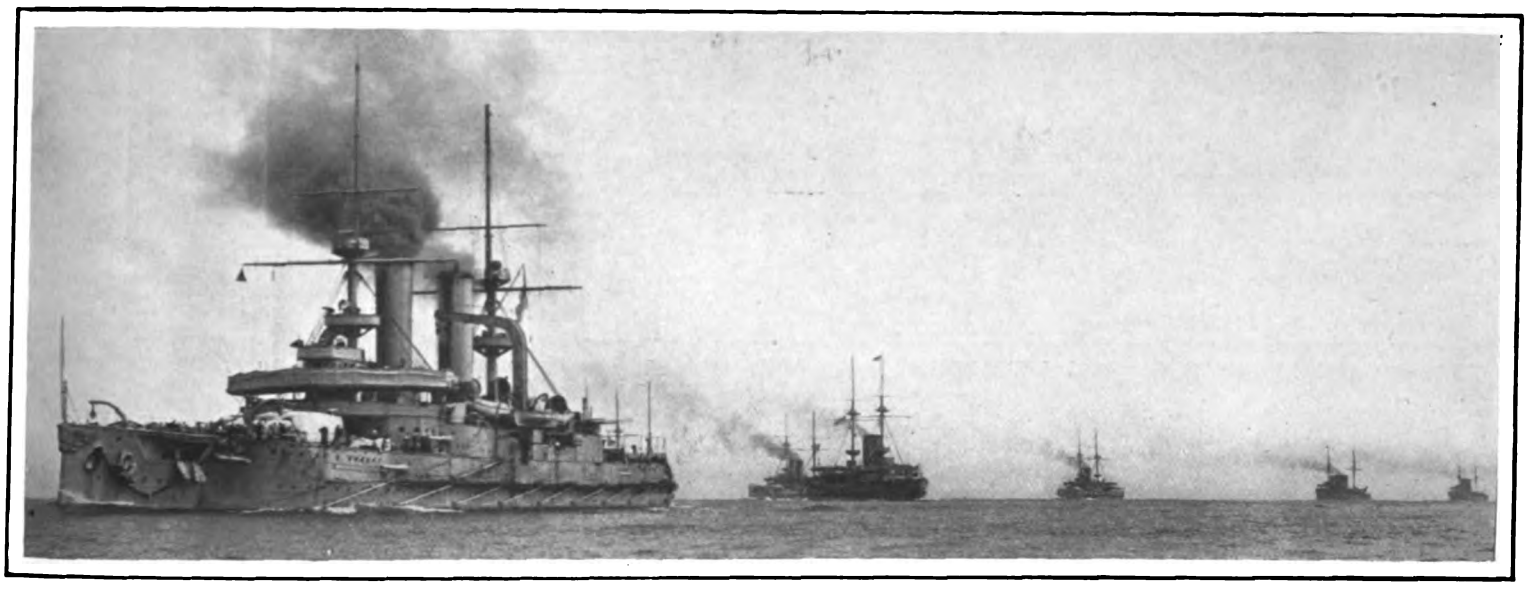
Travelling as usual *incognito* as the Duke of Lancaster, King Edward arrived last week in Marienbad for his annual "cure." In the above illustration he may be seen chatting with his physician, Dr. Ott, on the Kurpromenade.



*Mendnam.*

ROYALTY AT OSTEND.

The Archduchess Frederick of Austria visiting the club-house of the Royal Golf Club of Belgium. Beside the Archduchess is her daughter, the Archduchess Marie and M. Edmond Drugman, who was in attendance on the Archducal party.



*Cribb, Southsea*

THE CRUISE OF THE CHANNEL FLEET TO THE BALTIC.

Last week the Channel Fleet and the First Cruiser Squadron left Portsmouth on a month's cruise, the greater part of which will be spent in the Baltic. The first port of call was Ymuiden in Holland, and thence the Fleet proceeded to Graa Diep in Denmark.

*Boiak.*

THE SMITH-HANBURY-TRACY WEDDING.

Lord Sudeley escorting the bride to the church of St. Andrien, Ham. On Thursday last the Hon Rhoda Hanbury-Tracy was married to Mr. Bertram Abel Smith, and after the ceremony Lord and Lady Sudeley, father and mother of the bride, held a reception at Ormeley Lodge, Ham Common.



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# THE RIVER SEASON.

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THE DONGOLA RACE AT WARGRAVE REGATTA.

Last Saturday the pretty stretch of water between Shiplake Railway Bridge and the George and Dragon was filled with craft of all kinds, on the occasion of the annual regatta. The Dongola Race, of which our illustration shows the start, was won by the Marlow crew.

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THE SPECTATORS AT THE BEND.

Watching the third heat in the Ladies' and Gentlemen's Double Sculling Race. In the evening the prizes were distributed by Mrs. Rhodes, and the rather strong wind which had prevailed all day dropping with the sun, the firework display was a great success.



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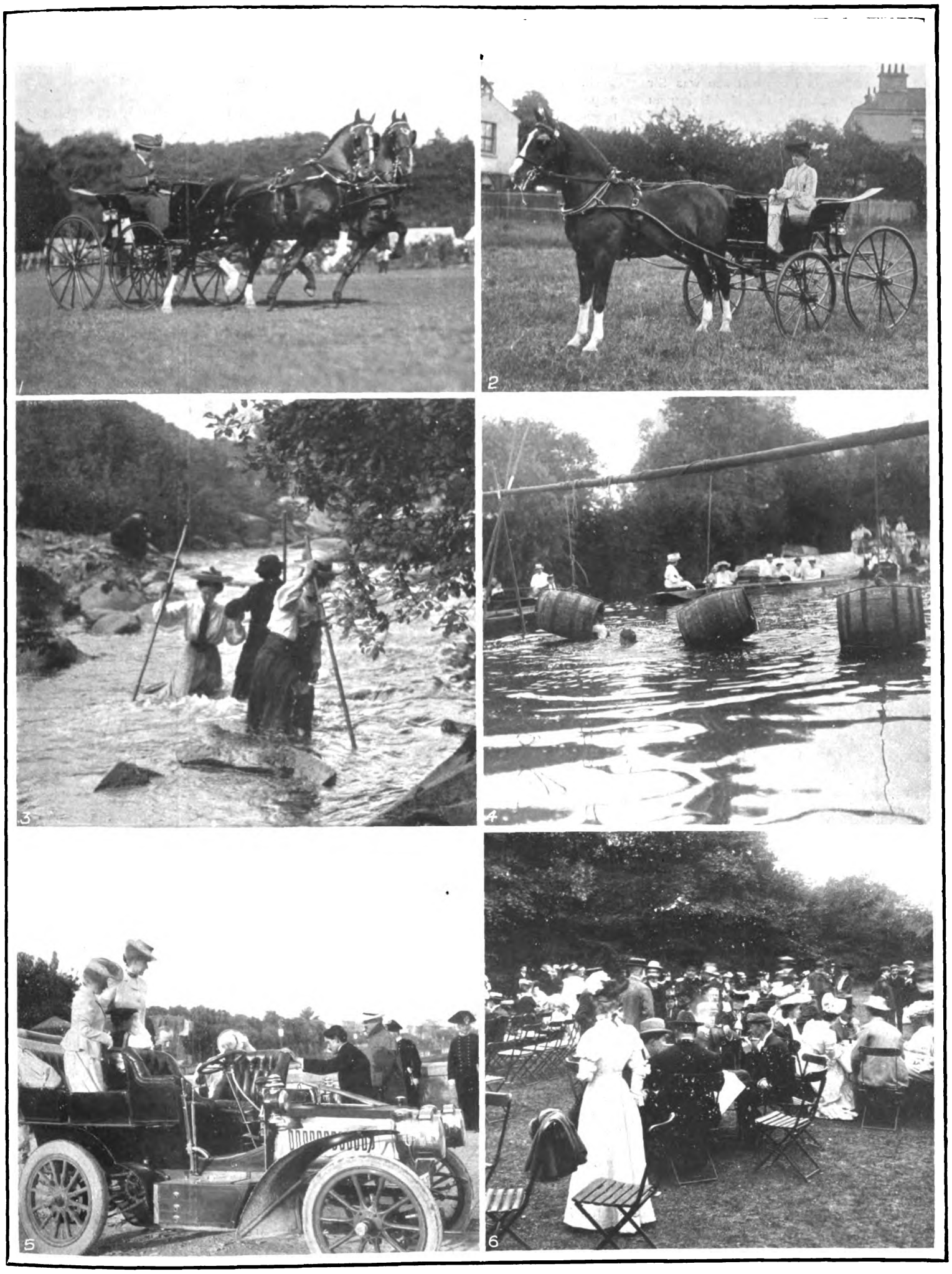
# SPORT AND PASTIME.



(1) At the Tring Agricultural Show. Miss E. K. Cunliffe driving the w nner of the second prize for pairs, Sam Weller and Buckingham Gentleman. (2) East Berks Horse Show. Mrs. Hartley Batt's Heathfield Squire, first prize winner in the open harness class. (3) Otter Hunting in County Wicklow. Crossing the river under difficulties. (4) Weybridge Regatta. The obstacle race. (5) Royal Automobilists. The Duke of Aosta and his family motoring down to the seashore to bathe at Parisilippe. (6) The Southport Chess Congress. Mr. Herbert Pack's garden party.

*(From photographs by Cartwright, W. A. Rouch, Eva West, and Illustrations Bureau.)*



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THE PRINCE AND THE "RENOWN."—For some reason or other it has been deemed more fitting, on the occasion of the visit of the Prince and Princess of Wales to India, to provide them with a war-ship for the voyage instead of chartering a liner. And the old "Renown" has undergone such a metamorphosis in the dockyard at Portsmouth, that those who served in her when she was Sir John Fisher's flag-ship in the Mediterranean would have some little difficulty in finding their way about in her now. All her 6-in. guns have gone, and the casemates have been turned into quarters for the officers, the ward-room and officers' cabins having all been taken for the Royal tourists and their suites. The Admiral's apartments on the main deck are fitted up as dining and drawing rooms, and the stern walk will no doubt be much used during the evenings. The decorative scheme is white and gold, and the quarter-deck is being cleared for use as a ball and reception room. As it is unlikely that, except in the last extremity, the "Renown" would ever be called upon to do service as a battle-ship again, she may, when the present trip is over, become a Royal yacht. She is at least comfortable and commodious, and has many qualities that would make her an admirable floating palace for the Royal family.

THE DUKE OF CONNAUGHT IN IRELAND.—The Duke of Connaught takes his duties as Inspector-General of the Forces very seriously, and during the recent manœuvres in Ireland was up night and day in order to have his eye on every move. General Baden-Powell, too, was as indefatigable as if it had been the Real Thing instead of manœuvres, and altogether the two armies representing Connaught and Leinster have been kept well up to the mark. This week the Duke is in Dublin as the guest of the Lord-Lieutenant, with whom he has visited the Horse Show. Last week Lord and Lady Dudley, who were staying in Connemara, gave a children's party for the school children of the neighbourhood, and finished up with a magic-lantern show. Both Lord and Lady Dudley are extremely popular in Ireland, especially with the poorer classes, for whom they have done a great deal in a quiet and unobtrusive way. The Chief Secretary for Ireland and Lady Doreen Long are also in Dublin this week, and after the Horse Show will proceed to County Wicklow, where they propose to spend the month of September.

THE DUKE OF TECK IN BOHEMIA.—After a month's holiday at a castle in Bohemia, the Duke of Teck is about to return to Vienna to finish his term as Military Attaché there. The castle, or, as it is more generally known locally, the hunting lodge, is the property of Count Kinsky, who is well known in Vienna sporting circles, and is a great friend of the Duke of Teck. The present Duchess has made herself as popular with the poorer inhabitants of the neighbourhood as the late Duchess was with the good people of Richmond. And this gave rise to a pretty incident one day. A tennis party was being held in the grounds of the castle, and the Duke and Duchess were busy entertaining their guests, when there appeared an old peasant woman. She had been told to come up to the castle to get some little present the Duchess had promised her, and, bewildered at the lodge gates, had wandered on to the lawn by mistake. The Duchess knew at once what had happened, and, running up to the old lady, she took her affectionately by the arm, and chatting gaily led her to the housekeeper's room, where, having seen her safely, she left her and returned to her other guests.

*Uhlenhuth, Coburg.*

THE CROWN PRINCESS OF ROUMANIA

With her three younger children, Princess Elisabeth, Princess Marie, and Prince Nicholas. The Crown Princess has been staying in England for some time this summer, and with Princess Elisabeth has paid a number of visits to friends in this country.

THE DUTCH AND BRITISH NAVIES.—There is something very fitting in the circumstance that after entertaining the French Fleet at Portsmouth, the British Channel Fleet should proceed to Dutch waters, and there meet with a cordial and hearty reception. For it was with Holland that we had some of those stiff struggles in the days that are passed that render nations illustrious, and give to the combatants that respect for each other that is the foundation of real friendship. It is a remarkable thing that it should be a Dutch Admiral whose name is nearly always remembered immediately after Nelson's, and yet if the average schoolboy is asked to name the two greatest seamen of the past, nine times out of ten he will reply, "Nelson and Van Tromp." It is a striking testimony to the effect that the prowess of the great Dutch Admiral had upon public opinion in this country that his name should be remembered so well. That same schoolboy would have much ado to remember the name of Nelson's opponent at Trafalgar.

QUEEN WILHELMINA.—The visit of the British Naval officers to the Hague has drawn the attention of the British public once more to the sad and pathetic figure of the girl-Queen of Holland. To-day, as in the earliest days of her reign, the Dutch Royalists, and many of the other parties also, speak of her affectionately as Wilhelmintje, for her brave bearing under the cares of State and private misfortunes has endeared her to them more than ever. But the Queen herself has felt those cares and those troubles very, very keenly, and her face is to-day that of a woman many years her senior. At Loo she leads a simple and pastoral existence; but the old château there does not to-day see the lively house-parties, the romps, and the private theatricals that made its old walls gaily resound with laughter. The duties of Government in Holland are as exacting as elsewhere, and the heavy burden that the young Queen has to bear is little lightened by the devoted and whole-hearted assistance given her by all her Ministers, her private equerries, and her friends. For no detail is too small to escape her notice, and every document brought for her signature must be read and understood before she will attach the boldly-written "Wilhelmina" to it.



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COLONIALS AS GOVERNORS.—The late Sir Ambrose Shea has been described as one of the few oversea Britons who have become Governors of Colonies. This is not correct. Many West Indians have risen to this rank in the Imperial service, and there is one at the present moment—Sir Henry Jackson, Governor of Trinidad. Sir Francis Hincks, a Canadian statesman of distinction a generation ago, was Governor of Barbados, the Windward Islands, and British Guiana in succession. Sir Frederick Weld, a New Zealander, was Governor of Western Australia, and afterwards of Tasmania and the Straits Settlements. But no Colonial has filled the post of Governor in his own Colony, though General Macarthur, a Peninsular veteran, and son of the founder of the pastoral industry in New South Wales, was Governor of Victoria for a year. He and Sir Fenwick Williams, the hero of Kars, are the only Colonials who have been appointed commandants of the forces in their own Colony. Sir Ambrose Shea was a native of Newfoundland, and it was his great ambition to become Governor of the island. But it was never gratified. He was the founder of the sisal industry in the Bahamas.

CAPE NEUTRALITY.—It is possible to sympathise with the Germans in their "little war," and, at the same time, regret that they are inclined to lay the blame at the door of the British authorities rather than their own. That is not the way to build up an Empire. In South-West Africa, or anywhere else, men must learn by the light of experience, and adapt their civil and military policy to the circumstances. Instead of doing this the Germans are hurling wild charges at the Cape Ministry, which is observing strict neutrality. We are a long-suffering people; but we are hardly prepared to take a share in a neighbour's war, produced by a policy of which we disapprove. But this is apparently what the Germans expect of the Cape Colony. Not content with the service rendered them by the Bechuanaland authorities, who have kept the natives on the outside of the border from rushing to the assistance of their kinsfolk, they want us to allow them to make Cape Town a base of supplies, and to act as policemen in their interest on the frontier. As we mean to maintain peace in South Africa, we naturally enough decline. Hence the outcry in Berlin.

LADY NORTHCOTE IN AUSTRALIA.—Though we hear little of Lady Northcote, she is one of the most popular ladies who have ever presided over Government House in Australia, and that is saying a good deal. A little while ago she gave the tone to the manners of young girls by striking off her list one whose "fastness" displeased her at a Viceregal function. Now she is setting an example to the rich by ordering all her dresses from Sydney and Melbourne firms instead of sending to London or Paris for them. Lady Northcote, who is a Canadian, is totally unlike the popular idea of a millionaire's daughter. She has the modern woman's energy and wide outlook on life, but she has, also, that nameless charm which is fragrant of an older time. She and Lord Northcote were so much beloved in Bombay that when they left their passage to the quay was like a Royal progress.

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*Lallie Charles.*

VERA AND MOLLY, DAUGHTERS OF MRS. MENDEL

Both of whom took part in the Children's Fête at the Botanic Gardens. The eldest, Vera, took the part of the Chief Attendant on Queen Dido, and the younger was a Court baby.

A POPULAR OFFICER.—Major the Hon. Henry Granville Heneage, D.S.O., who has retired from the 12th (Prince of Wales's Royal) Lancers, is the second son of Lord Heneage. He saw much service in the South African War, taking part in the relief of Kimberley and Paardeberg. He was also in those hotly-contested fights, Diamond Hill and Driefontein. His wife, whom he married last year, is very beautiful. She was born in Natal, where her father, Mr. Sidney Cuthbert, settled as a young man. His elder brother, however, died unexpectedly, and he inherited Beaufront Castle, a fine old property near Hexham. The family then came to England, where Mr. Cuthbert died. His widow, daughter of a Natal Colonist, is still living, and their son, who is an officer in the Scots Guards, married Lady Anne Byng, daughter of the Earl of Strafford, a year or two ago. Both the Heneages and the Cuthberts are English families of great antiquity.

AN ANGLO-AMERICAN ENGAGEMENT.—Americans are keenly interested in the engagement of Mr. Robert of New York and Miss Maud Sullivan, only child of the late Sir Edward Sullivan. The popular idea is that Englishwomen of birth do not marry Americans. But this is entirely erroneous. Lady Sybil Cuffe, daughter of the Earl of Desart, and Lady Mildred Bowes-Lyon, daughter of the Earl of Strathmore, both married Americans, and so did a daughter of Lord Avebury. Mrs. Marshall Roberts is a daughter of Sir George Murray, and Mrs. Fitzhugh Whitehouse of Sir George Duntze. Miss Sullivan is a cousin of Admiral Sir E. Sullivan, who succeeded her father in the baronetcy in 1894. She and her mother are well-known figures in the society of Brighton. Sir Edward was a great yachtsman, and in his day had a considerable reputation as a writer on public affairs. His style was trenchant, and he had always something to say worth hearing. Mr. Robert has a place in England, so that he is not likely to carry off his bride to the United States, as Mr. Cutting did Lady Sybil Cuffe.

THE NEW GOVERNOR OF QUEENSLAND.—The Government have discovered that the Disraelian tradition in the choice of Colonial Governors is a good one. It has, at any rate, the merit of working well. Both the Colonies and the Mother Country benefit, and both are satisfied. But Mr. Chamberlain created a new precedent. For some reason he appointed distinguished soldiers and sailors to the post of Lieutenant-Governor. But in a self-governing Colony their talents were wasted, and this the Government soon perceived. Hence the appointment of Lord Chelmsford, whose laurels are yet to win. He is a young man with a charming wife and a young family. To Londoners he is best known as a County Councillor. That he will be successful and come back with valuable experience will be the wish of all who know his capabilities and his great charm of manner. Lady Chelmsford is a daughter of Lady Wimborne, and has the Churchill ability and wit. As it is on his wife that much of the success of a Governor depends, Lord Chelmsford is, indeed, fortunate.



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# The Motor: On Highway and Seaway.

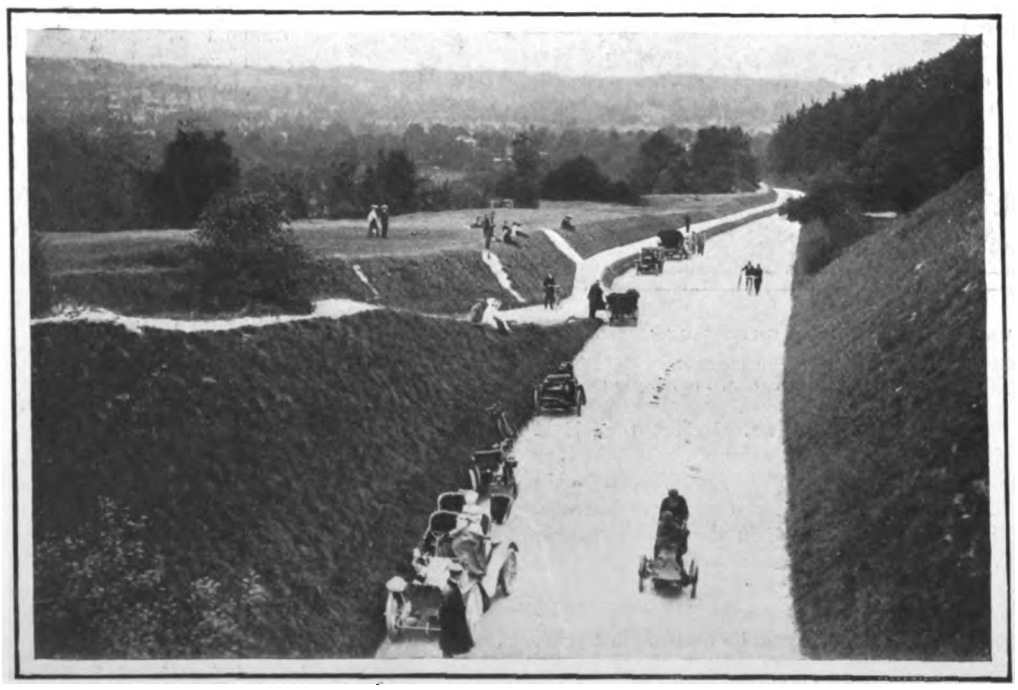
ONE is apt to talk of the future of the motor-boat as if it were an experimental type of vessel which had not yet arrived at the stage of practical utility. This may to a certain extent be true of the larger craft, or of the purely racing boat, in the construction and design of which the builders have yet much to learn. I have lately had an opportunity, however, of observing the great advances which have recently been made in one particular class of motor-boat, and the widespread recognition which has been accorded to its obvious advantages. A couple of years ago the yacht's motor-launch was comparatively rare, and the occasional specimens seen were regarded with the suspicion and dislike with which any novelty is usually received in this country. There may have been some excuse for this feeling, as the early boats were usually noisy, smelly, and hopelessly unreliable, although perhaps undue stress was laid on their failings, and their merits were often forgotten.

Since those days, however, a remarkable change has come over the scene. It is almost the exception rather than the rule to see a well-found sailing yacht without a motor-launch or dinghy. To use a hackneyed expression, this type of motor-boat has filled a long-felt want. Hitherto a launch has been a luxury denied to all but the owners of steam yachts and the largest class of sailing vessels, and even in the latter the inconvenience of carrying a supply of coal, and the expense of an additional hand to run it, constituted a serious drawback to its use. Moreover, in any sailing yacht under about 100 tons the weight of a steam launch is almost prohibitive. As a matter of fact, it is in the smaller vessels, where the crews are limited in number and the boat work is correspondingly more arduous, that a launch of some sort is most required and most greatly appreciated. Where motive power replaces manual labour, it is immaterial whether the yacht is anchored a hundred yards or a mile from the shore, or whether one or a dozen trips have to be made in the day. The pleasure of yachting is enormously increased if one can explore at will the charming creeks and estuaries that are met with on our coasts. Then, again, the sailing vessel that carries a launch is often enabled thereby to reach her port, while her less well-equipped sister remains becalmed outside, or vainly attempts to enter against wind and tide. The towing powers of a small launch may be limited, but even 3 miles or 4 miles an hour is generally ample speed to enable one to enter a harbour under the most adverse conditions. All these advantages are now placed within the reach of the owner of any yacht above 30 tons, and it is hardly surprising that many of the boat-builders round our coasts have been overwhelmed with orders for little motor-launches of from 13-ft. or 14-ft. upwards in length. I have even seen a 20-ton yacht carrying a 12-ft. 2½-h.p. motor-dinghy in davits, and the owner told me that it was an enormous success in every way, and very little more trouble to hoist in than the somewhat heavy "punt" which it replaced.

*M. Rol et Cie.*

MOTOR-BOATS ON LAKE LUCERNE.

The scene at the landing-stages during the motor-boat race-meeting last week. A large number of well-known boats competed.



THE MOTOR-CYCLE RELIABILITY TRIALS.

Throughout last week the Auto-Cycle Club held a series of reliability trials, for which there were thirty-one entries. The run on Saturday was from Eastbourne to London, by way of Bexhill, Folkestone, and Reigate.

Most of the minor troubles that still occasionally harass the motorist and cause him for a time to lose faith in the reliability of his machine arise from defects in the ignition apparatus. I recently had an experience which serves to illustrate how some minute derangement may upset the entire running of an engine. A car which I was driving suddenly developed unmistakable signs of premature ignition. That terrible clanging which tells of a sorely-tried crank shaft made me speedily stop in order to investigate matters. I had only just started on a run, so as the cause of the mischief was not immediately apparent, I started up the engine again in order to return, but as I reached the motor-house the noise commenced again. I spent some hours in laboriously overhauling and testing the ignition, without discovering the cause of the mischief, and was about to give up the search in disgust when by the merest chance it was revealed. All the plugs were out, and for the third or fourth time I was testing them. I had left one sparking for a minute or more while I cudgelled my brains, when I saw a faint smoke rising from the porcelain. Carefully shading it from the light, I saw that the sooty deposit near the central wire where it issued from the porcelain was incandescent. A careful examination showed that there was a minute crack in the porcelain through which a portion of the current was short-circuiting. No doubt when the plug was in the cylinder the increased resistance of the compressed gases caused the spark to take place through the crack instead of across the points of the wires, with the result that any oil in its path quickly became white-hot and fired the next charge prematurely. At any rate, I changed the plug, and the trouble was immediately cured.

Another experience may prove of value to inexperienced owners of cars in which the petrol tank is placed beneath the driver's seat.



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A friend who drove a De Dion arrived one afternoon in great trouble, owing to the repeated stoppages of his car on the way down from London. Every mile or so the engine would slow down, and finally stop altogether. After having a look at his sparking plug—the first resource of the beginner—and agitating the float spindle, he found that the car would start up again and run perfectly for a few minutes. The engine was quite cool, the ignition apparently in good order, so I suspected dirt in the carburettor, which, after a somewhat laborious overhaul, proved to be free from water or sediment. I took the car out myself, and at the end of about half a mile she faltered and then stopped, in a manner which spoke clearly of lack of petrol. When I dismounted and lifted the bonnet, however, the float chamber seemed to be full, and the owner declared that the top of the spindle was at its normal height above the cover. We, nevertheless, disconnected the petrol pipe, when a great rush of spirit was followed by an intermittent drip. The simple cause of the trouble, which I ought to, perhaps, have suspected from the first, was then apparent. The screw-cap in the petrol tank is pierced with a small hole, in order to admit air as the level of the spirit is lowered. This was blocked up by dirt, and as the engine drew on the supply a partial vacuum was formed in the tank, which checked the proper flow of the petrol to the carburettor. Apparently the flow was not entirely stopped, as unless one immediately examined the carburettor, there always seemed to be plenty of petrol in the float chamber, a fact which might mislead one as to the real source of the trouble. I once heard of a similar case, which, however, was far more difficult to diagnose. The air hole was not blocked by dirt, but whenever the driver took his seat the under-surface of the cushion pressed on the screw-cap and effectually prevented any air entering the tank. In a few miles the motor was consequently starved of fuel, but directly the driver dismounted to investigate matters the partial vacuum was destroyed, and the petrol flowed into the carburettor, thus effectually misleading him as to the real source of the trouble.

RADIATOR.

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A 24-H.P. DOUBLE PHAETON CAR.
One of the latest examples of Messrs. Thornycroft's work.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

As a preliminary to the opening round of the professional foursome for £400, which began at St. Andrews on Wednesday of this week, Braid and Vardon spent an enjoyable holiday playing round the fine courses in East Lothian. Naturally enough both players took it easy, and though there were one or two four-ball foursomes, the play, as a rule, was confined to the ordinary foursome, in which each professional had an amateur as his partner. Being in the heart of the finest golf district in Scotland, it was easy for Braid and Vardon, who were the guests of Mr. Purssell at the Golf Hotel, Aberlady, to vary the green in each day's play, and the result was that the visitors from far and near resident about the East Lothian links had a grand opportunity of seeing, without restraint or inconvenience, two of the best players the game has as yet produced.

* * *

Accompanied by Mr. George Riddell of the *News of the World*, the backer of Braid and Herd in this match, matches were played over the two courses at Gullane, at New Luffness, Archerfield, and Kilspindie. In one of the early matches Braid and Mr. Riddell played Vardon and Mr. J. B. Stevenson of Gullane. Braid was in brilliant form, taking the first six holes of the old course in an average of two under 4's. Vardon and his partner were not more than a stroke or two behind the better part of the way round, but Braid and Mr. Riddell won a good match by 3 and 2 to play. In the afternoon the result was reversed, Vardon and Mr. Stevenson winning by 3 and 1. The next day New Luffness was visited, and here Vardon had as his partner the Hon. Evan Charteris, against Mr. A. Mackenzie Ross, one of the leading amateurs in Scotland for a generation, and Mr. J. T. Gillespie. Though the two last named lost the first two holes, they had the match square at the fifth green. Fine players as Mr. Ross and Mr. Gillespie are, they could not contend against the particularly brilliant game of Vardon off the tee and on the putting green, and getting some rather bad luck on the way home, Messrs. Ross and Gillespie lost the match by 5 and 4. In the other match Mr. Riddell and Braid played against Mr. J. B. Stevenson and Mr. Oliver Thomson, the last named giving a handicap of 2 holes. The match was all square at the seventeenth green, and Braid and Mr. Riddell won by a putt at the last hole.

GOLF AT WIMEREUX.
The professional, G. Wall, bunkered at the 5th hole.

* * *

One of the curious facts about these matches is that no attempt has been made to visit North Berwick. The congested state of the links at this season of the year there is having the effect of driving golfers westwards to the more open greens of Gullane and Luffness. A service of motor-omnibuses between Gullane and North Berwick now makes it very easy for golfers to live in the gayer social surroundings there, and to enjoy a splendid variety of golf at North Berwick, Muirfield, Archerfield, two courses at Gullane, New Luffness, and Kilspindie, all within less than an hour's drive. In this way the cure for the congestion at North Berwick may be eventually found. The golfers who can afford to pay for their holiday amusement without stint do not love a crowd; and North Berwick's disadvantage in the way of a golf crowd is contributing to the gain of Gullane, where handsome villas are springing up every year round the picturesque golf course.

* * *

The annual competition of the Varese Golf Club will be held at Varese, Italy, on October 4 next.

* * *

What is "a peckle"? It is impossible to read Mr. Croome's pathetic words, "A truly struck ball does not skid, and if a ball is struck so foul as to want to skid, neither ribs, nor peckles, nor chalk will stop it from going to perdition," without a responsive tear. But what is a peckle, and who introduced it into our golfing Eden? If any brazen-fronted iconoclast had dared to put a peckle on the face of one of Old Philp's clubs, it is as certain

GOLF AT WIMEREUX.
A view of the beach and village of Wimereux, near Boulogne, looking east.



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# On the Links.

as one of Mr. Low's putts, say, that the wise, great, and good man would have promptly used words in which there was considerably less mystery—if any at all. However, the subject seems worthy of poetical treatment:

"Some lo'e their lo'es flat-footed, and some, 'twould seem, wi' freckles;
And mony a maid has lost her heart to Hielant lads wi' heckles;
Fair fa' the burn's wee troutie, wi' a' its hunner' speckles,
An' leeze me on the canty club wi' its pickle pawky peckles!"

W. DALRYMPLE.

## THE BOULOGNE GOLF CLUB.

THE Boulogne Golf Club Links, on the Race-course at Aubergnes, near Wimereux, were laid out about four years ago by G. Walls, the local professional, in conjunction with G. Cribbin of Hythe. The course, which at present consists of nine holes, about 2,600-yds. long, with plenty of sporting hazards, will shortly be lengthened to eighteen holes. The green fees are: One day, 2·50-fr.; three days, 5-fr.; one week, 10-fr.; and 25-fr. for one month.

GOLF AT WIMEREUX.
The 5th hole, showing the bunker, the starting-gate on the race-course, and the Cosmopolite Hotel in the distance.

THE WIMEREUX LINKS.
A view of the links at the 4th hole; Ambleteuse lies beyond the sand-hills. The players are Mr. Scott Mr. Mather, and Mr. O'Leary.

Numerous competitions were arranged throughout August and September, including Boulogne Challenge Cup, August 14 to 16 Gentlemen's Foursomes, August 20; Prix de la Compagnie du Chemin fer du Nord August 27; Approach and Putting, September 3; Casino Prizes (ladies), September 4; Mixed Foursomes, September 10; Casino Prizes (gentlemen), September 17.

Monsieur H. Thiery, 11, Rue des Vieillards, Boulogne, is the hon. secretary. A very fine service of electric cars run between Boulogne and Wimereux, distance three miles, fare 2½d. Visitors with their families cannot do better than stay at Wimereux. The sands and sea-bathing are splendid. There are a number of tennis courts, and the Casino, with its petits chevaux, is magnificently got up, adjoining the Hôtel Splendide, after the type of the Gordon Hotels. One can, however, stay on the links at the Cosmopolite for about 7-fr. a day, or the Briché for about 6-fr. a day, both very clean and comfortable. I spent a few days in Boulogne itself, at the Hôtel Meurice, for 11-fr. a day. The sole advantage that I could see in staying in Boulogne was that it was handier if one wished to play some days at Etaples and other days at Wimereux.

A. V. D. RINTOUL.

## THE LOSSIEMOUTH GOLF COURSE.

NORTH of Aberdeen there are four golf courses that may be reckoned of the first order—Cruden Bay, Lossiemouth, Nairn, and Dornoch. Each of these has its individual features and special charms, and golfers who have played on all four would probably hesitate to give any one of them special pre-eminence. The Lossiemouth course, which belongs to the Moray Golf Club, is unquestionably one of the finest greens in the country. In length it extends to nearly 3½ miles, and eight of the holes range between 366-yds. and 593-yds., so there is great scope for brassie play. Most of the greens are exceedingly good, and a true and straight putt is generally rewarded with success.

The chief hazards are sand bunkers, some natural and some artificial, whins and ditches. The whins are the most troublesome, especially to the uncertain and erratic player. It is not

THE WIMEREUX LINKS.
Mr. Scott, one of the leading players, playing from a bad lie at the 4th hole.



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# *On the Links.*

THE LOSSIEMOUTH LINKS.

A view of Stotfield, showing the ground on the links over which the approach is played to the home hole.

that there are whin hazards to carry from the tees. A straight ball is never punished by lying in the whins, but a pulled or sliced shot may get the player into serious difficulties. There is on this course no lifting out of the whins with a penalty. The ball must be played or the hole surrendered. When the course was first opened the masses of whin bushes along the course were excessive, but they have been during the last two or three years greatly thinned, and a ball which lies among them is generally found.

The Lossiemouth course possesses one feature which, so far as the writer knows, is peculiar to itself. Standing on the terrace in front of the club-house, with the last green just below, the course lies spread out before the spectator like a great panorama. With a good field-glass it is possible to follow the players from hole to hole, and the putting can be seen on all but two of the greens. This makes the course a very interesting one to the spectator as well as the golfer, and on fine afternoons the terrace is generally occupied by a brightly-dressed crowd watching the progress of the different matches. The growth of Lossiemouth, or, to speak more correctly, of Stotfield, is a striking illustration of the change which has been effected at so many places by the spread of golf. The course lies below the village of Stotfield, which is somewhat under a mile from Lossiemouth Station. Some years ago Stotfield was a small fishing hamlet built on the cliff which overlooks the golf course. It consisted, perhaps, of thirty or forty thatched houses of the poorest kind. Then some of the wealthier residents in Elgin began to build cottages and villas by the sea; but it remained a comparatively obscure place until its golfing capabilities were discovered and developed. Now it is one of the most pretty and picturesque towns which can be seen on the coast. Two large and well-managed hotels provide for the accommodation of golfers. Lines of imposing houses and villas crown the slope which overlooks the course, and there are besides numbers of comfortable cottages of less pretentious appearance. Practically all this is due to golf, which has changed a small and secluded village into a popular and fashionable resort.

The course is generally level. There is very little climbing to be done, and this in the case of elderly golfers, or of players who are doing two or three rounds a day, is a consideration of some importance. To those who, in addition to the pleasures of the game, love to have beautiful and picturesque surroundings, the course at Lossiemouth presents almost unrivalled charms. It would be difficult to find a course which combines more completely the attractions of sea and hill. Going out the golfer has on his right the broad waters of the Moray Firth, and in the distance the hills of Sutherlandshire. On his left lies a wide stretch of the plain of Moray, with the most northerly summits of the Grampians in the background. The peak of Benrinnes is seen on a clear day with perfect distinctness, while the nearer and lower spurs of the hills are generally visible. The course runs out in a sort of curve in the direction of the lighthouse, which warns the sailor of the dangers of the Covesea Rocks, and gives its name to one of the holes. The first hole, Mount Lebanon, lies behind a lofty sandy bunker, studded with patches of bent, and if

THE LINKS AT LOSSIEMOUTH.

A view of the home green and a perspective of the links, showing the billowy and attractive character of the ground.

GOLF AT LOSSIEMOUTH.

Driving to the 15th or short hole. The players are Principal Fairbairn of Oxford, Mr. J. Macleod, H.M.I.S., Mr. Grant Gibson, and Mr. Duncan.

GOLF AT LOSSIEMOUTH.

The presentation of prizes at the annual tournament of the Northern Counties Meeting, with view of club-house and the Marine and Stotfield Hotels.



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# *On the Links.*

## ROYAL LIVERPOOL GOLF CLUB.

(1) The Hoylake club-house: Mr. Janion, the hon. secretary, standing under one of the arches. (2) Mr. Robert Johnstone driving at the 2nd tee. (3) Mr. C. MacDiarmid putting at the 7th hole; Mr. Tarbert, his opponent, in the distance behind the caddie. (4) Mr. J. Cullen driving from the 11th tee. (5) Mr. J. Graham (father of the crack player) at the 6th hole. (6) Mr. J. Johnstone taking plenty of sand at the 13th hole.



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# *On the Links.*

the player does not clear it well he is likely to be in difficulties. The next hole is nearly 400-yds., but if a low bunker is cleared at the drive the way to the hole is comparatively safe. The third hole, Pitgaveney, is short and easy. The fourth, known as Skerry-cliff, the longest on the course, is 493-yds., and a good player, if the wind be not too strong, may get on the green in 3, though 6 is the "Bogey." The fifth, a hole known as the Cup, is one of the prettiest on the course. A good drive and a mashie shot are sufficient to carry the ball to the green, but the mashie must be delicately played in order to give a chance of this, and make a certain 4. The sixth, known as the table hole, is somewhat ragged through the course, but the green is beautifully placed on the top of a bank, and in approaching too strong a shot is punished by getting into a rough country. The seventh and eighth holes have no special character, and should both be done in 4. In the case of the ninth hole, a ditch runs diagonally across the course, and unless the drive is straight it may land the ball in the ditch or on heavy ground. The tenth, eleventh, and twelfth holes are good sporting holes, though the turf is heathy rather than grassy. The lies, however, are generally good. The thirteenth or V. hole is a long but not a difficult hole. A long drive with a following wind may be trapped at the ditch, but otherwise it is an easy 5. The fourteenth or Beacon hole requires to be played with great accuracy. On the left there is a bunker, and on the right whins, but it should easily be done in 4. The fifteenth or short hole—160 yds.—ought to be a safe 3, unless the drive is foozled or pulled into the bent. The last three holes are all long, and afford magnificent scope for brassie play. It may be mentioned that the tenth hole is called St. Gerardine, after a saint who is locally regarded as the patron saint of fishermen. The tradition is that before the day of lighthouses and beacons he used to stand on dark and stormy nights with a light on the shore in order to guide the fishermen safely into their haven.

The club have a lease of the land up to the lighthouse for fifty years, and the making of a full second course would only be a matter of time and money. The existing course during the height of the season is very crowded, and the ballot has to be used to determine the order of play. With the view of relieving the pressure the club some time ago decided to make another course of nine holes within the ambit of the present one. This work was begun some time ago. Some of the greens for the new course are ready, and it will shortly be opened. Lady players will mostly take the nine-hole course, and it will be useful to gentlemen who want a half round. The rent paid for the course is so moderate that it must excite the envious regret of golf clubs in the South. The course lies partly on the estates of Captain Dunbar Brander and of Sir W. Gordon Cumming. The latter gives his share of the land for a shilling a year; but he reserves for himself and any friends who may accompany him the right to tee off before all other players and to pass them through the green. The privilege is not very frequently or ungraciously exercised. The "Bogey" score, 84, is easy.

In the person of Charles Neaves the club have a fine professional. The caddies are mostly the sons of Lossiemouth fishermen. Few of them play golf, or are of much use to the inexperienced player. They are generally a silent and unresponsive lot, whose conversational powers do not extend beyond a yes or no. They can at times, however, speak with brutal frankness, as one golfer found. He was playing in a mixed foursome and making a terrible mess of his game. He appealed to his caddie, and asked what he could do to play better. "If you want to play gowff," said the caddie, "dinna play wi' women." There was sound sense if little gallantry in the advice. On another occasion a player who was foozling stroke after stroke despairingly asked his caddie, "Shall I ever play golf?" and received the consoling reply, "Never."

Golf is, of course, the main feature of Lossiemouth. There is a very fine bowling green behind the Stotfield Hotel, on which strangers can play on easy terms. A visit to the rocks and coves of Covesea (pronounced Cousea) is one of the inevitable incidents of a sojourn at Lossiemouth. Several very interesting excursions may be made by the visitor. There is Elgin, with the ruins of its once magnificent cathedral. The banks of the Findhorn form perhaps the most beautiful scenery of their kind in the country. There are many places on Speyside worthy of a visit, and Forres, Inverness, and Nairn can each be compassed within the day. W. JEANS.

*Russell, Wimbledon.*

THE ANNUAL GOLF CUP COMPETITION OF THE FREE CHURCH MINISTERS AT BANSTEAD.

Back row, left to right—Rev. Dr. Hall (Islington), Revs. D. Caird (Luton), E. Griffith Jones (Balham), Emlyn Jenkins, Percy Alden, G. McLuckie, D. Fallon, — Stone (Luton), H. Grattan-Guinness, Alford Davies (Barnet), and F. Humphrey (Luton). Front row, sitting—Revs. H. Varley, Principal Ritchie (Nottingham), C. Silvester Horne (Whitefield's), J. H. Shakespeare, Joseph Jones (Sutton), winner, J. Holmes (Whitefield's), H. Harries, P. Husband Davies, and Messrs. Platts and W. M. Gubbin.

## *FIXTURES.*

**August 24-26.—Dornoch, Annual Tournament.**
**August 24-31.—Welsh Amateur Championship, at Conway.**
**August 25-26-28.—Scarborough Town, Open Amateur Meeting.**
**August 26.—Hanger Hill ("Bogey").**
**August 26.—Dieppe, Prix de l'Hôtel Royal.**
**August 27.—Royal Liverpool, Summer Meeting.**
**August 30-31.—Hunstanton, Summer Meeting.**
**August 31.—Minchinhampton, Summer Meeting.**
**September 1.—West Lancashire, Autumn Meeting.**
**September 2.—Rye, Monthly Medal.**
**September 2.—Leasowe, Rangoon Cup.**
**September 2.—Royal Portrush, September Meeting.**
**September 4.—Royal North Devon, Autumn Meeting.**
**September 4-6.—Sheringham, Autumn Meeting.**
**September 5.—Royal and Ancient St. Andrews, Jubilee Vase.**
**September 5.—Royal Eastbourne, Vaughan Cup.**
**September 7.—Seaford, Autumn Meeting.**
**September 7-8-9.—Royal Cromer, Autumn Meeting.**
**September 9.—Glasgow, Autumn Meeting at Killermont.**
**September 9.—Formby, Autumn Meeting.**
**September 9.—Tantallon, Autumn Meeting.**
**September 13.—Littlehampton, Autumn Meeting.**
**September 13.—Newquay, Lang Cup.**



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. LVIII.—Sir John Dickson-Poynder, Bart., D.S.O., J.P., M.P., Prospective Independent Free Trade Candidate for the Chippenham Division of Wiltshire.**

FROM the time when William Dickson, Admiral of the Blue, married Jane Collingwood of Unthank, in Northumberland, towards the middle of the eighteenth century, down to the year 1855, when his descendant, Rear-Admiral John Bourmaster, C.B., became the husband of Sarah Poynder, heiress of Hartham and Hilmarton in Wiltshire, the Dicksons of Pontefract and Ednam have figured conspicuously in the wars of the Empire, both on land and sea. Whenever any fighting was to be done a Dickson was sure to be in the thick of it. Sir Archibald Dickson first distinguished himself as Flag-Lieutenant of the "Royal George" in Lord Howe's great victory of the "Glorious First of June"; Sir Alexander Dickson played an important part a few years later at the siege of St. Sebastian; and in our own times Sir Collingwood Dickson gained the Victoria Cross on the heights of the Alma. It is not surprising, therefore, to learn that the device of the Dicksons, now borne by the sitting member for the Chippenham Division of Wiltshire, consists of "an armed arm, brandishing a falchion proper, a trident and spear saltier," with the appropriate motto, "Fortes fortuna juvat" ("Fortune favours the brave"). Five years ago, as might have reasonably been expected from the militant record of his ancestors, Sir John Dickson-Poynder turned his back for the nonce on politics, both local and Imperial, to go out to South Africa with the Wiltshire Yeomanry, where he did good work as an officer on Lord Methuen's staff, winning the D.S.O., as well as a medal and three clasps. During his absence the sturdy electors of North-West Wilts, who evidently admire pluck both in war and politics, sent him back to Westminster with a largely-increased majority. Born in 1866, the son of the last of the four Dicksons who attained one after another to the rank of Admiral, he was sent while still in his teens to Harrow. After remaining some time under the care of Dr. Butler, he migrated to the "House" at Oxford, at the time when Sir Charles Welby, Mr. Arthur Bourchier, and Mr. "Jerry" Mills were founding the O.U.D.S., and took part in the first Shakespearian performance. Meanwhile, at the age of eighteen, he had succeeded to the baronetcy of his uncle, Sir Alexander Collingwood Dickson, who, like most of his predecessors, was a Naval officer. Home duties in Wiltshire prevented Sir John Dickson-Poynder remaining very long at the 'Varsity, and he lost no time in qualifying himself for public life by joining the Wiltshire Yeomanry, evincing an active interest in county affairs, discharging the duties of High Sheriff in 1890, and becoming Moderate member for Holborn in the London County Council. When six-and-twenty, he first entered Parliament as Conservative member for North-West Wilts, a division comprising within its limits the three ancient towns of Chippenham, Calne, and Malmesbury, from each of which for centuries before the halcyon days of the Napoleonic Wars, so fateful to the Dicksons, two members were sent by a small and select body of electors to the House of Commons. Calne was treated as the private property of the powerful and prosperous Pettys. Lord Macaulay, as a promising youth, once paid a visit to Bowood and returned to London with the nomination in his pocket. In 1896 the member for the Chippenham Division married Miss Anne Beauclerk Dundas, the daughter of Henry Dundas of Glenesk. Their only daughter is named Joan Alice Catherine. Lady Dickson-Poynder is as popular in London society as she is with the tenants at Hartham Park and the electors of North-West Wilts.

LADY DICKSON-POYNDER AND HER DAUGHTER JOAN.
From the picture by J. J. Shannon, R.A., exhibited in this year's Academy.

When in London, Sir John Dickson-Poynder spends a good deal of his time over Blue Books and statistics in a charming study, from the windows of which he can catch a glimpse through the lime trees of the historic mansion in which the great Lord Chesterfield is reported to have given the great Dr. Johnson an unpleasant experience of the tedium of ante-chambering. On the pale green walls hang Sir Joshua Reynolds's famous portraits of Mrs. Collyer and Mrs. Fox, and Italian landscapes by G. P. Panini, while over the mantel-piece Philip Champagne's charming picture of the Abbé Verger of St. Ciran seems to gaze on a tiny group of children by Watteau, while taking a friendly interest in the latest developments of the great fiscal controversy, which have induced the member for North-West Wilts, after mature consideration, to break with his former political associates, and frankly offer himself to his old constituents as a champion of Free Trade, whose Liberalism will have certain well-defined limitations, but who is absolutely with his Majesty's Opposition on the burning question of the hour. The Dicksons have never been men who would submit blindly and without question to the operation of political leading strings. Sir John Dickson-Poynder will withhold his assent from Home Rule as understood by the Acts of 1885 and 1893, from the payment of Members of Parliament, or from the disestablishment of the Church of England. He is favourable only to such useful measures of reform as are neither excessive nor extravagant. On the other hand, he considers that the Education Act should be amended so as to remove its present unfairness to the ratepaying Nonconformist; he denounced the Brodrick Army Corps Scheme as unworkable *ab initio*, and, as far as Free Trade is concerned, he is a "whole-hogger," voting consistently with the Liberals for its maintenance. Sir John Dickson-Poynder not only insists on thinking for himself, but is distinguished by a spirit of fairness which disarms his bitterest opponent. Knowing full well what the condition of the Wiltshire labourer was in Protectionist times, he firmly declines to be a party to any of Mr. Chamberlain's economic experiments. He called his supporters together two years ago to consider the situation, and subsequently offered to resign and submit himself for re-election. They declined acquiescence in his proposal, but selected a candidate to oppose him. Sir Audley Neild has since given up the contest, leaving Mr. Randolph to cross swords with Sir John Dickson-Poynder whenever it pleases Mr. Balfour to dissolve Parliament. During the past two years Sir John Dickson-Poynder has held meetings all over North-West Wilts, and if appearances may be trusted, the electors of all classes will testify by their vote to a general approval of the course adopted by their present representative, whose conscientiousness is acknowledged and respected alike by friend and foe, and whose chivalrous conduct has been perfectly consistent.



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# *The Parisians of Paris.*

## THE MIDDLE CLASSES AT THE SEASIDE.

HOW to take a family to the seaside and spend as little as possible on the lodging of the said family is the problem that the bourgeois tries to solve as soon as summer sets in. August and September are the two months when schools are closed and children in board schools or colleges take their holiday. For some there are the luxuries of Trouville, Etretat, and other well-known places on the coast; but others seek a less fashionable district, where house rent and provisions are at reasonable prices. The heads of the families scan the newspapers for indications of new plages, of the sands or beach undiscovered by the million, where a villa or cottage can be had for a few hundred francs for the season, where the children and servant can be housed decently, and the sole expense of the holiday be in the rent and railway travelling. "Une petit' trou pas cher" (any little hole that's cheap) is the cry from north to south. And Madame journeys forth with a last recommendation from Monsieur to fix up something somewhere, anywhere where they can breathe for a couple of months. Madame travels to the new place advertised as a "gem," finds a fisherman's home, with the bare necessaries for sleeping, secures it for a couple of hundred francs (£8), and the family go out of town. The flat is locked, and Marie, the bonne, helps the cabman to hoist the last box, and the holiday begins. In the undiscovered plage living is at its simplest expression. The children play, seek mussels and shrimps, bathe and eat; Madame does the marketing, the bonne cooks, and Monsieur reads his paper and sleeps the rest of the day beside Madame, who sews on the yellow sand with the little ones in view. It is not a life wildly gay; but Monsieur is a hard-worked professor who takes his holiday conscientiously.

*Chusseau-Flaviens.*

THE MORNING DIP.

A typical French family group at Sables-D'Olonne.

At places like Tréport, St. Valérie, or Dieppe, the bourgeois has a little more amusement. The villas are less primitive, and there is always some kind of excitement at the daily meals. The Parisian likes to know what there is for dinner, and if the market women who line the High Street or Grande Rue have brought their fattest poultry and choicest fruit. Remarkable old women these French peasants, with their wrinkled faces and their white caps. They squat on the kerb side by side, as close as peas in a pod, their wares before them, waiting for the ménagère to price their butter and eggs and lift the live chickens from the basket to test their weight. Some drive, some walk miles on a market day, but they come. A French peasant does not trust son, daughter, or grandchild to make as good a bargain as she can herself. And she wipes her old face, puts her pence in her under-pocket beneath the long black apron, shakes the dust from her skirt, and walks away, her wooden shoes sounding on the stones like the tapping of a hammer. Dinner is an important event in a seaside household, but the pleasure of the day begins when the gambling-tables are opened. Madame objects to the sight of the "horrid little horses," and she never enters the suffocating rooms. But Monsieur, who does not share her dislike to the "harmless game"—as he calls it—strolls in "just to see who's there." He occasionally risks a 2-fr. piece, and wins or loses a trifling sum as a rule, but he rarely tells his wife of his good or ill luck. I once knew a family who spent their summer at Tréport. Husband and wife agreed on every point in the day's enjoyment but the gambling question. And Madame was not to be trifled with. She had very decided views on the matter, objecting very strongly to the loss of money at a game of chance. But Monsieur was incorrigible. He would play, and, as a natural consequence, constantly lost. Madame confided in me. "He is losing! I know he is, but I can't find out where he gets the money. We have the same cheque-book. I see all the cheques that are drawn. But I know he is doing me—I feel it." The dear woman worried herself until she was quite ill. Monsieur would come home with his pockets full of 5-fr. pieces, and throw them about right and left. "Here's for you and for you," and the children would pick up the silver in great glee. "And here, my love," he would say to his wife, "is the balance," and he would shake a heap of 5-fr. pieces into her lap. She would smile and seem content, but she was not quite satisfied that he had won the 100-fr. he so freely gave away. She never knew that he would change a note at the tables, as the last horse spun round and the rooms closed for the night, and bring the small money home to please his wife. For some time I puzzled over the doings of this jovial, laughter-loving Frenchman, and wondered what the solution of the problem could be. How did he get the money unknown to his wife? One day he could not keep it to himself any longer, it was such a huge joke. And he rocked himself to and fro, laughing until the tears streamed down his cheeks, and he would take out a handkerchief, and wipe his eyes. He had lost money—pourquoi pas? Didn't everybody lose at Petits Chevaux? How did he get it? Simply enough, quite simply. He wrote his cheques from the end of the book. Ha, ha! it was a joke! And the dear man rocked again.

Of late the medical profession have been lamenting over the suffocating atmosphere of the gambling rooms, and there is a movement to suppress them in certain health centres. But who knows if the patient would be so willing to drink waters and submit to many of the small annoyances of seaside or watering-place if he were not consoled with the vista of "little horses" and tutti quanti.

FRANCES KEYZER.



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# PARISIAN PLAYERS.

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## MLLE. MARIANNE FLAHAUT.

Born at Huy, in Belgium, Mlle. Flahaut studied first at the Liége Conservatoire, and subsequently at Paris under Mme. de Padilla. She made her *début* at the Opera in 1898, as Amnéris in "Aida," and has since played a number of parts in all the principal operas.

*(From a copyright photograph by Manuel.)*



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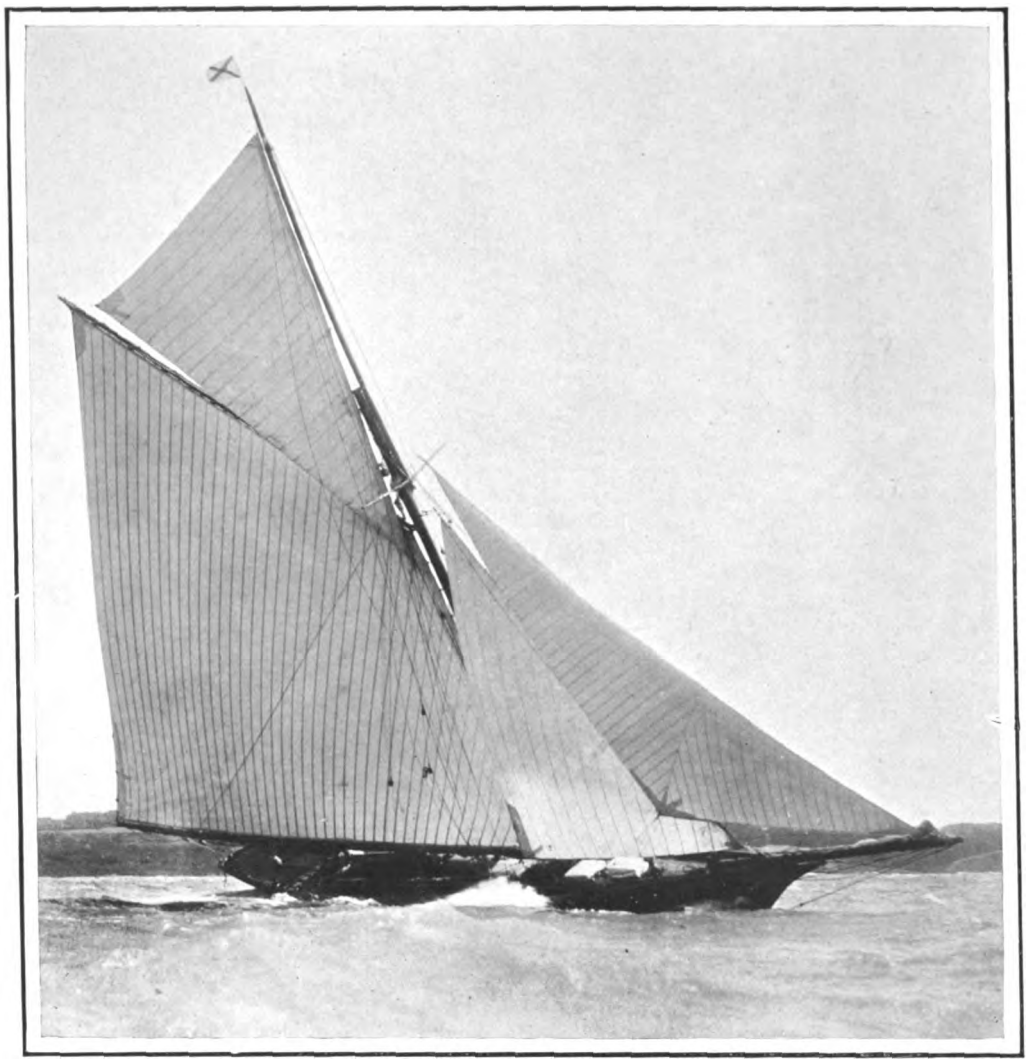
# Under the Burgee.

RYDE WEEK is always looked forward to as one of the most interesting regatta weeks of the English season. Following immediately upon Cowes Week, it may be expected to suffer somewhat in comparison, more particularly as a Society function, lacking as it does the presence of Royalty. As a purely yachting institution, it possesses, however, some advantages over Royal Cowes. It can never boast as many yachts in the anchorages as Cowes, and, as a rule, it is not favoured with as big entries for its races. But then it has to be borne in mind that many yachts that one sees at Cowes are never seen at other regattas, while those that take part in the Royal Victoria races at Ryde are practically the pick of the racing fleets.

One great advantage that Ryde possesses is that the whole of the racing can be seen from Ryde Pier, and one always sees large numbers of persons, many of whom are visitors to Ryde and are attracted mainly by the yachting, watching the progress of the races interestedly from the pier-head. Although the entries have been very good this year, there has been just a shade of disappointment at the non-appearance of one or two vessels that were expected. Thérèse was the only one of the five German yachts that raced at Cowes to enter for Ryde. It was not expected that Meteor would enter—the Kaiser's yacht usually only races at Cowes; but it was confidently hoped that the others, having once come to the Solent, would take in the whole round of the regattas in the district. The entries have consisted of what we might term the regular handicap racing fleet and the 52-footers.



*Debenham.*

CREOLE

Third in the race for the Town Cup at the Royal Victoria Yacht Club's Regatta at Ryde last week. Owned by Colonel Villiers Bagot, she is of 54 tons, Thames measurement, and has taken nearly 400 prizes.

Navahoe was one of the German vessels which it was hoped would have entered, but she will shortly lay up. She was flying a string of seventeen prize flags on the last day of Cowes Week. Two of these were won in England, a first and a second, and, strange to say, these are the only two prizes she has won in English waters during the few years that her present owner has had her. She is forced to sail in the handicaps in this country, and is usually placed at scratch, having to pay the penalty of smart handling by giving away long time allowance to her opponents. On the last day of Cowes Week the vessels that usually sail in the handicap races were started on strict Yacht Racing Association time allowance for rating, and the difference of these allowances and those which had been allotted earlier in the week by the handicapper was interesting to note. For instance, where Navahoe had been placed at scratch in the handicaps, and had allowed Meteor 2-min. 18-sec., positions were reversed under Y.R.A. time scale, and over the same course the Emperor's schooner was giving Navahoe 11-min. 22-sec.

The handicapping question seems to have received more than the usual amount of attention recently, judging from the comment, chiefly of an adverse character, one has heard. There appears to be a growing dissatisfaction with handicap racing. During recent years, however, it has supplied many clubs with the chief part of their programmes, and some of the regular fixtures around the coast have been entirely dependent upon this branch of the sport. Handicapping in yacht-racing can never be satisfactory, not even in cases where the finishes are very close. The nature of the sport is against it. Excitement is the very essence of any branch of sport, and there is little genuine excitement in a race where yachts coming past the winning-post miles apart represent a close finish. Moreover, in handicap racing there is not the necessary incentive to always keep the boat up to its best form, as any deterioration is compensated for by an increased handicap allowance.

In this particular respect the German rules are superior to ours. There is very little handicap racing in Germany. The yachts are classed, arbitrarily no doubt, as racers or cruisers, and all race in their own class under the standard time allowance. In the absence of any class other than the 52-footers, some such rule should surely benefit our sport. During the past few years there has been a fair amount of building. Cruisers have been built, and their owners have raced them with as much regularity as they would have sailed a rater, proving the racing to be the main attraction. With some recognised classification and time allowance scale, cruisers would probably be built to fit a class, and there would then be less disparity in the sizes of vessels taking part in these races. The wide margin of difference in the tonnage of vessels competing together destroys interest in a race, whether the time allowance be arranged as a handicap or in accordance with a fixed standard. That good sport can be obtained in a handicap class when the competing vessels are nearly of the same dimensions is proved by the good racing of the class in which the old 52-footers compete. Gauntlet, Induna, Senga, Viera, and Nan have been racing almost every day, and have sailed some very interesting matches.

In the 52-ft. class, Moyana has still to be reckoned with. Maymon finished up Cowes Week with two victories, each of the others scoring one each, but the prize for one of those that Maymon won is withheld pending the Squadron Committee's decision respecting a protest for a foul.

One has heard but little of a definite nature in reference to orders for new craft for next season. The end of the period for which the existing rating rule was adopted is drawing within sight, and until the proposed international conference has taken place, from which everyone hopes that the sport will derive benefit, there is little likelihood of orders for new craft being placed.

CORINTHIAN.

## *FIXTURES.*

**August 28.—Torbay Royal Regatta.**
**August 29.—Royal Torbay Yacht Club.**
**August 30. Dartmouth Regatta.**
**September 1-2.—Royal Dart Yacht Club.**



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# YACHTS OF THE YEAR.

*Debenham.*

## ROSAMOND

Mr. Stothert's 63-ton yawl, which was racing at the Royal Victoria Yacht Club's Regatta at Ryde last week. She finished fourth in the handicap match for yachts exceeding 50 tons, which was raced in a fairly strong north-easterly wind. There was no fluking, and the windward work being over a foul tide, the capabilities of all the yachts were well tested.



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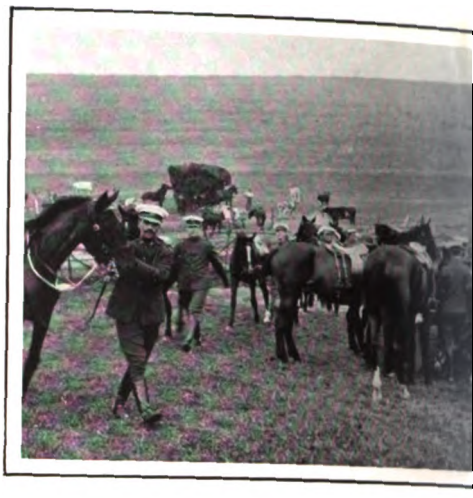
# WITH THE KI

A CAMP INSPECTION.



WATERIN

CLEANING GEAR.

AFTER A HA

ARMS EXAMINATION BY THE CAPTAIN.

A NEW COLONIAL

Among the many important results of the war in South Africa was the formation of the extremely popular corps which has been undergoing its annua among the crack Imperial Yeomanry regiments. The camp will break up at the end of this week, the cor

(*From copyright photograph*



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# NG'S COLONIALS.

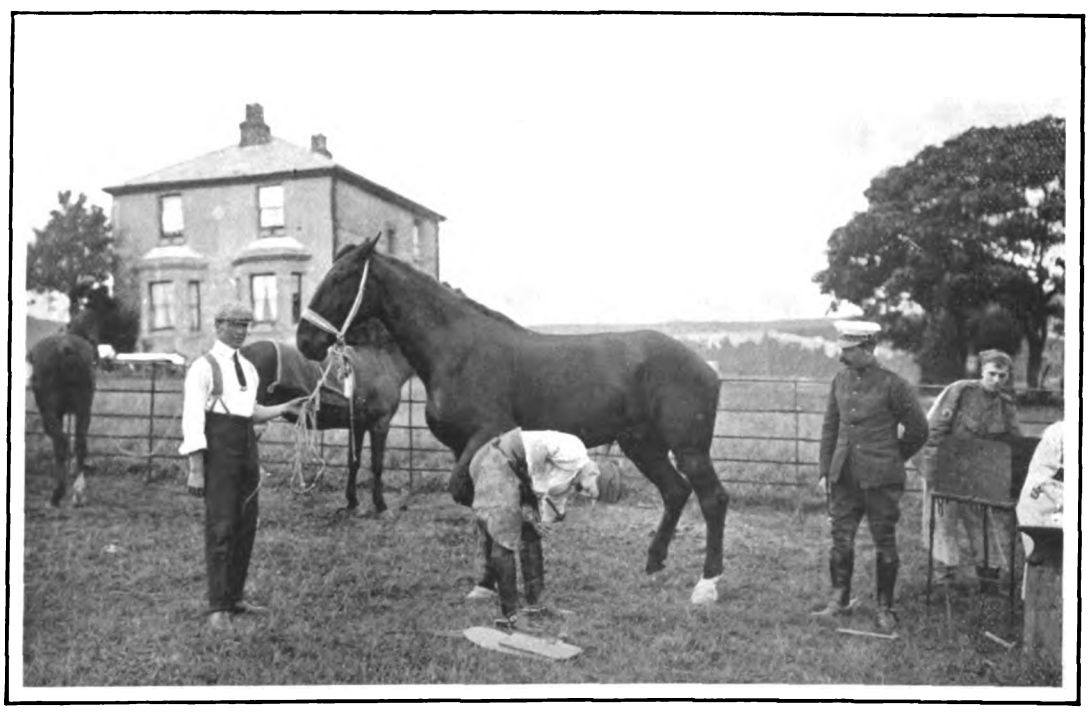
HORSES.

TESTING HAY.

DAY'S WORK.

FILLING THE NOSEBAGS.

ME: "THROWBALL."



SHOEING THE OLD CHARGER.

ining at Brighton. The King's Colonials have on several occasions received important recognition at the hands of Royalty, and their name stands high having gained many new friends, and created an excellent impression by its smartness and evident efficiency.

W. S. Campbell.)



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# *The King's Colonials.*

## IN CAMP AT OVINGDEAN.

THE "King's Colonials" is the fine name of the fine corps of Imperial Yeomanry now under canvas on the Downs between Brighton and Rottingdean.

This unique regiment was formed early in 1901, under the personal supervision of his Majesty the King. He named the new corps the "King's Colonials," and every officer and man thanks God and King Edward for one of the happiest and most stirring names in regimental nomenclature.

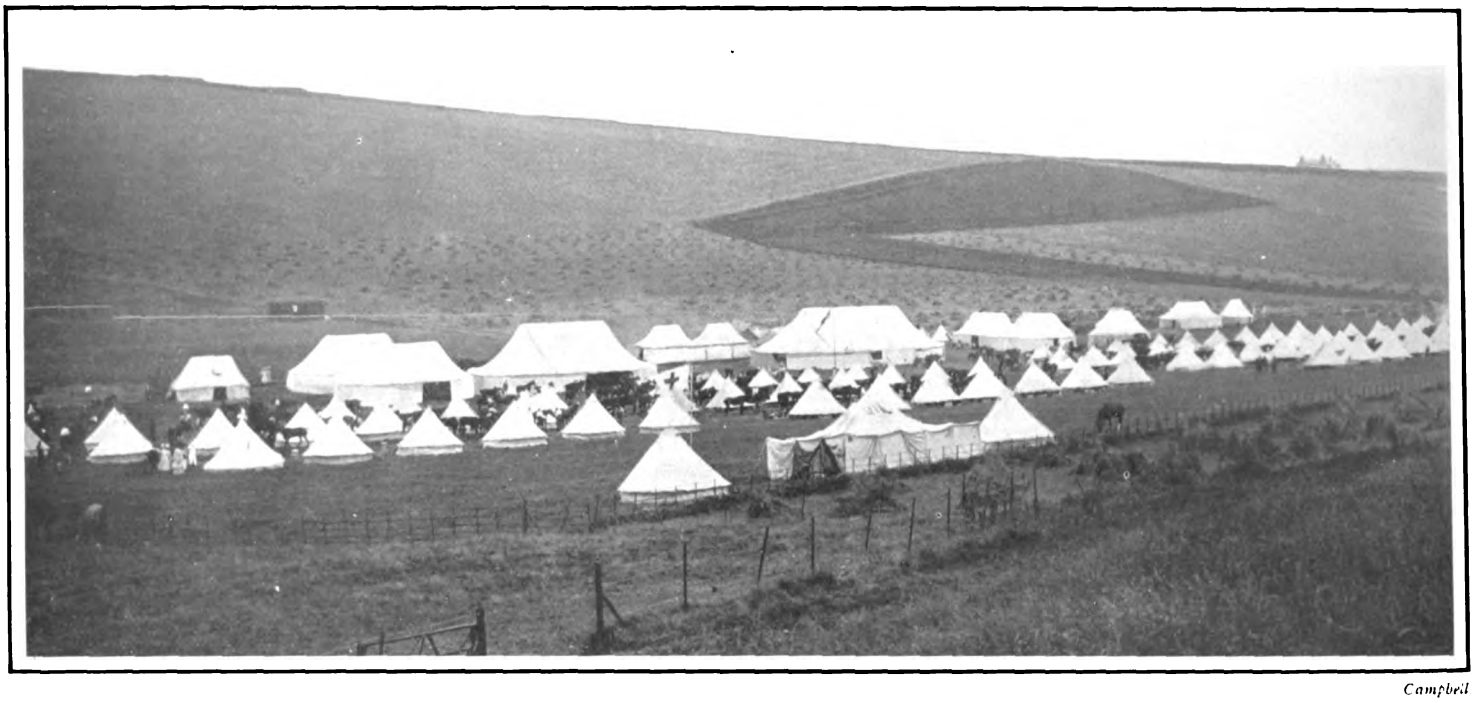
The Prince of Wales has been the Honorary Colonel from the first, and takes the keenest interest in every detail of his corps' work. The first commanding officer was Colonel Wallace, a Canadian, and late of the 60th Rifles. He retired with a full colonelcy two years ago, and was succeeded by the present commanding officer, Colonel Hon. H. A. Lawrence, son of the great Lord Lawrence, and late of the 17th Lancers. A King's Colonial of the right stuff. Under this distinguished soldier the regiment has flourished, and last week rode into camp 400 strong. The second in command is Colonel Henry Fortescue, also late commanding the 17th Lancers, and an officer who served with distinction in the Matabeleland Campaign. The headquarters and riding school of the regiment are 215, Gloucester Terrace, London, where administration and recruiting are under the successful control of Captain G. H. Earle, the Adjutant, and late of the Inniskilling Dragoons. There is no doubt but that this corps, and every auxiliary force, is vastly improved and better trained because of the guiding leaven of thoroughly-experienced officers of the Regular Army.

The regiment is divided into four squadrons, each indicative of the origin of the majority of its members. There is the British Asian Squadron, under the command of Captain Lionel James, the gifted war correspondent of *The Times*, and the survivor of eight campaigns, although still below the fat and forty line. Major John Howard, the Bisley crack shot, and Agent-General for Nova Scotia, and a Canadian, commands the British American Squadron. The third squadron is composed of New Zealanders and South Africans, and is commanded by Major Vereker, late of the 4th Hussars, and an Irishman colonialised in South Africa and Egypt. Major Sir Robert Baillie, Bart., leads the Australians, the fourth and largest squadron. Sir Robert spent a good fraction of his career under the Southern Cross. The distinctive character of the squadrons is further emphasised by the badges worn by officers and men. The British Americans wear the beaver, the Asians the elephant, the Australians the kangaroo, the South Africans the ostrich, and the New Zealanders the leaf of the beautiful fern of their progressive Colony.

Here is a regiment focussing in itself the idea of a united Empire. Nearly every Colony finds one or many of its sons serving in the "K.C.'s" under the old Flag in the old Homeland. Men who have lived abroad find in the regiment that breezy and bracing environment characteristic of Colonials all the world over. There is a splendid ideal indicated in the very name of the corps, and an ideal felt by all ranks. More than that, the healthy spirit of emulation and comradeship is so strong that discipline in the ordinary sense is forgotten in keenness and good-fellowship.

Naturally enough, the King's Colonials are a body of picked men in more than one sense. Many of them have had careers that read like romances; and from the frontiers of the Empire they gather round the bivouac of this notable regiment, ready to do each man his duty when the trumpet sounds the "fall in."

The objection sometimes raised to Volunteer camp life concerning lack of discipline among the men in camp, whatever its truth in respect to some regiments, cannot be used against the King's Colonials. After a very few hours, to enable the men to get accustomed to their new mounts and arrange their tents, the work of the camp is undertaken with a refreshing thoroughness and spirit good to see. After a hot and tiring day in the saddle, beginning at 8 o'clock in the morning and not terminating until nearly 3.30 in the afternoon, it is something of an inspiration to note how men, who in the normal course of events would be by this time preparing to leave their offices in City or West End, are here at Ovingdean, in their shirt sleeves, grooming their horses, cleaning all gear, and polishing all bright parts of their accoutrements, until they shine like silver. The men show all the enthusiasm of the Volunteer in the evident enjoyment their work affords, and the officers can not only say how the work is to be done, but show the way to do it. As we glance down the lines we see here a horse-cloth being readjusted, there a hay-band being made, and yonder a buck-jumper being reduced to order and discipline by the practical demonstrations of the officers. The horses, too, seem to be having a glorious time, and not often do they enjoy the luxurious cleaning and feeding that the camp affords.



*Campbell*

A GENERAL VIEW OF THE CAMP OF THE KING'S COLONIALS AT OVINGDEAN, NEAR BRIGHTON.

The Downs towards the east and north-east of the camp afford a most excellent country for work, and though, of course, with a comparatively small number of men movements have to be more or less of a fragmentary or patchwork order, and the invading force or defending army like the supreme disaster illustrated on the wonderful theatrical poster of the day (which always happens "off"), so of course the manœuvres on a small scale must leave a good deal to the imagination; but that fact is not necessarily an objection to such isolated action as the men can undertake.

After the horses are groomed, fed, and watered the men assemble for dinner in an enormous marquee. The catering is good, and viands are well cooked. There is all the schoolboy nature seen soon afterwards in the zest and energy thrown into the recreation interval, and if good players make good fighters, the King's Colonials may, with confidence, look the whole world in the face and fear nobody.



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# PLAYS AND PLAYERS.

MISS IRENE VANBRUGH

*Ellis and Walery.*

As Amy Grey in "Alice Sit-by-the-Fire," Mr. J. M. Barrie's latest play, which is going on tour through the principal provincial towns this autumn. Miss Ellen Terry and most of the Duke of York's company will appear in their original parts.



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# The Traveller.

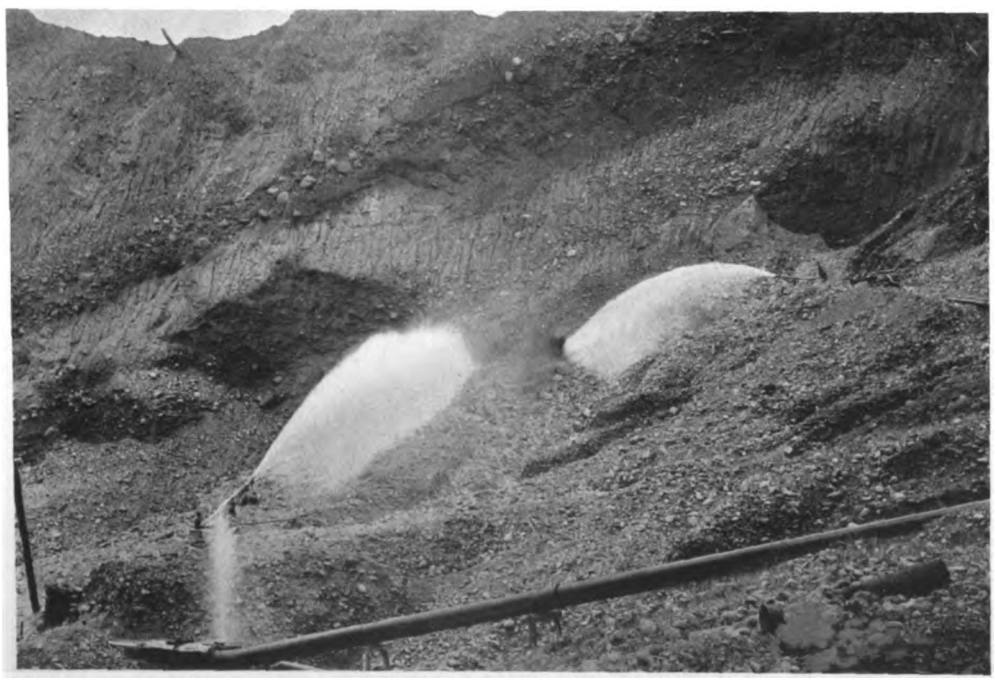
## IN NEW ZEALAND: "THE LAND FOR THE PEOPLE."

W. Reid.

ON LAKE WAKATIPU, NEW ZEALAND

One of the most beautiful of the Southern lakes; its scenery is said to be only surpassed by Lake Lucerne in Europe. Wakatipu is 54 miles long and 1,069-ft. above the level of the sea.

THE gospel of "the land for the people," which is being preached and practised with such success in New Zealand, is in no respect more remarkable than in the striking measure of prosperity which the adoption of an enlightened scheme of land nationalisation has so speedily brought to the individual and to the State. Successive phases of progressive legislation, having for its essence the protection of humanity rather than the protection of property, have resulted in a set of land laws as liberal in conception and more effective in administration than those outlined by the Mosaic prophet or the tribunes of the early classic commonwealth. Not only first, but easily and worthily first, in the practical solution of the land settlement problem is the distinction accorded New Zealand by such lovers of the people as Theodore Roosevelt, President of America.



HYDRAULIC MINING NEAR ROSS, NEW ZEALAND.

Besides being a great pastoral and agricultural country, the Colony is also rich in minerals. Gold, both in the alluvial and quartz state, is found in payable quantities, the yield up to now having exceeded £03,000,000 in value.

The high calibre of New Zealand's early and subsequent settlers, an exceptional climate, unique natural advantages, together with legislative enactments designed for the common benefit of the whole people, have given to the Island Colony conditions which do not obtain in any other of the world's great centres of civilisation. As a field for successful settlement, under circumstances freed from the meaner struggles that prostitute the best efforts of humanity, there is no country which offers such attractions as New Zealand, where human energy is so directed and encouraged as to afford ample opportunity for the highest moral and physical development.

From the very earliest days New Zealand has been signally favoured in the character of her settlers, the selection of immigrants under the Wakefield plan of colonisation having resulted in a very high average. No low-grade influx from any country has ever been admitted to the Colony, and the outcome of this eclectic method is happily apparent in New Zealand to-day, where the fine all-round standard of the people is exemplified in their ability to



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combine for the common weal, especially in political life. And, after all, it is a big consideration for the man who must leave the Old World for the newer lands to know that he is to make his home in such a community, far from the corruption and violence so common to young countries, and secure from the melancholy isolation peculiar to pioneer days in lands of immense area. In New Zealand one is always in sight of a neighbour's home. There are no great distances to separate the newly-arrived settler from the pleasure of association with his fellows, and there is no locality in which he can be placed where he is not within easy reach of one or other of the scenic wonders for which the Colony is famed. Civilisation tables provide another very welcome greeting in the proof that the health and wealth rate of the New Zealand inhabitants is the highest of all nations.

The farmer and settler find an early earnest of better things in the mild and equable climate, which is well demonstrated by the range of the thermometer in the central city, Wellington, where the variation ranges between the temperate limits of 33-deg. and 80-deg. Contrast this climatic moderation with the extremes of Canada, from 20-deg. below zero to nearly 100-deg. above, and there is at hand a strong argument in favour of New Zealand, a land mostly of evergreens, where cattle thrive in the open all the year round, requiring neither the housing nor the hand-feeding which so heavily handicap even the most favoured of Canadian settlers. The heat of the summer and the cold of the winter in New Zealand, while affording the most desired conditions of climatic change, never reach the limits of severity which in less fortunate countries press so severely on the people, especially those of little means. Amply watered, there is no question of drought, and fully sheltered, there is no fear of the rushing tornado which even in a few hours has been known to ruin whole territories of grain in Manitoba and British Columbia.

The fertility of the soil is another matter of great encouragement, especially to the newly-arrived farmer. With ordinary care two crops can be raised in the year, and it is no unusual thing to get eight or ten tons of potatoes from an acre of land which will subsequently bear a crop of grain before the ensuing autumn is far advanced. On first-class land the yield is ordinarily forty to sixty bushels of wheat per acre, fifty to eighty bushels of corn, and still more in isolated cases. This very season, while Canada is boasting of thirty-two bushels of wheat to the acre as an unprecedented yield, New Zealand, although by no means at its best, is able to return the splendid average yield per acre of wheat thirty-seven bushels, oats forty-three bushels, and barley thirty-nine bushels. This year peach trees have produced twelve and fifteen cases each, which, at an average of 5s. per case, gives for each acre a financial return of more than £300. For the same area strawberries have in several instances returned £200.

It is, however, in the liberality of her land laws that New Zealand offers paramount attractions to every class of settler. Even a faint outline of these admirable measures is impossible in the limit of a few paragraphs. Experience has proved the lease in perpetuity the most popular form of tenure, and it is through this vehicle that the nationalisation of the land will eventually be consummated. Restriction of area, the checking of monopoly, and the provision of facilities for co-operative development are among the supplementary advantages of this tenure. The Government gives preference to the applicant who is landless, and during the first year, which is usually the most trying, the lease cannot be assigned in law or equity or taken in execution. The granting of a lease in lieu of purchase leaves the tenant his entire capital for immediate improvements.

Legislation has made special provision for the establishment of working men's homes, and by this excellent policy has checked the one-time deplorable rush to the cities and spread the people on the land with very gratifying results. Working men may secure lots not exceeding five acres within any borough, city, or town of 15,000 or more inhabitants, or within fifteen miles of its boundary. To every such applicant the Government will advance up to £50 to assist him in establishing a home. In the roading and improving of large estates resumed for redivision, the Government finds half-time employment in co-operative groups for small settlers, who are thus enabled to make a living while preparing and improving their holdings. To all classes of farmers, settlers, and working men the Government advances money at low rates of interest, and in the event of serious accident or any exceptional misfortune the Land Boards are empowered to remit dues or renew leases at reduced rentals, concessions which have been found wholly compatible with sound commercial principles. New Zealand finds a welcome market for her produce and manufactures in Australia, Polynesia, South Africa, America, and the United Kingdom, and with the establishment of more mills and factories within her borders, for which the Colony's steady advance makes eloquent demand, there is certain prosperity for every industrious man or woman who seeks an asylum within the circle of her ocean-girt shores. A. M.

*W. Reid.*

SHEEP-FARMING IN NEW ZEALAND.

The above scene is in every way typical of farm life in the Antipodes. The flock of sheep are returning to pasturage after having refreshed at the clear stream seen in the foreground.



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# A Day in the Life of a Mormon.

IN a spacious room of a tall block of buildings in Salt Lake City stood a sharp-faced individual with iron grey hair and beard. As his hawk-like eyes roamed over the broad streets that lost themselves in avenues of stately trees, he smiled in a crafty way. Beyond the trees shimmered the waters of the Great Salt Lake, far away to the misty outlines of the distant mountains. But Joseph Stubbs, elder of the church of Latter-day Saints, was not thinking of the beauty of the scene. His eyes were fixed on the fretted spires of the Mormon Temple, beside which one of the biggest halls in America seemed like some captive toy balloon.

"If only the Prophet Smith could see it all," he murmured, "how proud he would be of his children."

Suddenly stealing a furtive glance round the room, he walked to the door and locked it. Sidling along so that he might see as many corners of the room as possible, he reached a roll-topped desk, on the top of which was stamped in gold leaf the figure of an angel blowing a trumpet, with the words "Be fruithful and multiply" underneath. Elder Stubbs rolled back the lid and furtively drew a small bottle, a glass, a syphon, and a box from a drawer. He stopped and listened. The only sound was the muffled click of a typewriter from the room underneath. Pulling out the cork, he poured some of the liquid into the glass.

In another minute, seated in an easy arm-chair, he was sipping his whisky and soda, and blowing rings of smoke with infinite satisfaction to the ceiling. Now, according to the law of Mormonism, no one who smokes or drinks may enter the sacred temple. Elder Stubbs had a reputation to keep up as a pious Latter-day Saint, and the result was that he smoked and drank in private.

Half-an-hour later he sallied forth into the street. The clerks and shop hands of the great co-operative society founded by the church were streaming out to lunch, and many of them touched their hats to him as he passed. Elder Stubbs regarded them with lynx eyes. As a director in the most prosperous concern in Utah, his business was to see that the souls, as well as the bodies, of those whom the church employed "for the greater glory of the Lord," as he was fond of saying, were well cared for. Was it not a command of the Prophet Smith, that most glorious founder of the Latter-day Saints, that all the members of the church should contribute a tenth of their income to the support of their religion? But at a recent meeting of the apostles and elders of the church, the High Priest had dwelt with fiery indignation on the decay of this practice, and he had exhorted the elders to use all the power that they possessed to make recalcitrant members of the church pay up. And so every day Elder Stubbs and other pious directors of the co-operative society stood watching the stream of workpeople pass out to lunch, ready to exhort or to denounce any among them whose contribution of one-tenth of their wages had not been voluntarily surrendered to the church. Elder Stubbs had recommended that the one-tenth should be struck off their wages, but this step was considered injudicious, for the contribution was supposed to be voluntary.

After a lunch which would have seemed a feast to many a poor Mormon, the Elder turned his footsteps to the Temple. He was to be present at the marriage of one of his friends, and it is generally considered necessary that great secrecy should be maintained on these occasions, for anyone who boasts of having more than one wife in Utah may find himself in the clutches of the police.

Elder Stubbs, Brother Joseph as he was affectionately called by his friends, had six wives according to the Mormon rite. But neither he nor his friend Brother Josiah had much to fear from the police, who, as good-natured Irish fellows, understood the value of silence. In fact, they grew prosperous by keeping their mouths shut. And so the ceremony, although news of it spread through the city, passed unnoticed by the officials of the Government.

It was now three o'clock, and a prayer meeting was to be held in the Assembly Hall. This building contains what is said to be the finest organ in the world, and is large enough to seat several thousands of people. After a music recital, Brother Stubbs preached a short sermon to the assembled Saints, which was in effect an exhortation to polygamy, although the words sounded innocent to Gentile ears.

Brother Stubbs went on to point out the impossibility of any Latter-day Saint reaching heaven if he did not pay a tithe of his income to the church, that she might devote it to the poor, meaning himself and his fellow-directors of Mormonism and Co., although he did not say so. He was due at 4.30 to take tea with No. 1 wife and family. Following Brigham Young's example, he had built a handsome villa for his first wife. It stood within the gate surmounted by an eagle which was once the boundary of that great man's property. The lady who had perhaps the greatest claim to be called Mrs. Stubbs was a sad-eyed, rather sour-looking woman. She had once been a pretty, sprightly brunette, when her home was far away on the other side of the Atlantic. Lured by extravagant promises of a Mormon missionary, she had run away to Utah, and was only too glad after several months of destitution in Salt Lake City to marry an elder of the church. But her life had been embittered by seeing her husband's affection captured by the younger women who successively became his wives, and now she only kept her villa and her position by the fear in which Elder Stubbs stood of her temper. Once a week he had tea with her, surrounded by her five children, whom Brother Stubbs, as he only saw them on these occasions, and had twenty others, found difficult to recognise as his own.

*Copyright.*

BATHING AT SALT LAKE CITY.
The pavilion and bathing-place at Saltair Beach.

The ordeal of the visit over, Stubbs went to his club till dinner-time. He was to dine with No. 2 wife. She also had a villa to herself, and as she was young and vivacious, Brother Stubbs now preferred her company to that of No. 1.

After dinner several elders of the church looked in and engaged in an edifying conversation on the book of Mormon. They insisted that as marriage was a woman's true vocation, polygamy was necessary so long as there were more women than men in the world. A venerable apostle of the church, who had lately been on the foreign missions, said that he had come back more convinced than ever of the need of polygamy, for he had seen hordes of unhappy bachelor women who were a real menace to the society in which they lived.

"They are called 'new women,'" he explained, "and they not only have clubs of their own, where they smoke cigarettes and drink whiskies and sodas" (audible groans from Brother Stubbs), "but, worse still, they write books and compete with men in their own work. You see," he said, "what the Gentiles suffer for their abominable selfishness in refusing to support more than one wife." The apostle's remarks were received with loud applause.

But after the party had broken up, Brother Stubbs retired to a bungalow across the road, where, with the help of a cigar and a glass of whisky, he could once again for a brief space imagine that he was a careless bachelor, without the worry of even one wife. H. F. S.



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# THE BATHING SEASON.

## AT SOME ENGLISH AND FRENCH RESORTS.

The difference between seaside bathing at English and French holiday haunts has often been written about, and anyone who studies the numerous photographs of Trouville, Dinard, Dieppe, and other popular French places must be struck with the general air of *bonhomie* and *camaraderie* which characterises both sexes in the water there. In England, however, the old prejudice against mixed bathing is fast disappearing.

*(From photographs by Chusseau-Flaviens & Bunnett.)*



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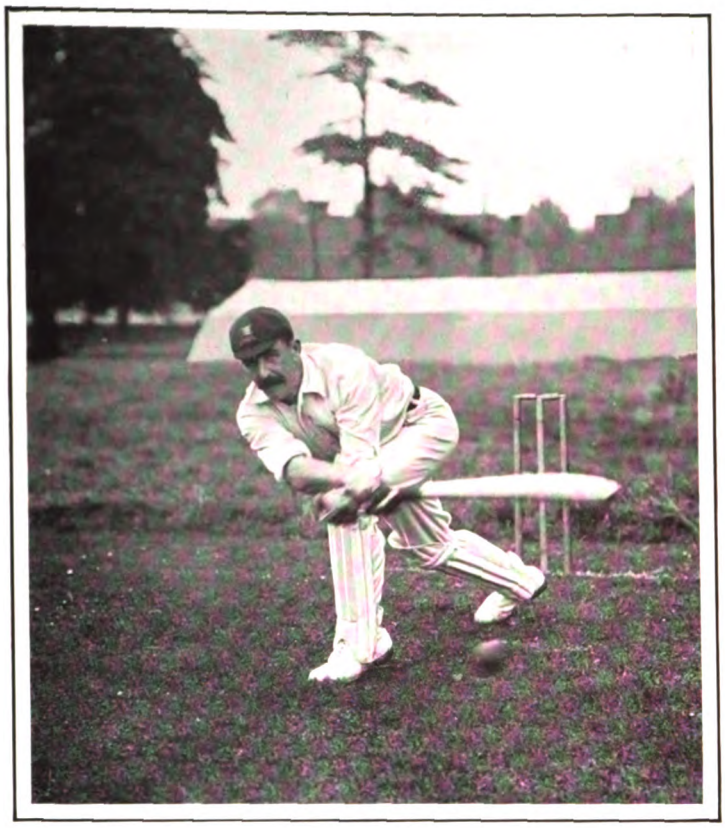
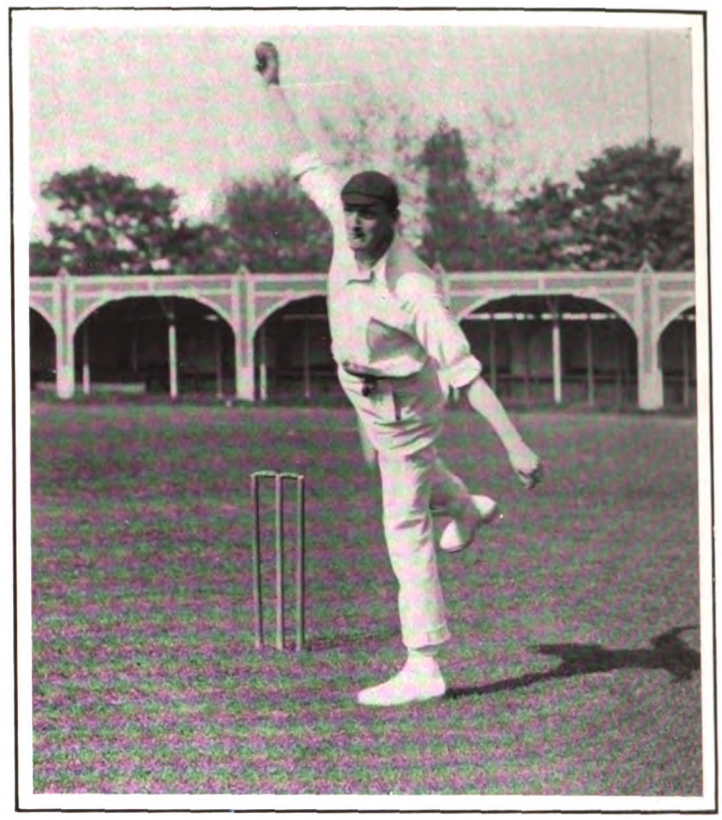
# THE CRICKET SEASON.



W. REEVES, ESSEX.

The most improved batsman in the South of England is one of the four fine cricketers first-class cricket owes to Cambridge, Hayward, Carpenter, and Hobbs being the other three. Reeves will one day be a good all-rounder when he has "sown his wild oats" in the cricket-field. During the past five seasons or so he has, by taking the game much too lightly, prevented the latent talent within him from coming to the surface. He will probably score 1,000 runs for Essex this year, and his bowling, despite the fact that he took 100 wickets for Essex in 1904, will never be so good as his batting until he realises that his proper pace is slow and not medium fast.

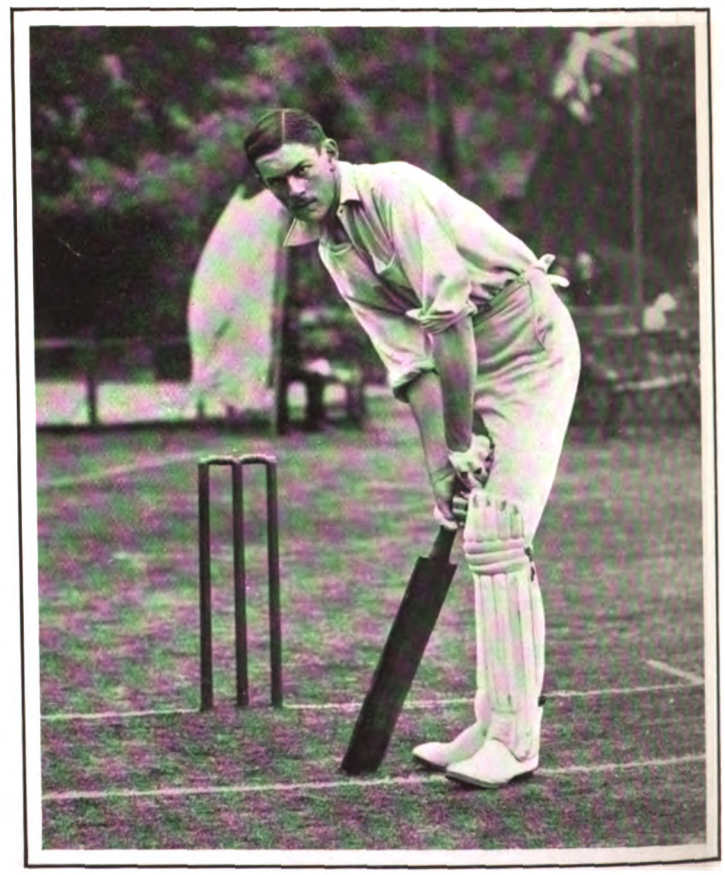


W. BREARLEY, LANCS.

As likely as not the Lancashire fast bowler will take 200 wickets this season. That his selection for England was a wise one his performance in the last Test match testifies, but before he can be compared with fast bowlers of the past—Richardson and Lockwood, for example—Brearley will have to put in some seasons with really good performances on good batting wickets, such as those at Brighton, Nottingham, Leyton, and Taunton. On neither of these has he yet got many wickets. He is in his element on the bumping, sporting wickets in the North and at Lord's, where the wickets nearly always help a fast bowler.

S. KINNEIR, WARWICKSHIRE.

Very nearly first choice for the next team to visit Australia is this imperturbable left-hand batsman, now that C. L. Townsend is not to be counted upon. Others may favour the chances of J. H. King (Leicestershire), or of Killick (Sussex); but for the requirements of a tour in Australia Septimus Kinneir's is the best temperament, and his batting the best style of these three left-handers. Kinneir could bat for a day and a-half without turning a hair, and would assist the English team a good deal by always having a left-hander in with a right-hander at the same time.



A. P. DAY, KENT.

This latest credit to the cricket-field of Malvern College is certainly one of the batsmen of the year. His methods are delightfully free, so everybody welcomes the more his great success in scoring 1,000 runs in his first regular first-class season. That his methods are not entirely sound, judging him from the highest standard, is obvious; but he is a first-class player, for all that. Experience alone can teach him soundness. Meanwhile, without experience, he is regarded as an unmitigated nuisance by every bowler he has met this season.



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# The Cricket Season.

## THE TWELFTH AUSTRALIAN TEAM.

INTEREST in the tour of the Australian cricketers in so far as their chance of beating England's best is concerned is over. The five Test matches have been played, and, excluding for a moment the question of England's luck in having won the toss five times, the supremacy of English cricket over Australian is undeniable.

To run briefly through the Test matches of this season, the first at Nottingham, England was very lucky indeed to win. Winning the toss, England scored 196 on a wicket which had apparently been over-watered. Australia began very well, and were just beginning to gain the upper hand, when F. S Jackson took the wickets of Hill, Noble, and Darling in one over, a disaster from which the Australians never recovered. They only exceeded England's score by 25 runs, and then, thanks to brilliant innings by Maclaren, Jackson, and Tyldesley, England scored 426 for five wickets, and left the Australians 402 to get to win. Soon after the start Trumper ricked his back, and could take no further part in the match—a second disaster for the visitors. Despite this, they were just beginning to establish themselves when Bosanquet, who batting badly, scored 195. England added 295 for five wickets to their lead of 106, and thus set Australia exactly 402 to get in their second innings, just as they had done at Nottingham.

The coincidences in these Test matches do not end here, for Jackson declared at 1.15 on the third day in both cases, and both he and his rival captain were born on the same day of the same year. The Australians at no time looked like getting the runs, and the probability is that bad light saved them from defeat, as it caused a cessation of hostilities at six o'clock on the third day, when the Australians had scored 224 for seven wickets.

At Manchester, July 24, 25, and 26, the Australians went on to the field like a beaten team the first morning of the match, Darling for the fourth time having lost the toss. England made 446 runs, of which Hayward, let off at 14 by Armstrong, made 82, and Jackson another century—113 to wit. Australia, rain having fallen overnight, made only 107, and following on, rain again having fallen on the second night, were dismissed for 169. Thus England made the rubber safe by an innings and 80 runs victory.

The fifth and final Test match at the Oval last week saw Darling again lose the option of first

AUSTRALIA.

| | Matches | Inn. | Not Out | Aggregate | Highest Score | Average |
|---|---|---|---|---|---|---|
| R. A. Duff .. | 5 | 8 | 0 | 335 | 146 | 41·87 |
| W. W. Armstrong | 5 | 9 | 1 | 252 | 66 | 31·50 |
| J. J. Darling .. | 5 | 9 | 1 | 230 | 73 | 28·75 |
| J. J. Kelly .. | 5 | 7 | 4 | 73 | 42 | 24·33 |
| S. E. Gregory .. | 3 | 5 | 1 | 94 | 51 | 23·50 |
| C. Hill .. .. | 5 | 9 | 0 | 188 | 54 | 20·88 |

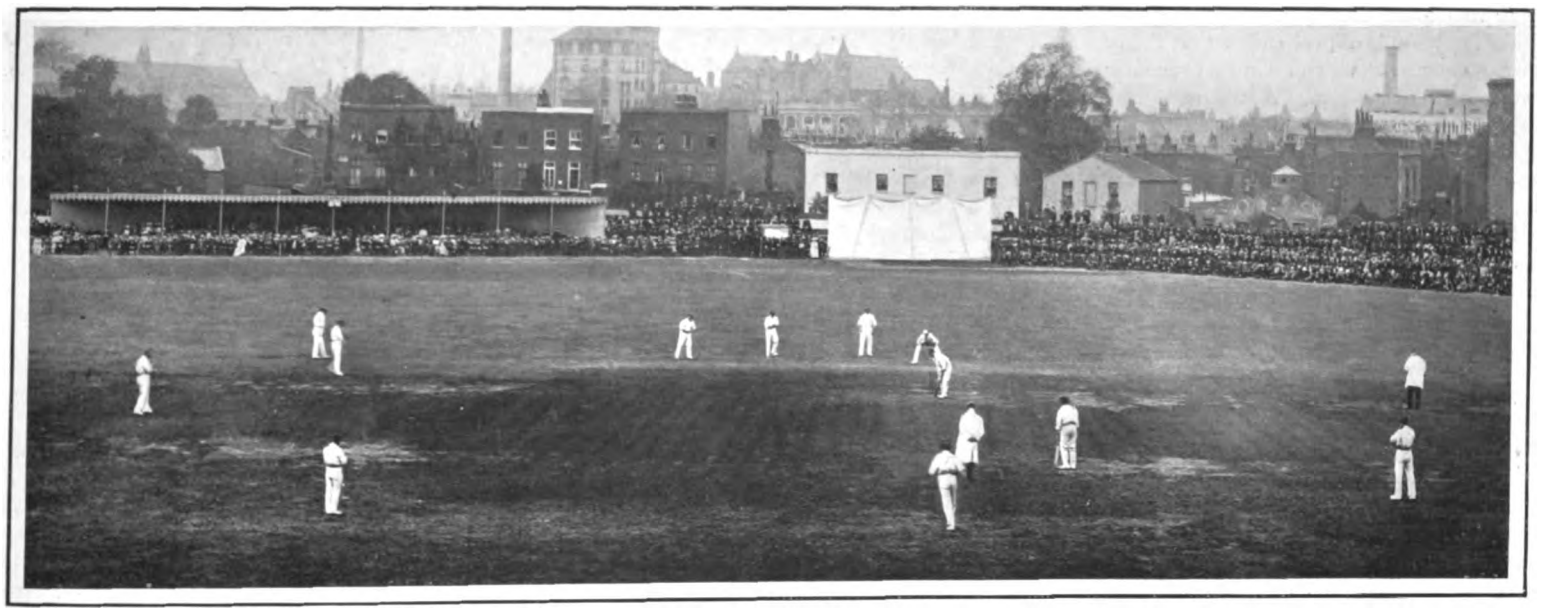
The English advantage in bowling is very marked to judge by figures alone.

ENGLAND.

| | Innings | Overs | Maidens | Runs | Wkts. | Avrge. |
|---|---|---|---|---|---|---|
| F. S. Jackson .. | 8 | 67·5 | 8 | 201 | 13 | 15·46 |
| W. Brearley .. | 4 | 73·1 | 16 | 277 | 14 | 19·78 |
| B. J. T. Bosanquet | 4 | 58·4 | 3 | 201 | 9 | 22·33 |
| Haigh .. .. .. | 3 | 37 | 12 | 95 | 4 | 23·75 |
| Arnold .. .. | 7 | 69 | 16 | 214 | 7 | 30·57 |
| Rhodes .. .. | 7 | 110·3 | 21 | 314 | 10 | 31·40 |
| Hirst .. .. .. | 6 | 62 | 13 | 212 | 6 | 35·33 |
| Warren .. .. | 1 | 39·2 | 9 | 113 | 6 | 18·83 |

AUSTRALIA.

| | | | | | |
|---|---|---|---|---|---|
| R. A. Duff .. .. | 2 | 30 | 8 | 85 | 4 | 21·25 |
| A. J. Hopkins .. | 6 | 38 | 10 | 115 | 4 | 28·75 |
| F. Laver .. .. | 9 | 189·3 | 55 | 510 | 16 | 31·87 |
| A. Cotter .. .. | 6 | 127 | 13 | 427 | 13 | 32·84 |
| W. W. Armstrong | 9 | 280·3 | 94 | 538 | 16 | 33·62 |
| C. E. McLeod .. | 9 | 202 | 54 | 525 | 10 | 52·50 |
| M. A. Noble .. | 9 | 148·2 | 37 | 409 | 6 | 68·16 |



*Bolland, Hanwell*

THE FIFTH TEST MATCH AT KENNINGTON OVAL—BREARLEY BOWLING TO TRUMPER.

From a photograph taken at the commencement of the Australians' second innings. A. O. Jones is fielding as a substitute for Lilley, injured.

was bowling, began to be freely hit. He was about to be taken off, but by Maclaren's advice was given another over. In it he secured Duff's wicket, and then proceeded to take eight wickets for 107, the last wicket (C. E. McLeod, l.b.w.) being secured in a light the like of which has only once been played in in first-class cricket before, and that when the gas lamps were alight round the Oval towards the finish of a Surrey-Yorkshire match. Within a few minutes of the fall of McLeod's wicket rain fell. Thus, taking all things into consideration, England was very lucky to win this match.

At Lord's, in the second match, the Australians lost the toss; but their first innings' performance—181 on a shocking wicket, at its worst possible pitch—was a far finer cricket performance than England's 282. Howbeit, England added 151 for five wickets to their lead of 101 runs, and had much the better of matters when rain absolutely prevented cricket on the third day.

At Leeds, in the third Test match, England again won the toss, and here the Australians lost whatever chance they ever possessed by leaving out Cotter on a wicket which was bound, by the known character of the Leeds pitch to assist a fast bowler, to have suited him. England scored 301, thanks to a masterly 144 not out by F. S. Jackson, who gave no chance until he had scored 130. Australia, use of a splendid wicket. This time it was C. B. Fry's turn to come off. Of the other probable century-makers Maclaren, Jackson, and Tyldesley had already done their duty, and Hayward had only fallen short by 18 runs. Fry rose to the occasion, and played an innings of 144, quite the equal of any other of the seven centuries scored in the Test matches this season, and in some respects their superior. England made 430, the Australians 363, England, after some very bad *quart d'heures*, 261 for six wickets, and it was only left for the Australians to play out time. This they did with 124 for four wickets.

The above is a brief history of the five Test matches of this season, the last of which was the seventy-sixth between England and Australia.

Coming to figures and averages, which so often signify nothing, but which many people have implicit belief in, the following are the figures of the six leading batsmen on either side. It is remarkable that Jackson and Duff head both batting and bowling averages.

ENGLAND.

| | Matches | Inn. | Not Out | Aggregate | Highest Score | Average |
|---|---|---|---|---|---|---|
| F. S. Jackson .. | 5 | 9 | 2 | 492 | 144* | 70·28 |
| C. B. Fry .. .. | 4 | 7 | 1 | 348 | 144 | 58·00 |
| Tyldesley .. .. | 5 | 9 | 1 | 424 | 112* | 53·00 |
| Rhodes .. .. | 4 | 5 | 2 | 146 | 39* | 48·66 |
| R. H. Spooner | 2 | 3 | 0 | 131 | 79 | 43·66 |
| A. C. Maclaren | 4 | 7 | 0 | 303 | 140 | 43·28 |

* *Signifies not out.*

The marked inability of Noble and McLeod to get wickets seriously hampered the Australians, who also suffered severely from the utter incompetency of Armstrong at short slip. The greatest blemish upon Darling's captaincy was the persistency with which he placed Armstrong in that position, from which he was not permanently removed until he had missed two catches in the fourth Test match. It was just as well Armstrong made runs in the county matches, for he certainly owed the side a good many. It is doubtful even now whether he wiped out with the bat the adverse balance recorded against him owing to clumsiness in the field.

To sum up, luck in the toss was entirely against the Australians. They made a mistake grave enough to cost them the third Test match by leaving out Cotter at Leeds. They lacked first-class slip fieldsmen, and finally their best batsmen, except Noble and Darling, lacked solidarity and soundness. Years ago Australians used to play a slow, plodding game, Englishmen to hit. To-day the position is entirely reversed. Trumper, Duff, and Hill each lacked steadiness and soundness at the start, and only one of them was once allowed to get set—Duff at the Oval. The bowling, though lacking in sting to all outward appearance, would have been a very different thing with a good set of slips, and with batsmen giving the side good starts.



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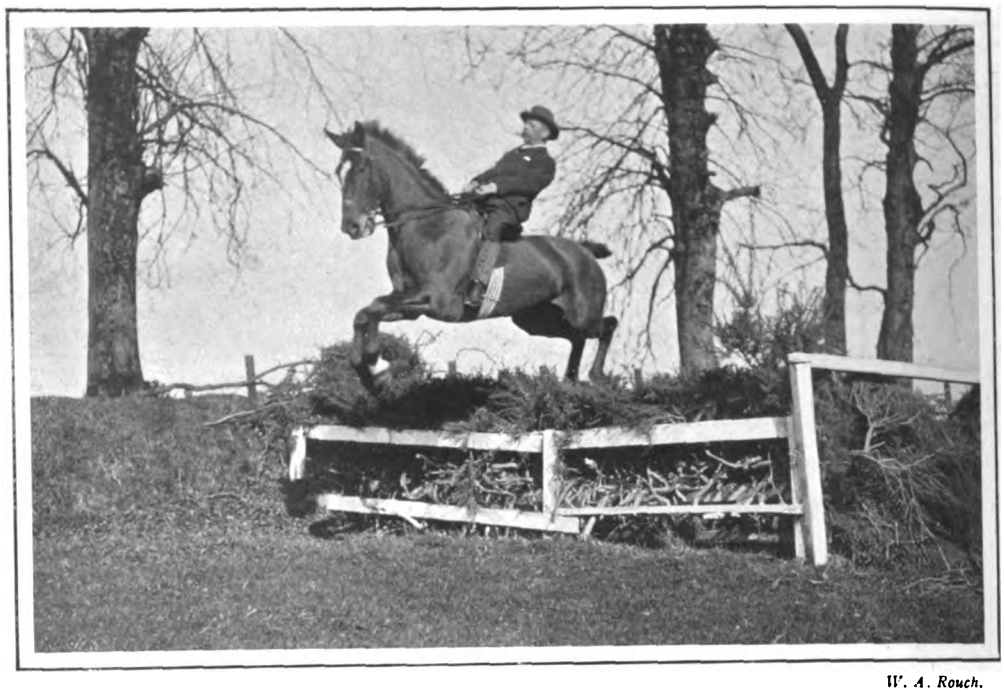
# THE RACING SEASON.

THE appearance of the entries for the two great Autumn Handicaps—the Cesarewitch and Cambridgeshire—comes as a forcible reminder that the racing season of 1905 has passed its meridian, and is fast drawing to a close. No attempt can be made at present to discuss the merits of any of the animals entered for these two races, as to do so would be both unprofitable and unfair. With regard to the longer of the two races the number of the entries falls ten short of the ninety-eight of last year. Mr. Imber has engaged Sandboy, for whom it will be remembered that he gave 3,300 guineas on the first day of the Goodwood Meeting. As was only to be expected, Saltpetre figures amongst the probable competitors. Tor Point, Pradella, and the ever-ready Mark Time will also come under the notice of the handicapper. The ninety-one entries for the Cambridgeshire show a falling off of fifteen as compared with last year, and the appearance of Vedas in the list of nominations suggests that his clever trainer has managed to get him sound again, and should his hopes be fulfilled this very speedy horse will be extremely difficult to beat. Captain Forrester has Queen's Holiday and Hackler's Pride to choose from; but it does not seem within the bounds of probability that the latter mare, good as she is, can win this race for the third year in succession. A feature of unusual interest with regard to these handicaps is to be found in the fact that M. E. Blanc has entered his famous three year olds Val d'Or, Jardy, Adam, and Genial in both races, and it will be very interesting to see what estimate the handicappers will take of the individual merits of these French-bred animals.

No review of current racing events, however cursory it may be, can be written without paying a tribute of sincere regret to the memory of Mr. T. Beasley, the famous Irish horseman, to whose marvellous ability in the saddle many of the brilliant victories of the horses trained by Linde at Eyrefield Lodge were due. Of no other rider amateur or professional, can it be said, as far as memory serves me, that they have ridden the winners of three Grand Nationals and three Irish Derbies. Empress, Woodbrook, and Frigate were the horses he rode to victory over the trying Aintree course, and his winning rides in the Irish Derby were on Pet Fox, Tragedy, and Narraghmore. It is not too much to say that all Irishmen are mourning for the loss of "Tommy" Beasley, and that in their grief we have a share. His brother, Mr. Harry Beasley, is now the only survivor of the five brothers, and if he is not as young as he was, there is no falling off in his prowess in the saddle, nor have the thirteen Grand Nationals in which he has taken part in any way diminished his "nerve" across a country, and the enthusiastic cheering which greeted his victory in the Conyngham Cup at Punchestown only a few weeks ago on his own horse Lively Lad, was an eloquent testimony to the place which the veteran rider holds in the affections of his countrymen.



*W. A. Rouch.*

THE EDUCATION OF A STEEPLE-CHASER.
The late Mr. T. Beasley riding a "school."

*W. A. Rouch.*

MR. HARRY BEASLEY
On Lively Lad, winner of the Conyngham Cup.

At this time of the year a large number of the *habitués* of the suburban meetings are absent from their usual haunts, and there was, moreover, the strong counter attraction of the Test match at the Oval, but in spite of these drawbacks there was a fairly representative gathering at Kempton Park, especially on the second day of the meeting. Speculators may have had cause of complaint, but there was plenty of interesting sport for those who are content to look on and enjoy themselves. The Greenwood Handicap, which was founded to perpetuate the memory of an exceptionally popular and able sporting writer, seems to have "caught on" with owners and trainers, and several good handicap horses figured among the fifteen runners, of whom Nutwith, 4 yrs., 7-st. 9-lb.; Hackler's Pride, 5 yrs., 9-st 7-lb.; Roseate Dawn, 4 yrs., 7-st. 7-lb., finished in the order named, with three-quarters of a length dividing first and second, and a distance of five lengths between the second and third. The Kempton Park International Breeders' Two Year Old Plate of 685-sovs. went, as was anticipated, to Mr. Douglas Clarke's galloping filly Sweet Mary, who cantered home six lengths in front of Marlow and the Recall colt. An interesting event on the second day of the meeting was the appearance in winning colours of Adula, own sister to Pretty Polly, in the City of London Breeders' Foal Plate of 1,180-sovs. With all the worst of the luck in running, she strode out with great resolution as soon as her course was clear, and, making up her ground at every stride, wore down the opposition, and won cleverly by half a length from the colt by Simontault out of Eugenia, who finished a neck in front of Kuroki. Adula has much improved in looks since her last appearance in Dublin, and is now a fine striding mare, but she has not the marvellous power behind the saddle of her famous sister.

The Wind or Meeting on Friday attracted a large number of spectators, and the big fields offered ample scope for speculation. Lady Floreta's victory in the Club Plate was a very popular one.

CAURIRE.



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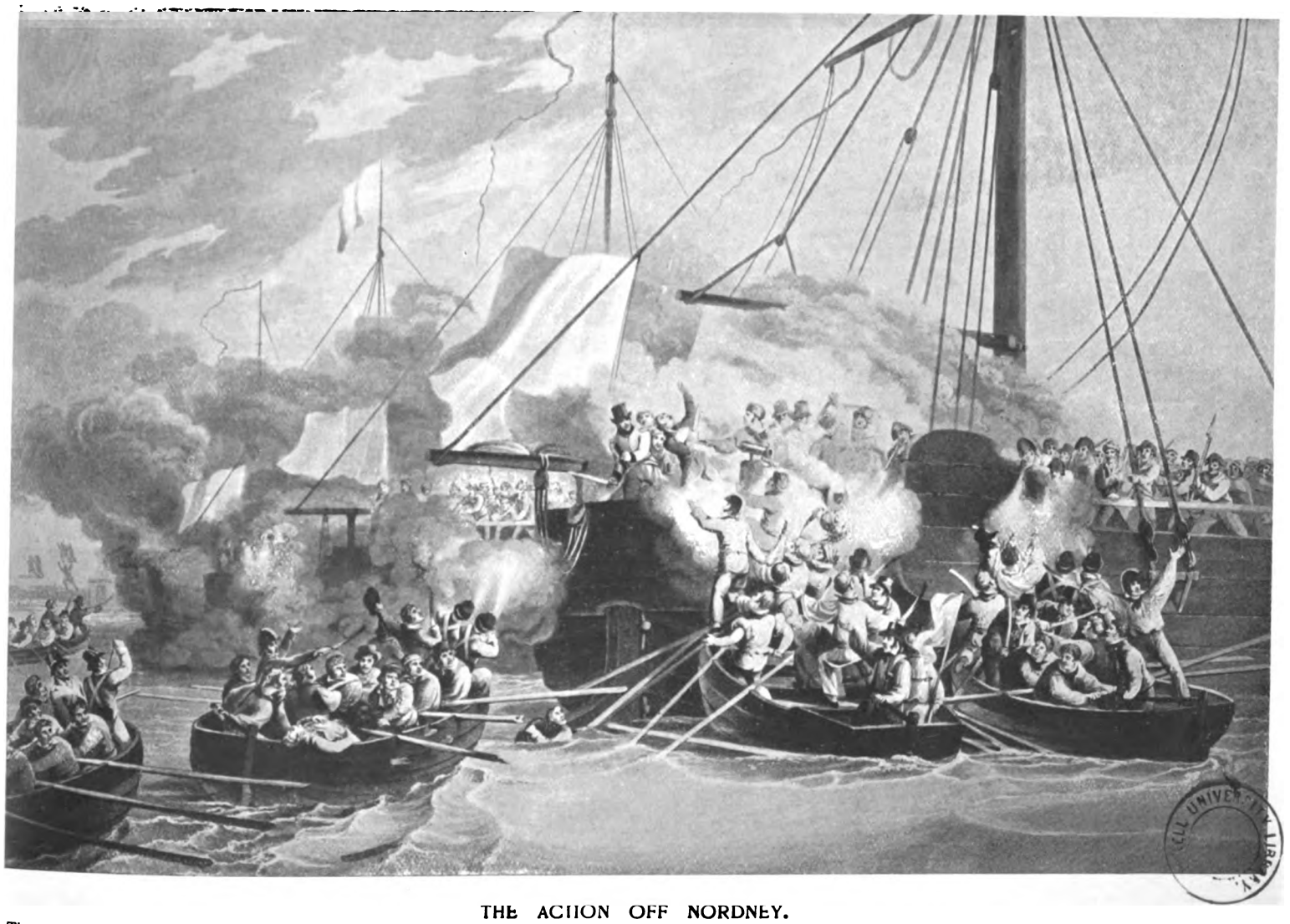
# *Art in the Sale-room.*

KING GEORGE AND ADMIRAL HOWE.

His Majesty presenting an elegant sword to Admiral Earl Howe as a token of respect for the services rendered his country in the action with the French Fleet on June 1, 1794. Published by Laurie and Whittle at 53, Fleet Street.

THE DEFENCE OF THE "WOLVERENE."

Captain Lewis Mortlock gallantly defending H.M. sloop-of-war, the "Wolverene," against the united attack of two French luggers, near Boulogne, January 3, 1799. Engraved by C. Turner from the painting by J. J. Masquerier.



THE ACTION OFF NORDNEY.

The row-boats of the "Quebec" (frigate), "Raven," "Exertion," and "Redbreast" (brigs), and "Alert" and "Princess Augusta" (cutters), under the command of Lieutenant, now Captain, Samuel Blyth, at mid-day on August 3, 1811, off the Isle of Nordney, gallantly boarding four French gun-vessels, each carrying a long 12-pounder in the bow, two long 6-pounders and swivels on the quarter, and twenty-five men. Painted and engraved by John Heavyside Clark.

(*From prints now in the possession of Mr. T. Parker, 7, Spur Street, W.C.*)



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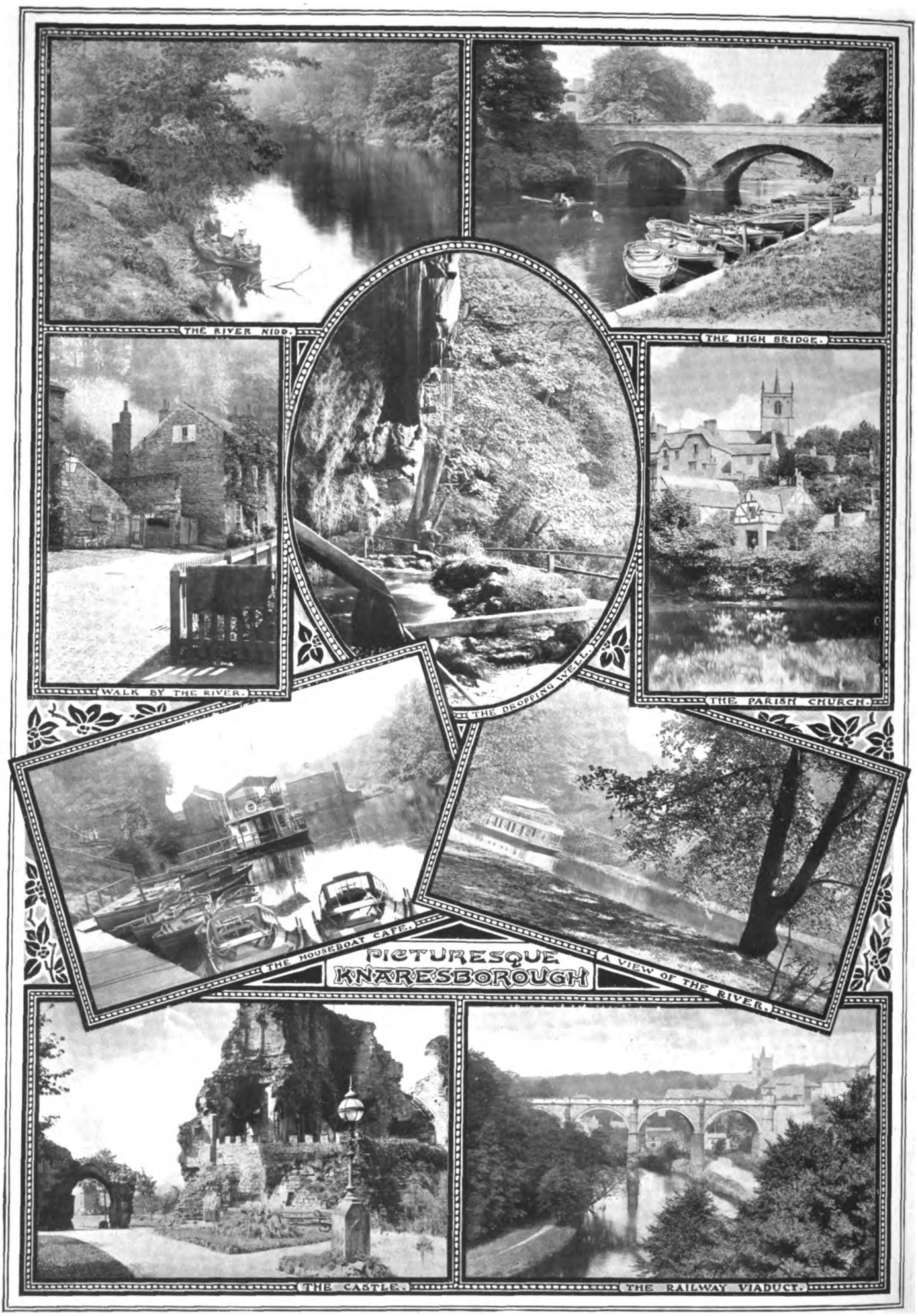
# The Traveller.




## AT PICTURESQUE KNARESBOROUGH.

Visitors to Harrogate, the popular and fashionable Yorkshire spa, so conveniently reached by the comfortable expresses of the Great Northern Railway, should on no account omit to visit Knaresborough, picturesquely situated on the banks of the Nidd. When Sir William Slingsby first discovered the springs, which have since made Harrogate so famous, the spa was called "Knaresborough Spa." The great forest of Knaresborough, a portion of which was granted about the year 1200 to the Plumpton family, who held it for some hundreds of years, was in the reign of Elizabeth stripped of much of its fine timber, though as late as 1596, the year in which the discovery of the springs occurred, wild hunting was still carried on. Among the places of interest at Knaresborough are the Castle, the Dropping Well, St. Robert's Chapel and Cave, Scriven Hall, the old seat of the Slingsbys, and Plumpton Park.



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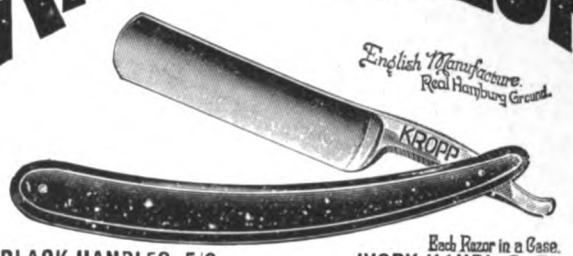


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An Ideal Spa for the Treatment of Heart Disease, Gout, and Rheumatism.

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Telegraphic Address: "BARIUM," LLANGAMMARCH WELLS. Apply MANAGEMENT.

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over-indulgence in paper Cigarettes is injurious. Medical men emphatically state that it is responsible for much ill-health. A hygienic substitute is the

# FLOR DE DINDIGUL

CIGARETTE (All Tobacco Leaf—No Paper).

It is far more satisfying, is deliciously mild, mellow to the palate, pure, and dispenses with the evil effects of paper. Doctors recommend and smoke them. They are truly a delightful Whiff. *You* should try them! Awarded 10 Gold Medals. Sold everywhere, **1d.** each, **8/-** per **100**; and by BEWLAY, 49, Strand. Established 125 years.


## HEALTH is BEAUTY and a SIMPLE LIFE. Mrs. ADAIR.

WE have heard much about "a simple life," and I for one recommend it. A simple life is beautiful, because in it there is no room for striving after pleasures beyond one's reach or means. The constant vexations, vanities, jealousies in every society in the upper, middle, or lower classes, all act on the character, and as we grow older, more and more injuriously. The face reflects it all until even the very features change. The woman who allows herself to speak badly of others, who through envy or any other reason tries to injure another, loses each time she does so some softness and youthful contour. Change is one of the laws of Nature: *nothing* can stand still—but can we not change for better, not worse?

There are in our midst intelligent men and women, and through them let us find the way to be healthy and good, and we will also be beautiful.

Plain, wholesome food. Exercises compiled for women, not for men, exercises that will not produce great hard muscles, but will keep our bodies lithe and active, soft and rounded. A sensible treatment for our faces and bodies. No *make-up* has ever been known to hide lines drawn by ill-health, and certainly no make-up can hide the hard lines on the brow and corners of the mouth: these tell-tale lines indicate ill-temper, jealousy, and, above all, that worst foe to good looks, slander and uncharitableness. If the lines are there, let us get rid of them by muscle treatment, and then cultivate a cheerful, kindly nature, and with ordinary care we can keep them at bay for ever. A kind act done every day is a great beautifier, believe me, and if lines come they will be upward laughing ones, not the hard downward ditches dug by contact with a world all too hard and worldly. God helps those who help themselves, and I believe in healthy food, exercise enough and not too much, reasonable enjoyment, and *work for all*.


**GANESH FOREHEAD STRAP** (Patent), price **£1 5s. 6d.**, cures the deep lines between brows, at the corners of the eyes, and on the forehead.

**GANESH CHIN STRAP** (Patent) cures double chins, restores lost contours, and takes away the line running from the mouth to chin, and keeps the mouth closed during sleep. Price **£1 1s. 6d.** Stronger Straps, **25s.**


The muscles and nerves must be braced, and make-up given up for ever. Make-up can never hide lines, and only causes one to look years older. False hair adds years to one's age, and if possible should never be used. "Hair eats hair" is an old and very true saying.

The treatments and exercises at 90, New Bond Street, London, Birmingham, Paris, and New York, are all healthy and necessary, and joined with a healthy life must and will renew and preserve our youthful appearance. Anyhow, let everyone who reads this try it for one year, and at the end of that time instead of being a year older and sadder, she will be years younger and happier.

Wild excitement, too much hard work in the open air, either riding, golfing, or any exercise not taken in moderation, are all ageing to a woman's appearance. Every morning from ten to fifteen minutes should be spent at physical exercises. Every afternoon walking, riding, golf, or tennis in moderation. For those who have to work, fifteen minutes every day in exercises, and if possible a walk every evening. Dancing, also in moderation, is good. Regular meals, neither all meat nor all vegetables: a little of both. Brown wholemeal bread, and if pure water cannot be got, have it boiled, and allow it to get cold. No spirits, wines, or liqueurs for any woman.

This is my advice, and it is worth trying.



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# LITERARY NOTES.

A STRANGE and rather dreadful book of which everyone is talking just now is "Laurence Hope's" book of poems, "Indian Love" (Heinemann). "Laurence Hope" is now known to be the *nom de guerre* of the wife of an officer, who spent many years in India, and not long ago took with her own hand a life which her peculiar temperament seems to have made a burden to her. Her poems are not for the *jeune fille;* they are sultry, with the sultry passions of the East fretted by the restraints of a civilisation which the writer's nature was unfitted to accept. We can imagine that the yearning to be once more a tiger in the jungle which she expresses in one of these poems was no mere poetical pose. The workmanship of the poems is not of a high order, and the book is only remarkable as a very vivid and very painful "human document."

**Laurence Hope.**

* * *

THE numerous readers of Mr. "Freddy" Leveson Gower's amusing "Bygone Years" (John Murray) will find it difficult to realise the fact that the writer was born in the same year as Queen Victoria, was the playmate of the Comte de Chambord, the Duke of Cambridge, and the King of Hanover, and was solemnly presented to Sir Walter Scott while dining at the British Embassy in Paris four years before the death of George IV. Mr. Leveson-Gower knew Talleyrand and a dozen other Napoleonic notabilities while still in their prime; he has lived in the reigns of no less than five British sovereigns; and he has given the world in his eighty-sixth year just such a book of reminiscences as one would expect from the genial host at Holmbury and in London, who has known everybody worth knowing for three-quarters of a century, and whose opinion on matters of *cave* and *cuisine* is second only to that of the late Lord Granville. The book is full of plums, most of them new, like the story of Bishop Wilberforce's pious wish for the demise of Pius IX., lest "he should make his brother-in-law Manning a cardinal." To many it will be tidings of comfort and joy to learn that M. Béguinot, the famous *chef* of the Leveson-Gowers, has now turned philanthropist, and dispenses dinners and lunches to all and sundry who prefer Soho to Piccadilly, at a uniform charge of eightpence, with the personal guarantee of Mme. Beguinot that you will never by any chance rub shoulders with any but those who belong to "une societé choisie-rien d'équivoque."

**In Bygone Years.**

* * *

TO his series of Cathedrals, Mr. Werner Laurie has just added the first volume of two on the Cathedrals of England and Wales. It is a handy volume, well printed and bound, illustrated with good photographs, and it appears to us that the author, Mr. T. Francis Bumpus, has said exactly what the general reader, with some slight knowledge of the terms of architecture, will be glad to read, and will find himself benefited by reading. The cathedrals described in this volume are Durham, Ely, Lincoln, Salisbury, Worcester, Hereford, Chichester, Chester, and Bristol, and in an excellent introductory sketch Mr. Bumpus traces the development of our English Gothic architecture, with ample side references to that of the various kinds of Continental Gothic. In dealing with the cathedrals, he gives the architectural history and analysis of the fabric in an interesting and lucid manner, and his book, though not a scientific treatise, is accurate and trustworthy.

**Our Cathedrals.**

* * *

"Conceited gowk! puff'd up wi' windy pride!
This monie a year I've stood the flood and tide;
And though wi' crazy eild I'm sair forfairn,
I'll be a *brig* when ye're a shapeless cairn!"

THAT is what the Auld Brig of Ayr (which you will see in the centre of this page) says to the New Brig in Burns's poem of the "Twa Brigs"; and the boastful prophecy came true. The New Brig was built in 1788, chiefly owing to the exertions of the Provost Ballantyne to whom Burns dedicated his poem; and not a hundred years later the sturdy old fellow, who had been standing—of course with occasional repairs—since he was first built near the ford in the thirteenth century by two maiden sisters of the name of Low, had the satisfaction of seeing his younger rival collapse into a "shapeless cairn" of stones. It was rebuilt, however, at once; and now it seems possible that the whipper-snapper will, after all, see the old time-honoured Brig suffer a like fate.

**The Auld Brig.**

* * *

OF course, if it were merely a question of old age and the ordinary historical interest, there would have been no likelihood of Lord Rosebery rousing himself, like Achilles in his tent, and stepping forth to strike a blow for the preservation of an ancient hero whom modern science declares to be past saving. But there is more in the matter than that. This Auld Brig is hallowed for all time by its association with Burns. Two miles from Ayr (you may get there nowadays in an electric tram) is the cottage where Burns was born in 1759, and where he lived till his father removed to Lochlea. It is now the property of the Ayr Burns Monument Trustees, and has been restored to the condition it was in in the poet's boyhood.

**Burns and Ayr.**

* * *

ALL the country round is redolent of "Tam o' Shanter" and Burns's poems. Here flows the "Bonny Doon"; here is Alloway, with its kirk and Mungo's Well; here is Slaphouse Brig and

"the ford
Whare in the snaw the chapman snoor'd."

Burns has long ceased to be the peculiar possession of the Scotch (is not his statue to be seen in London as well as in Ayr?); he is read and loved all over England and her Empire; and if money can save the Auld Brig of Ayr, and Lord Rosebery's timely insistence will lead to the finding of an architect who can manage the task, there is not likely to be any lack of pecuniary support.

**A National Possession.**

* * *

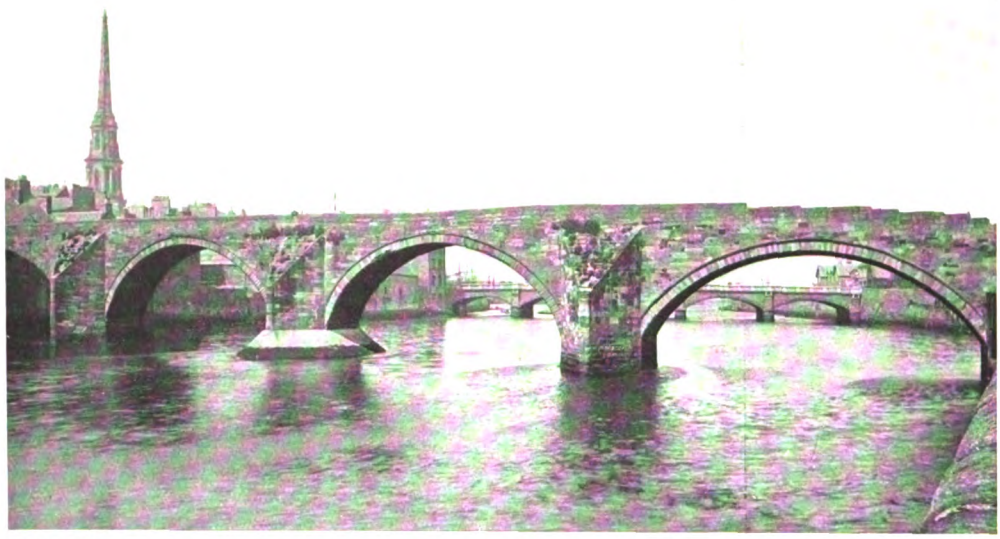
THERE is really scarcely any "summer vacation" now so far as the publication of novels is concerned. One of the busiest of publishers in this respect is Mr. John Long, from whom we have lately received "Alton of Somasco," by Mr. Harold Bindloss, a story of life and adventure in British Columbia — the long struggle between a settler who has views for the good of the community, and another who has no views for anyone's good but his own; "The Harvest of Love," by Mr. C. Ranger-Gull, in which the author tells of a small seaside town in Cornwall, which reminds us, in its manner of observing social distinctions, of Mr. Couch's "Troy Town," and of how these distinctions were disturbed by the advent of a viscount; and "The White Lady," by Miss May Crommelin, a quite impossible story, written in an impossible style, of a woman who married a man, half man of science, half fiend, who turns into a homicidal maniac. Other good novels are Mr. Orme Agnus's "The New Minister" (Ward, Lock)—very good this—which tells charmingly of an earnest and sincere Wesleyan Methodist minister, and his effect on the simple minds and lives of poor folk in one of those Dorset villages that Mr. Agnus has studied to such purpose; and "The Man Who Won," by Mrs. Baillie Reynolds (Hutchinson), in which, excepting perhaps the very strange and sudden refinement of a rough diamond after going through the South African War, we have an interesting picture of the strong man who compels the love of a woman in spite of the revulsion she feels for him at first.

**Novels.**

* * *

BUT we see from the publishers' lists that there are better things to come. Messrs. Methuen promise us "Ferryland," by Helen Mathers, a volume of stories "The Black Spaniel," by Mr. Robert Hichens, and new novels from Mr. Richard Bagot, Mr. Marriott Watson, Mr. Anthony Hope, Mr. Eden Phillpotts, Mrs. Croker, and Mr. Arthur Morrison. Messrs. Macmillan promise Mr. H. G. Wells's "Kipps" in book form, "Lone Marie," by Mr. W. E. Norris, a "Romance of Operatic Life in New York," by Mrs. Marion Crawford, and two more novels by Americans, Mr. Winston Churchill and Mr. Owen Wister, the author of that fine book "The Virginian." Mr. Murray has a new book, "All Hallows," by Mr. Laurence Housman; while Mr. Clemence Housman is publishing with Messrs. Methuen a volume on one of the least known of King Arthur's knights, "The Life of Sir Aglovale de Gallis." Messrs. Chatto and Windus will issue novels by Mr. Robert Barr, Mr. Algernon Gissing, Mr. Arnold Bennett (he of "The Five Towns"), Mr. E. W. Hornung, and Mrs. Campbell Praed; while Mr. Fisher Unwin has a new novel by Mrs. Craigie (John Oliver Hobbes), called "The Dream and the Business," and another Yorkshire story by Mr. J. S. Fletcher. So there is plenty of good fiction to look forward to.

**Forthcoming Novels.**



*Copyright.* *G. W. Wilson.*

THE "AULD BRIG" AT AYR
Which is threatened with destruction by the local authorities.

### *BOOKS TO READ.*

Vivien, by H. B. Maxwell. (Methuen.)
A Jay of Italy, by Bernard Capes. (Methuen.)
A Tragedy in Commonplace, by M. Urquhart. (Methuen.)
Literary Celebrities of the English Lake District, by Frederick Sessions. (Elliot Stock.)
Edinburgh, by Oliphant Smeaton. (Dent.)
Hugh Rendal, by Lionel Portman. (Alston Rivers.)
The Cathedrals of England and Wales, by Francis Bumpus. (Werner Laurie.)
Captain Sheen, by C. Owen. (Unwin.)
Alton of Somasco, by Harold Bindloss. (Long.)
Summer Holidays among the Glories of France, by Francis Bumpus. (Dennis.)



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TRANSIT is convenient throughout New Zealand. Government railways, Express trains, Pullman and Dining Cars. Excellent coastal steamers. Splendid coaching routes. Hotels, good; charges moderate. Government Hotels, Spas, and Accommodation Houses in many of the principal tourist resorts.

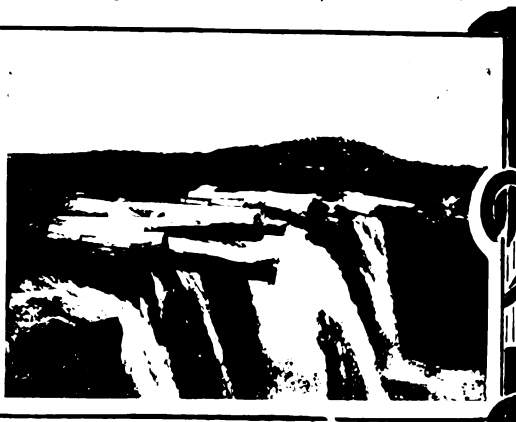
Large Mail Steamers with every modern comfort and convenience leave Great Britain for New Zealand fortnightly. Duration of direct journey, 40 days; via Suez and Australia, 44 days; via Canada, 32 days; via San Francisco, 28 days.

The best time to visit New Zealand is during the summer months, from November to April.

ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS. Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer

HAULING KAURI LOGS THROUGH BUSH, KAURI FOREST, NORTH AUCKLAND.

FELLING KAURI TREE, NORTH AUCKLAND, KAURI FOREST.



WAIRUA FALLS, WAIRUA RIVER, NORTH AUCKLAND.

The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

The LAKES of New Zealand are most pleasing in their charm of colour, contour and environment. Rotorua, Rotoiti, Taupo, and Waikaremoana in the North Island; Manapouri, Wakatipu, Te Anau, Wanaka, Kanieri and Mahinapua in the South Island are the most notable. The Lakes of the South Island are surrounded by mountain scenery of singular beauty and magnificence. Steamers and Power Launches. Good Hotels.

The WEST COAST FIORDLAND is indescribably wild

Fares, Settlement Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

## OKOROIRE.

HOT SPRINGS AND SANATORIUM HOTEL.

**One of the finest Health Resorts in the Thermal District.**

**The first place of interest en route to Rotorua, New Zealand.**

Delightful **NATURAL HOT MINERAL BATHS**, free to Guests. Sufferers from Gout, Rheumatism, Sciatica, Lumbago, Affection of the Eyes, Skin Diseases, etc., are often permanently cured by these waters.

**CLIMATE.**—Beautifully clear and bracing atmosphere, charming surroundings.

**SPORT.**—The Streams in the hotel grounds are exceedingly well-stocked with Trout. Plenty of Game, viz: Pheasants, Virginian Quail, Wild Duck, Hares, and Deer. **Lawn Tennis, Golf, and Croquet.**

The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

**T. MARTIN,**
**Manager.**

## NEW ZEALAND.

### THE GRAND HOTEL, ROTORUA.

**Situated in the Centre of the Hot Lakes District.**

*Patronised by T.R.H. The Prince and Princess of Wales.*

**THE HOTEL** is in the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

W. J. LEES, Manager.

## THE GEYSER HOTEL,

**WHAKAREWAREWA, ROTORUA.**

**Situated** in close proximity to the **wonderful Geysers** and **Maori Settlement.**

**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged

**CHAS. E. NELSON, Proprietor.**



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# Leaves from a Collector's Note-book.

No. LV —*GLASS-TRANSFER PICTURES.*

THE cult of the glass-transfer print or picture (as distinguished from paintings on glass known on the Continent as *verre églomisé*) has increased by leaps and bounds since they played a prominent part three seasons ago in the exhibition of the Royal Amateur Art Society, held at Lowther Lodge, to which the Duchess of Wellington contributed nearly fifty specimens. Fine and genuine examples of glass-transfer, like those now reproduced from the collection of Miss Helen A. Woollan, command at the present time far higher prices than they did five years ago, and in consequence the "fabricator" and the "faker" are now hard at work, and the market is flooded with "duffers," chiefly recognisable on account of the difficulty of successfully imitating the old process and the production of the brittle, thin, uneven glass in use from 1700 to 1815, when the art seems to have lost its vogue. There are three distinct kinds or grades of the glass-transfer picture. The first is confined to high-class mezzotint or line engravings (chiefly the former) like those now illustrated, and which form part of a series executed in 1753 by R. Houston after F. Hayman (one of Garrick's favourite painters), and published "for Thomas Bowles in St. Paul's Churchyard, and John Bowles and Son at the Black Horse in Cornhill." The second may be described as "profile-transfers," and consist of silhouettes heightened by the addition of gold, silver, and colour. These are very little known, but the writer owns a glass-transfer profile portrait of the Duke of Wellington on horseback, executed in 1808 by Mr. Rosenberg of 14, The Grove, Bath, "Profile Painter to their Majesties, the Prince and Princess of Wales, and the Duke and Duchess of York." This example is most curious, and can claim considerable artistic merit. The third or coarser kind of glass-transfer became common between 1795 and 1815. In the recent Nelson Exhibition at Dorchester were to be seen no less than seven different glass-transfer pictures of the death of Nelson. These fetch from 15s. to 25s. each, whereas the finer kinds are worth from £3 to £6 each, or even more. Amongst the chief collectors of the first category of glass-transfer pictures are the Duchess of

"SEEING."

One of a series, painted by F. Hayman and transferred to glass by R. Houston. Lately in the possession of Miss Woollan of 20, Brook Street.

Wellington, Dr. Playfair, and Mrs. Skipwith. Mr. J. G. Commin of Exeter possesses a very fine glass-transfer "Virgin and Child," by Berestord after Rubens, but as a rule the prices commanded by sacred subjects are comparatively low. The literature of glass-transfer pictures is meagre in the extreme, but it is idle to contend that they were the work of mere amateurs. Really good painters and portraitists were certainly responsible for the production of many of the finer examples, now increasingly difficult to procure. Mr. F. Barrett of Bridport and Mr. Hubert Barrett of Dorchester have recently succeeded in "creating" very good glass-transfers of old mezzotints, and the art was certainly not a lost one thirty-five years ago, as Mr. Gilbert Russell gave directions for its practice in his "Art of Miniature Painting." The earliest authority on the subject is John Smith, whose "Art of Painting in Oyl" went through several editions between 1676 and 1788. The first-named is silent on the subject of glass-transfer, but in that of 1700 there is a chapter entitled "The Art of Back Painting Mezotincto Prints, with Oyl-Colours," with the following directions:

"This Mystery consists chiefly in pasting the Print upon a piece of glass of such a size as fits the Print Now to do this take your Print and lay it in clean Water for two Days and two Nights, or longer if your Print be on very strong paper. Then take it out and lay it upon two Sheets of Paper and cover it with two more, and let it lie there a little to suck out the Moisture. In the meantime take the Glass your Print is to be pasted on, and set it near the Fire to warm, then take Strasburg Turpentine and put it into a Gally-Pot and warm it upon the Fire, then take a Hog's hair Brush, the Hairs being well fastened by wedging as before was shewed, and therewith spread over the Turpentine very smoothly on the Glass. Then take the Print from between the Paper and lay it upon the Glass, beginning first at one part, and so rub it down gently as you go on till it lie close and there be no Wind Bladders between; then with your Finger roll or rub off the Paper from the back side of the Print till you see nothing but the Print left upon the Glass, and when this is done set it by to dry, and when 'tis dry Varnish it over with some White Transparent Varnish that the Print may be seen through it, and then it is fit for Painting. You may, instead of soaking your Prints two Days and two Nights, roll them up and boil them for about two Hours in Water, and that will make them as fit for peeling as the other way when rubbed with your Fingers; then having prepared your Oyl Colours, as in the preceding work is directed, grinding them very fine, and tempering them up very stiff; let the back-side of the transparent Print be Coloured over with such Colours as each particular part does require, letting the Master lines of the Print still guide your Pencil, so will each particular Colour lye fair to the Eye on the other side, and look almost as well as a Painted Piece, if it be done neatly. *Note*, That the shadows of the Print are generally sufficient for the shadow of every Colour, but if you desire to give a shadow from your Pencil, then let the shadows be laid on first, and the other Colours after. *Note* also, That in laying on of Colours in this kind of backside Painting, you need not be curious in laying them on smooth, 'tis not at all requisite here, where the chief aim is only to have the Colours appear well on the foreside of the Print, and, therefore, the only care to be used in this work is to lay Colour thick enough that its body may strike the Colour of it plainly through the Glass."

B.

"TASTING." "HEARING."

The second and third picture in the series, published in 1753 "for Thomas Bowles in St. Paul's Churchyard, and John Bowles and Son at the Black Horse in Cornhill."



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MSS. of Admiral T. M. Hardy. Good letters wanted.—827, THE KING'S EXCHANGE.

Autograph of Madame d'Arblay, and the Royal Princesses Charlotte, Auguste and Amelia.—828, THE KING'S EXCHANGE.

Autograph Letter of the Rev. Edmund Nelson, of Burnham Thorpe. £2 offered.—829, THE KING'S EXCHANGE.

### BOOKS.

Complete copies of Fairburn's Journal of Naval Occurrences.—154, THE KING'S EXCHANGE.

A Copy of an Admiralty Circular, published Jan. 1st, 1825, describing the naval uniform "which in pursuance of his Majesty's pleasure is to be worn by officers of the Royal Navy" Signed by J. W. Crocker, Secretary of the Admiralty, and containing coloured patterns.—179, THE KING'S EXCHANGE.

Good copy of the Napoleon Museum, collected and arranged by John Sainsbury. Thick 4to, London, 1845. 25s offered.—180, THE KING'S EXCHANGE.

Masonic Song Books, between 1750 and 1782. Good price offered.—181, THE KING'S EXCHANGE.

### PRINTS, ETCHINGS, Etc.

Naval Prints published by any of the following:—C. Sheppard, 74, Little Britain; C. Taylor, Holborn (date 1791); J. Fairburn, 110 and 146, Minories (1800-1838); Tabart and Co, London; E. Rushton, Paradise Street, Liverpool; W. Belch, Bridge Street, Boro'; I. Houlston, Strand; R. Sly, 41, Union Street, Somers Town; J. Marshall, Aldermary Churchyard, London.—237, THE KING'S EXCHANGE.

Good Impressions with good margins of engravings of old London, especially Covent Garden, the Temple, the Strand, Linco'n's Inn.—249, THE KING'S EXCHANGE.

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View of Carlisle House, Soho, about 1780-1790.—264, THE KING'S EXCHANGE.

Aquatints of the Battle of Navarino, and the engagement between the "Shannon" and "Chesapeake," after Sir John Theophilus Lee.—265, THE KING'S EXCHANGE.

Portrait of Henry, Duke of Cumberland, wearing Masonic insignia, by Jones after Thomas Beach, cir. 1780-1782. £5 offered.—266, THE KING'S EXCHANGE.

Topographical Prints relating to Freemasons' Hall and Great Queen Street, between 1750 and 1800.—267, THE KING'S EXCHANGE.

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# Motoring Notes.

THE Herkomer Trophy Competition, which was brought to a satisfactory conclusion last week, was won by a German, Herr Edgar Ladenburg, on a 40-h.p. Mercédes; while a second prize has been awarded to Herr Willy Poege, a professional, who also drove a Mercédès car of 60-h.p. The seventh, eighth, twelfth, and fourteenth places were likewise secured by cars of the same make. Altogether the result was a triumph for this eminent German firm. It will be remembered that seventy-nine cars started, and of these no fewer than thirty-four went through without trouble of any sort, which speaks well for the efficiency and reliability of motors of to-day. Although only one firm of English manufacturers was represented in this unique event—the Daimler Company, which sent a team of five cars—the honour of this country was nobly upheld. The Daimlers, which were owned and driven by Mrs. Manville and Messrs. Herdman, Ash, Philip Dawson, and Frank Rendle, rendered an excellent account of themselves, and excited a considerable amount of admiration. It is noteworthy that the British-built Daimlers never once experienced mechanical difficulties of any kind throughout the trials, and but for tyre troubles would undoubtedly have done very much better. At the banquet given by the Bavarian Club at the conclusion of the trials, the president stated that next year tyre troubles would not be taken into account, as it was recognised that this factor had, in many cases, prevented many of the best cars securing places. A high tribute was paid to British sportsmanship by Dr. Levin Stoelping of the German Branch of the Automobile Club, who complimented the Daimler Company on the excellence of their cars. On her entry into Munich, Mrs. Maud Manville (the only lady driver and winner in the speed trials) was made the recipient of a large laurel wreath decorated with Bavarian blue and white silk streamers. Herr Edgar Ladenburg, the fortunate winner of the trophy, is to receive, as an additional honour, a portrait of himself painted by the genial professor.

* * *

The numerous motor meetings which have taken place this year have naturally produced many changes in the list of world's records. Below we reproduce a tabulated list of records to date, recently published in the *Standard*:

RECORDS TO DATE.

CARS (under 1,000 kilos. in weight).

| *Distance.* | *Driver.* | *Car.* | *Sec.* | *M.p.h.* |
|---|---|---|---|---|
| Kilomètre (flying) | Baras .... / Earp..... | Darracq.... / Napier .... | 21 2-5 | 104·52 |
| Kilomètre (standing) | Guinness.. | Darracq.... | 35 4-5 | 62·45 |
| Mile (standing) | Baras .... | Darracq.... | 48 3-5 | 74·07 |
| Mile (flying) | Macdonald | Napier .... | 34 2-5 | 104·65 |

MOTOR-CYCLES (under 50 kilos. in weight).

| | | | | |
|---|---|---|---|---|
| Kilomètre (flying) | Cissac .... | Peugeot.... | 25 3-5 | 87·32 |
| Kilomètre (standing) | Cissac .... | Peugeot.... | 35 | 63·87 |
| Mile (standing) | Cissac .... | Peugeot.... | 50 1-5 | 71·71 |
| Mile (flying) | Rignold .. | Peugeot.... | 46 1-5 | 77·92 |

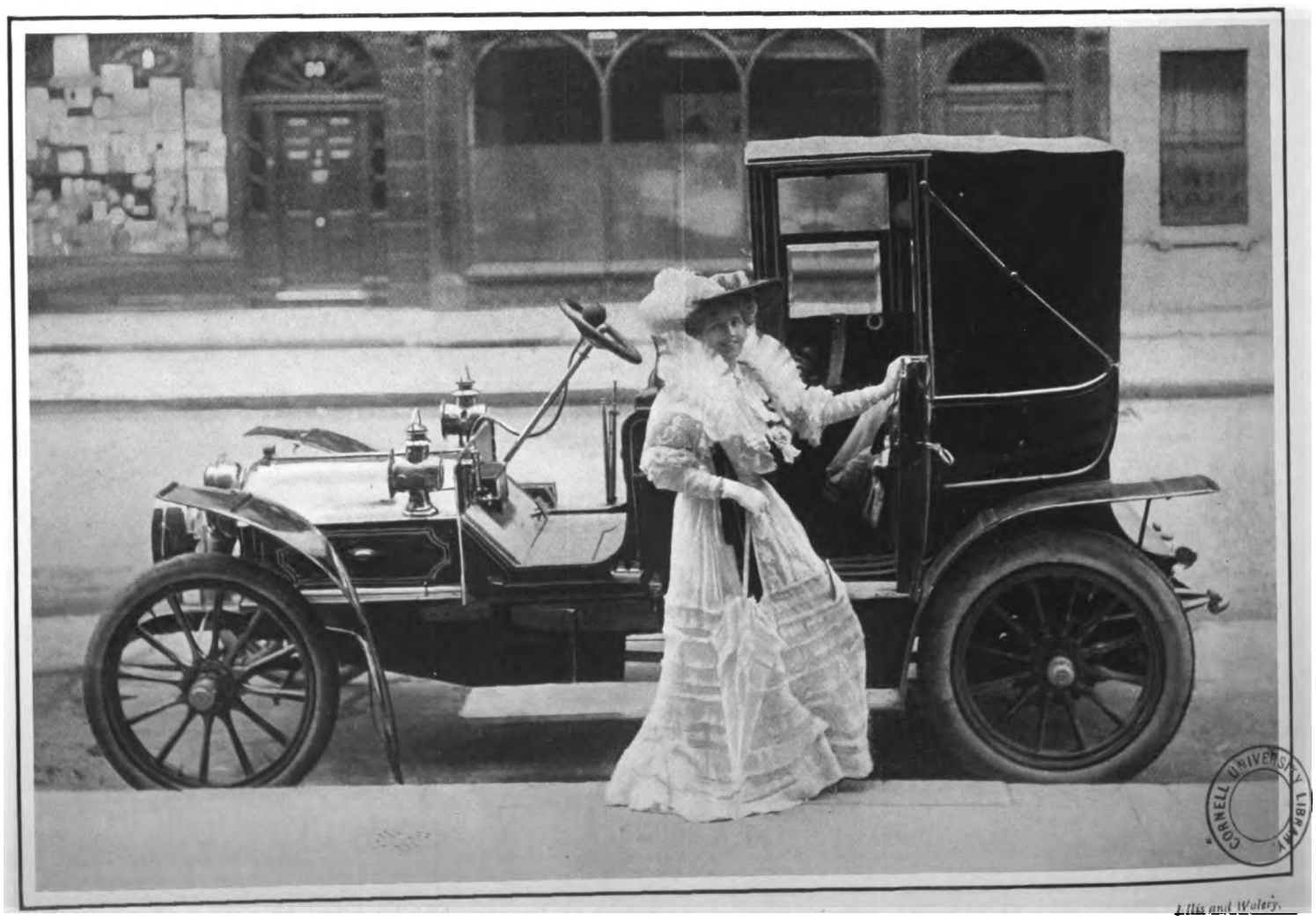
Baras's records were made at Ostend on November 14, 1904; Guinness's and Rignold's at Brighton on July 22, 1905, and July 20, 1905, respectively. Cissac's three records were made on a single run at Blackpool on July 27, 1905. Earp tied with Baras's kilomètre record on July 28, 1905, at Blackpool.

A prospectus of a new institution, which styles itself the National Automobile Society, has just been issued bearing the names of Lord Armstrong, Sir W. Martin Conway, and Sir Douglas Fox among its vice-presidents. Its objects and aims are set forth at some length in the prospectus, from which we cull the following extract:

"The outcry against the racing car and reckless driver, and the general prejudice of the public, has now reached such a stage that popular opinion is apt to place all automobilists on the same footing, whereas the majority of car owners and users are more strongly than any member of the public opposed to the excesses of the few, inasmuch as the campaign of official terrorism and oppression that is now growing day by day bears more than harshly upon those who have the true interests of the motor-car and its future at heart. The closing of Hyde Park and other restrictive measures, and the recently-introduced Amendment Act, are directly traceable to malpractices such as exist on the part of the small minority, but the effects of which react most upon innocent users of the highways. The principle involved in these measures is also of the utmost importance, and it may safely be assumed that this will be only the beginning of a very far-reaching campaign unless energetic steps are at once taken to uphold the rights of motorists. To this end the society will be able to do very much to remove the existing prejudice and obtain for its members directly and indirectly that measure of justice and recognition which their numerical importance demands."

* * *

In the Midland Automobile Club's hill-climb, recently held in the private grounds of Court House, Shelsley Walsh, near Worcester, the handicap was won by a little De Dion driven by M. G. Patterson. The silver cup presented by Mr. H. C. Holder for the car making the fastest time went to Mr. E. M. C. Instone, who drove a Daimler.



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3. 15 h.p. 4-cylinder Ariel, fitted with side-entrance coachwork to seat five, front seats bucket shape, latest type, painted dark green, and upholstered in dark green leather to match, plated finish. Price, complete, with five lamps, horn, and flexible tube, **£500.**

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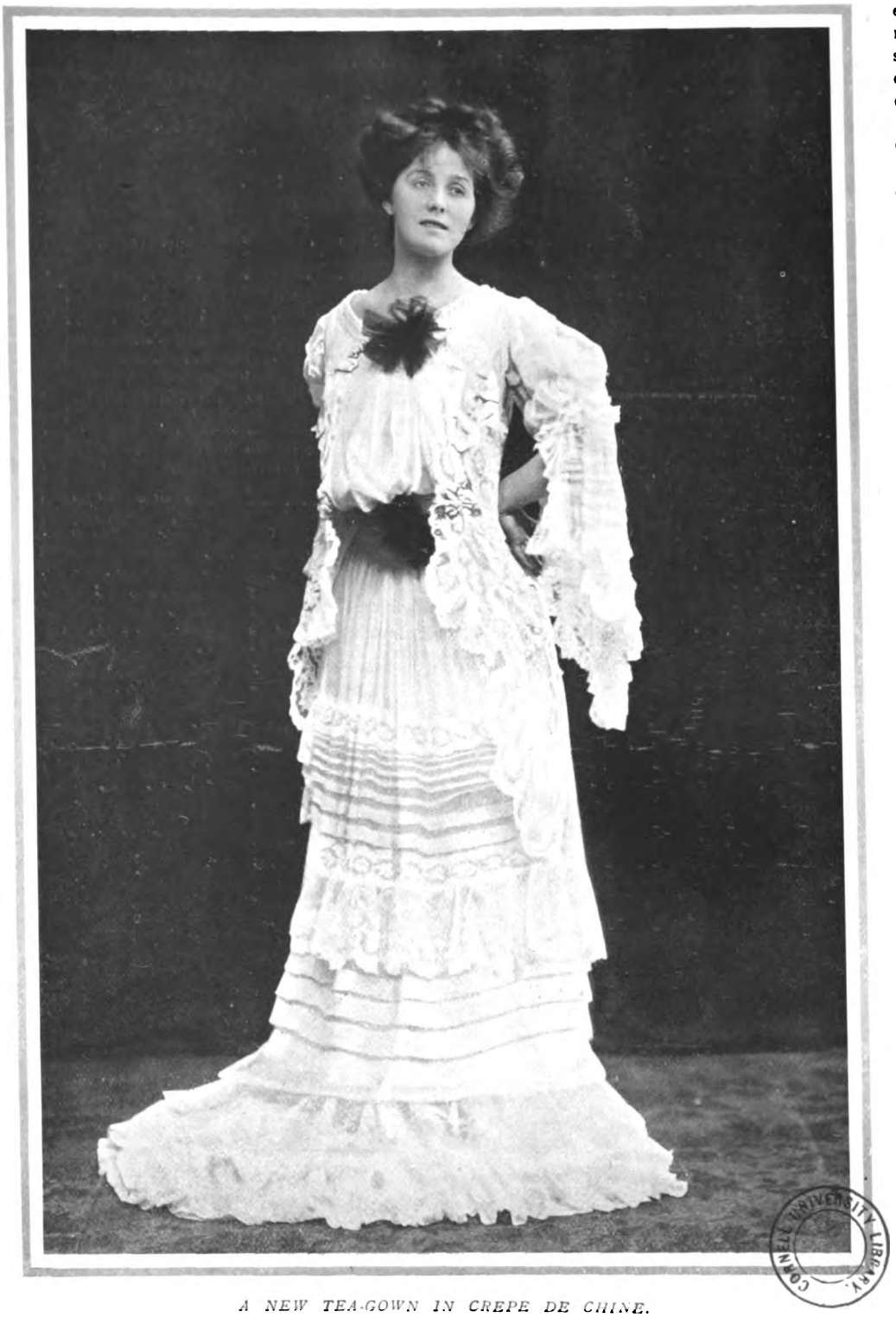
# Fashions of To-day & To-morrow.

As usual at this season of the year, Fashion is comparatively at a standstill. The heads of our leading firms are all away, partly on their holidays, but many more combining business with pleasure, and eagerly seeking the newest variations of the modes for the early autumn. At present it is somewhat difficult to predict for certain what will be worn, for so many *outré* modes are introduced by French and Viennese artists that have to be much modified for the English taste. Still, a little bird, who is generally very well informed on these matters, has loudly whispered in my ever-attentive ear. The long, tight-fitting tailor-made coats and skirts, in plain colour tweeds, are the things that will win the day. Plain strappings will be employed as sole trimmings, both on the coat and skirt. Colours such as iron grey, heather, nut brown, and a certain tone of green, something between a reseda and mignonette, will be most in vogue. A new coatee of novel conceit, of which I had a hasty glimpse, and am assured will play a big part in the quite early autumn season, is a most becoming shape for those of short stature. I have just seen some delightful evening gowns that have been made and despatched abroad for coming entertainments, one a black Spanish lace princesse robe, over white satin, softened by two or three layers of white chiffon. The trimming was of graduated widths of ribbon velvet, narrow at the top and spreading out to about 6-in. or 8-in. at the bottom of the skirt; each row of velvet was tapered off and had a single diamond dewdrop at the end. The bodice velvets started wide, and gradually diminished until they met the skirt lines, into which they merged. The effect was charming, and gave such a slender appearance to the figure. Another that was equally *distingué* was composed of soft Indian crêpe in the new biscuit colour. Lovely panels of a fine cobweb lace were let in at intervals three parts down the skirt, the lower part of which was of numerous graduated flounces of the same fine lace, put on in full billowy waves. The low bodice was particularly quaint, and gave the impression of two sash ends of lace crossed and tied in a simple knot at one side, the ends falling carelessly to the end of the skirt.



*A NEW TEA-GOWN IN CREPE DE CHINE.*
(Messrs. Robinson and Cleaver, Regent Street, W.)

For the linen and muslin dresses now being so much worn, the latest invention is a form of princesse, in soft silks, to correspond in colour with the transparent robes worn over them. This is cut low, and fits the figure tightly and perfectly, falling full at the bottom of the skirt. This takes the place of the silk linings to these dresses, and comes to us originally from America. This is one more of their practical innovations, and one that will find much favour with most of us; just as have the charming lingerie combinations which have become such general favourites this season.

Tea-gowns are more luxurious than ever, and deservedly so. What is more refreshing than to don these pretty lace and soft muslin gowns after being exposed to the hot rays of an August sun? Here is a delightful specimen of one at Messrs. Robinson and Cleaver's of Regent Street. This is of ciel blue crêpe de chine, with insertions of Valenciennes and soft flouncings of the same, with which flat graduated tucks of the material alternate. The graceful lace three-quarter coat is fastened at the neck by a full rosette of dark blue chiffon, then the falling apart of the lace shows the full folds of crêpe gauged into the waist, and again finished by a knot of chiffon. The long hanging sleeve is correspondingly carried out, and has a truly charming effect. There were some equally pretty gowns in various soft materials at this well-known establishment that are well worth seeing, and the spacious and wonderfully-ventilated show-rooms make shopping most enjoyable, which cannot be said of all shops this weather.

Some of the milliners are already showing some autumn models. Feather hats in all shades of colours seem to be making their appearance. It is a trifle early for these, but one or two in lovely flesh pink tints looked most inviting. I hear a rumour that the old "princess" bonnet is returning to favour, but will only be patronised by middle-aged women. I am afraid there must be a slight mistake somewhere, for it would puzzle anyone to find such people in these days of "beauty doctors." There is no such thing as growing old, gracefully, in these modern times; there is no intermediate stage now, or, at least, scarcely ever. It is woman's duty to remain young as long as she possibly can, and she tries hard to fulfil that duty.

Do not forget, if you have not taken a sufficient supply of veils, laces, and gloves, that Messrs. Charles Lee and Son of Wigmore Street will always send you selections on approval.

R. D.

*(From a photograph specially taken for this paper by Lemeilleur and Co.)*



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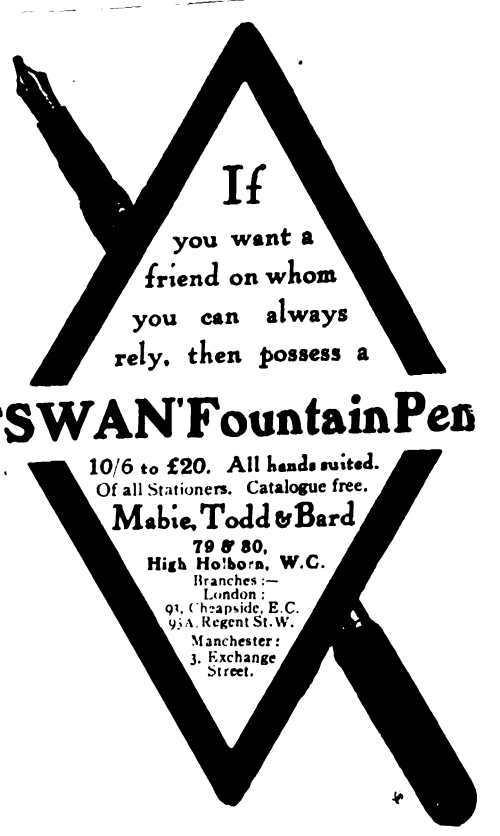


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# THE KING'S MENU.

NOW that everyone is making the most of the waning summer evenings, a protracted supper, to which the various members of holiday-making parties, family or otherwise, come in as convenient from seven o'clock onwards, often takes the place of dinner, not only on Sundays, but weekdays too, as under these circumstances it is a much easier meal to cater for.

For the hot dishes, those which can be prepared and served in casseroles and chafing-dishes are incomparably the best, of course, and this applies to luncheon too, when this also is a "movable feast" for all and sundry.

In to-day's menu both the lobster and the curry can be prepared and served en casserole, and then kept hot or reheated au bain-marie, without detriment, or, again, the lobster can be done in a chafing-dish on the supper-table. If it is desired to expand the menu given, a "hot-pot" of mutton cutlets, kidneys, and mushrooms could also be cooked and served in a casserole, or a savoury stew of beef fillets, à la Bourguignonne, so that, as will be seen, when the possibilities of the casserole are realised, supper need differ little, if at all, from the most appetising of little dinners, except for the absence of a rôt.

With regard to the soup, this may well be the consommé Julienne or other of the dozen or so of the famous French potages, such as croûte au pot or potage à la Reine, put up in bottles and tins by Maître Escoffier's Company, from his recipes and under his personal supervision. Should any difficulty be experienced in procuring any of them at country and seaside grocers and stores, my readers should write for a box of them to be sent direct by the Escoffier Company, Ridgemount Street, Tottenham Court Road, London, W.C., or ask for arrangements to be made for the local purveyors to stock them. These remarks also apply to the Sauce Américaine for the lobster, of whose excellence *habitués* of the Carlton Restaurant will not need to be told. A trial bottle can be got for 1s. 6d. and 3d. for postage direct from the Escoffier Company, by those who have not yet made its acquaintance. It is equally delicious with soles, brill, turbot, and, indeed, almost any fish, as will be seen by Maître Escoffier's recipes in the company's new price list, which also contains numerous recipes by the famous *chef*. Copies can be had free on application to the Ridgemount Street office. Meantime, here is the recipe as it therein appears for

## A SUNDAY SUPPER.

CONSOMME JULIENNE.

HOMARD A L'AMERICAINE.

CHAUDFROID DE CANETONS.

POULET AU KARI.

CREME CHOCOLAT.

SALADE DE FRUITS.

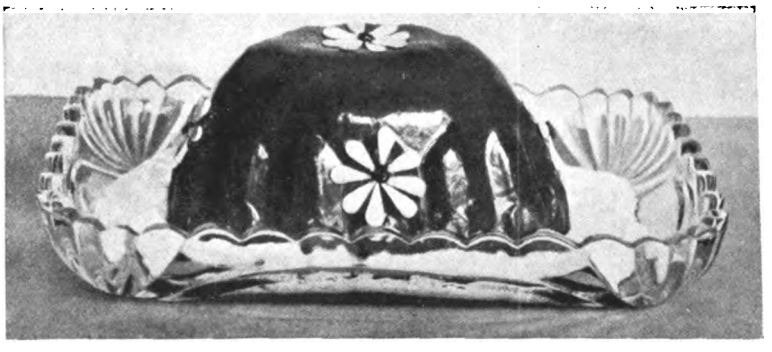
CROUSTADES DE LEGUMES.

### HOMARD A L'AMERICAINE.

Take a freshly-killed lobster (the fishmonger will do this just before sending it home if so instructed), cut off the claws, then divide the lobster in half by cutting lengthwise. Put the intestines aside for use later on. Remove the little bag which will be found near the head containing grit. Then divide each half of the lobster into three or four pieces, season with salt and pepper, and turn into a saucepan in which an ounce of butter and a tablespoonful of fresh olive oil (or, failing this, substitute an equal quantity of extra butter) have been heated, and crisp the lobster over a hot fire till the shell is a bright red colour. Now pour over it a spoonful of fine brandy and half a wineglassful of dry white wine, simmer for a few seconds, then add half a bottle of Sauce Américaine (or a whole one for two lobsters), and double the butter, etc., put the lid on the casserole or saucepan and cook for fifteen or twenty minutes. The lobster is then lifted out and kept hot, and the sauce finished off by adding to it the crushed intestines of the lobster, an ounce and a-half of fresh butter, a squeeze of lemon juice, and a pinch of chopped parsley. If the lobster is to be served en casserole replace it in the sauce, when, if prepared in the morning, it can be set aside till evening and then reheated au bain-marie by standing the casserole containing it in an outer pan of hot water, bringing this to the boil, then serving when the contents are hot enough. Mind that on no account must the lobster, etc., stand or get cold in anything but an earthenware or china dish. If, however, the lobster is prepared in a saucepan to be served as soon as ready, when the lobster is cooked arrange it in the dish it is to go to table in, and when the sauce is finished pour it over and serve at once. A simpler form of this dish is obtained by heating up the flesh from a freshly-cooked lobster with some of the Sauce Américaine in the chafing-dish, adding to the sauce some butter, a squeeze of lemon juice, and either a little water, fish stock, or a spoonful or two of light white wine. Or this version of lobster à l'Américaine can equally well be heated up in a casserole au bain-marie, as already described, and thus served in it. Crayfish, prawns, and shrimps are all good, too, like this.

### CHAUDFROID DE CANETONS.

For this the remains of any cold roast ducks at hand can be used and cut up into small neat joints, or, better still, use the breast fillets only from specially-cooked birds, the joints being used for a salmi for another meal. Whether joints and fillets or the latter only are used for the chaudfroid, they are masked with one of the following coating sauces. Cook half an ounce of fine leaf gelatine (melting it in a spoonful of hot water before adding it to the sauce) in three gills of very thick rich brown sauce, espagnole or a brown olive one for choice, then use just as it is setting; or mix three tablespoonfuls of rich mayonnaise and one of stiffly-whipped cream (or failing this last take a gill of mayonnaise) with two gills of just liquid aspic jelly, two tablespoonfuls of finely-minced olives, a few minced capers, and a pinch of coralline pepper, and use to mask the duck before the mixture sets. The quantity of this masking mixture can, of course, be increased or lessened as convenient, if the proportions given of the various ingredients are adhered to. For a small party, for instance, three dessertspoonfuls of mayonnaise and one of whipped cream (or two tablespoonfuls of mayonnaise only), one gill of liquid aspic jelly, and one tablespoonful of minced olives would be sufficient. As will be seen, when catering for two or three people only, two dainty little dishes could be got from a duck by using the breast fillets for a chaudfroid one day and the joints for a salmi the next. When the masked joints or fillets are ready arrange them on a thick bed of broken-up lettuce leaves mixed with mayonnaise, a few minced olives, some washed, boned, and filleted anchovies, and any pickings from the back, etc., of the duck shredded finely. Now garnish round with finely-chopped aspic jelly or with small quartered cabbage lettuce and quartered hard-boiled eggs. When a brown chaudfroid sauce or a Bigarade one (also stiffened with leaf gelatine, of course) is used for coating the duck, a salade cuite made of a variety of cold cooked vegetables, or a bottle of vegetable macedoine (or even cold green peas or asparagus heads alone) can be used for the mount.



CREME CHOCOLAT.
*(Specially prepared and photographed for this paper.)*

## ANSWERS TO CORRESPONDENTS.

COFFEE MUSCOVITE (Le Nord).—One of the nicest is obtained by making a quart of custard, more or less rich, according to taste, mixing in it while still warm a short three-quarters of an ounce of best leaf gelatine which has been dissolved in a little warm water, adding half a teacupful of very strong coffee, and then when nearly cold mix lightly in a pint and a-half of stiffly-whipped cream, a wineglassful of maraschino syrup (1s. a large bottle at any good grocer's); mould at once, cover the mould tightly with its lid, or, failing this, invert the lid of a biscuit tin; stand the tightly-covered mould in a pail of ice and salt (as you say you have not an ice cave, when, of course, you need not cover the top of the mould), place more ice and salt on the top of the mould, and leave for two and a-half to three hours. The mould is then taken out, dipped in tepid water, wiped with a clean cloth, and the muscovite turned out. This should not be done till it is to be served.

FRUIT MUSCOVITE (Rouge et Noir).—Rub sufficient crushed fruit through a fine hair sieve to make a pint of pulp, sweeten to taste with about four ounces of castor sugar. Have ready a pint of rich custard, and while this is still warm mix with it three-quarters of an ounce of fine leaf gelatine dissolved in a little warm water first. When these are mixed stir in the fruit pulp and whip over ice till it is on the point of setting. Now mix in quickly and lightly half a pint of stiffly-whipped cream, and a wineglassful of any liqueur syrup to taste, mixing it first with the juice of a lemon. Mould this mixture at once, and then either set it in the charged ice cave or else cover the mould over tightly, and sink it in a pail of ice and salt for two or three hours, being very careful none of the freezing mixture can get into the mould, or the contents will, of course, be ruined.

WORTH NOTING. — At this time of year, when digestive and intestinal troubles are rife, every house and traveller's bag should contain at least a small tin of the Allenbury's Milk and Cereal Diet, which is a carefully-peptonised preparation, made by Messrs. Allen and Hanbury, and obtained at almost every good chemist's all the world over. When, however, any difficulty is experienced in obtaining it, the firm should be written to at their London address, Plough Court, Lombard Street, when arrangements will be made for one's local chemist to stock it. Doctors pronounce this Milk and Cereal Diet invaluable in gastritis, typhoid, and all febrile disorders, and the best of light foods for those whose health is in any way affected by summer heat. For children, invalids, and dyspeptics it is invaluable all the year round. This is also the case for bad sailors, as if the Diet is made rather thicker than usual (and full directions are given on every tin) it is most excellent for sufferers from mal-de-mer. It only needs mixing with boiling water, so that it is ready at a minute's notice. Assuredly, therefore, no travellers should omit to take a tin of Milk and Cereal Diet with them when *en voyage*, if only for a day or two. SYBARITE.



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# Here, There, and Everywhere.

MR. WENTWORTH CROKE, London's latest theatrical manager, received his early education at Evesham Grammar School, finishing his studies at Cambridge. After leaving the University he entered the offices of a large public company, thereby gaining valuable business experience. Becoming imbued with the spirit of theatrical enterprise, he produced

MR. WENTWORTH CROKE

Who is shortly producing "The Gay Lord Vergy" at the Apollo Theatre.

in the provinces "Three of a Suite," by Forbes Dawson, and later became proprietor of "The Christian," by Hall Caine, which he is still touring in the country. He next became general manager for the highly-successful play "Florodora," and, having acquired the principal rights, took the late Mr. H. J. Callan into partnership, and later toured the play as sole proprietor.

---

MISS DEBORAH VOLAR, the young *primâ donna*, who so successfully succeeded Miss Isabel Jay as Veronique a few weeks ago at the Apollo Theatre, is only twenty-one. She studied singing with Mr. H. J. Wood and Mr. Richard Temple. Miss Volar made her *début* two years ago as the Princess in "The Country Girl" at Daly's, and subsequently played the title *rôle* in the provinces, returning to London to take up Miss Marie Studholme's part in "The School-Girl" at the Prince of Wales's Theatre. Mr. George Edwardes, with his usual judgment, has secured a three years' contract with Miss Volar.

---

AN unusual opportunity is being afforded to those who reside in the great cities and towns of the Midlands and the North for visiting France, an extraordinarily cheap fare to Boulogne being announced. For the return trip from Manchester and district the fare is 18s. 6d., and from Sheffield, Nottingham, and Leicester the fare is proportionately low. Messrs. Dean and Dawson of 82, Strand, W.C., have arranged the trip, to give thirteen hours in Boulogne on August 26, and are receiving the hearty co-operation of the Great Central and South Eastern and Chatham Railways. These companies will run the trains by their direct line, which avoids the crossing of London. The best steamers of the Short Sea Channel Service are requisitioned for the trip, which is causing extraordinary interest in Boulogne. The Great Western Railway is also running, in conjunction with Messrs. Dean and Dawson, a similar cheap trip from Birmingham and district.

---

THE Premo Film Pack, that wonderfully convenient and effective daylight changing device for flat films, fulfils its purpose so creditably that it is difficult to suggest directions in which improvements may be effected. Perfect and useful though it be, however, there is needed one feature to complete its claim to perfection, and that feature is now being introduced by Messrs. Kodak, Limited. The new feature is the device by which it becomes possible to remove one or more exposed films for development, notwithstanding the fact that the Pack may be only partially exposed. It is sometimes convenient to limit exposures and develop them straight away, in which case the six exposure and the "double-two" spools are a great boon. Hitherto, it has been impossible to do the same with the Film Pack—the whole twelve had to be exposed; but the change removes the disability, and one may now extract for development a single exposure without disturbing the unexposed films.

---

THERE can be no doubt that the popularity of sea trips on Sunday is rapidly increasing, and the introduction by the Belle Steamers of an express service to Felixstowe and back every Sunday during July and August has been much appreciated and well patronised. Considering that the price of return tickets is only 7s. each, it is not surprising that many tired City men have been seen on board the comfortable "Southend Belle," enjoying the refreshing breezes of the East Coast. Felixstowe has reason to be grateful to the Belle Steamers, for there can be no doubt that this service has been the means of introducing this rising resort to the notice of many people who had not hitherto realised its attractions.

---

THE new edition of "The Handy Hotel Guide" has been much enlarged and improved, and now contains a list of over 1,000 hotels, with particulars as to motor garage, and hotels in India and on the Far East route, as well as sketch maps of North Wales, the Lakes, Cornwall, and Devon.

---

"LITERARY LANDMARKS OF TORQUAY" is the title of an interesting and well-written booklet published by T. Werner Laurie. There can be no doubt that there is a call for

MISS DEBORAH VOLAR

Who has been playing the title *rôle* in "Veronique" during the last weeks of the run of that opera.

some guide to the literary associations of many of our older spas, and to visitors from America and the Continent it is always a source of wonder that we do not take more interest in these matters. A series of booklets as well produced as "Literary Landmarks of Torquay" would remove the reproach.


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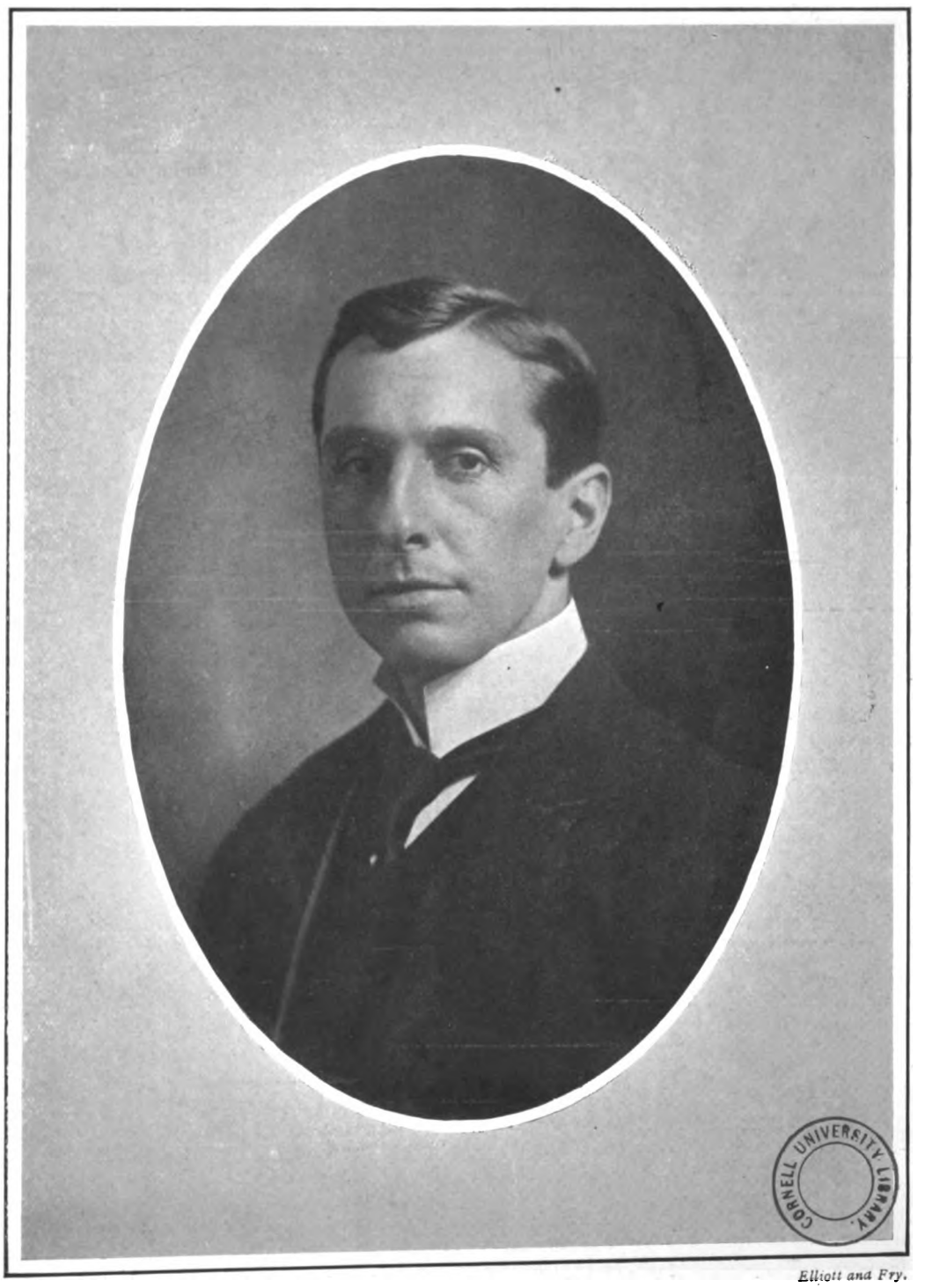
*AND HIS NAVY & ARMY*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

VOL. XX. No. 448. SATURDAY, SEPTEMBER 2nd, 1905. PRICE 6D.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(*See page 703.*)

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**EDITORIAL.**

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# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY. THE SALON AND THE SERVICES.**

**Vol. XX. No. 448. Saturday, Sept. 2, 1905.**

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
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**EDITORIAL.**

*photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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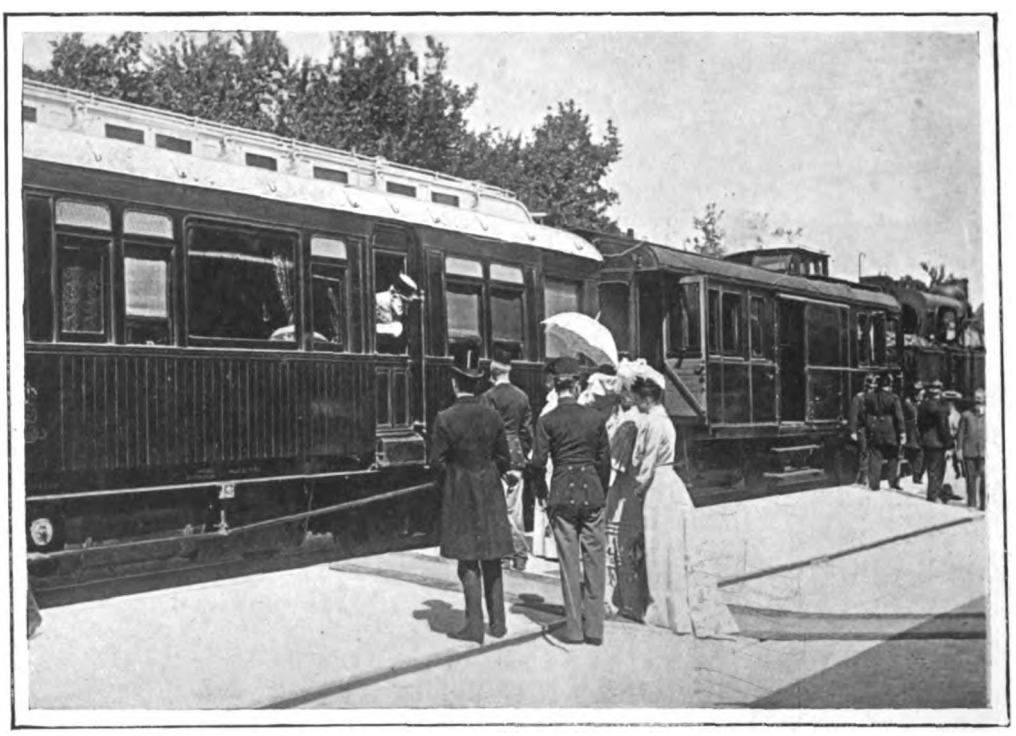
*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING'S HOLIDAY.—During his holiday, which is now rapidly drawing to a close, King Edward has made good use of his time, and in addition to automobile excursions and an inaugural visit to the golf links, he has been practising croquet, to which game he has returned after some years' neglect. The revival of croquet will undoubtedly receive great impetus from the Royal patronage, and it is already stated that the number of converts to the game in Marienbad has made the hotel-keepers think seriously of turning some of the now neglected tennis courts into croquet lawns. On the subject of the King's return journey there is evidently some little doubt, many believing that his Majesty will pay a short visit to Paris before crossing the Channel. But whether he stays there or not, it is certain that he will be warmly received when he arrives home again on his way to Scotland for the Braemar gathering, and possibly one or two visits to personal friends north of the Tweed.



*Tagerspecher.*

KING EDWARD ON THE CONTINENT.

His Majesty conversing with the Duke of Cumberland from the saloon carriage which he always uses in travelling on the continent.

THE KING AND LORD CURZON.—It would have been remarkable indeed if, after his resignation, Lord Curzon had not received some message of thanks from the King. For whatever may be the rights and wrongs of the controversy which has led to the resignation—and into them this is no place to enter—Lord Curzon's services to the State, and the Indian Empire in particular, have been so great, so invaluable, that they deserve the warmest recognition from King and public alike. And Lord Curzon has at least the satisfaction of knowing that he has not been superseded, as was the first Earl of Minto, who was another great Viceroy, to suit the personal whim of his Sovereign. Lord Minto, who was Governor-General from 1807 to 1812, was also, it is curious to note, in poor health at the time he quitted India, and he wrote at the time: "It is comical enough that my resignation should have arrived just at the moment they were turning me out without leave." The new Viceroy will have a difficult task to accomplish if he is to eclipse the brilliant record of his forbear at the beginning of the last century, and that of his immediate predecessor. But at least he does not go to the work inexperienced. Canada, as has been pointed out before, is an admirable training ground.

THE QUEEN IN SCOTLAND.—There has been a great influx of Royalty to Scotland this year, and Queen Alexandra has, in motoring around Deeside, been able to call upon many of her near relatives. Apart from the Princess of Wales at Abergeldie, there are the Duke and Duchess of Fife at Mar Lodge, Prince Arthur of Connaught at Fyvie, and Princess Christian and Princess Victoria of Schleswig-Holstein have a round of visits to make north of the Tweed. Deeside this year is indeed busier than it has been for a long time past, and with garden parties here, there, and everywhere, and balls at several of the houses as well, there has been a continual *va et vient* of the fashionable world, which has been a source of wonderment to the natives, though one would have thought them pretty well accustomed to the autumn invasion by now. The Queen has been out motoring every day that it has been possible, and once or twice she has been salmon-fishing. It is now by no means certain, however, that her Majesty will be in Scotland at the time of the Braemar gathering, which this year promises to be of exceptional brilliance. The oft-postponed visit to Denmark will probably be taking place about that time, and Queen Alexandra will not, assuredly, wish to cut short her stay in her native country, and the strong claims that Scotland has on her affections must give way to Denmark's prior right.

PRINCE ARISUGAWA'S RETURN.—The arrival of Prince and Princess Arisugawa in Japan has been marked by a spontaneous outburst of jubilation. This is due in some measure to the popularity of the Prince and his wife, enhanced by the recognition that has been accorded him in Europe as the Envoy of the Mikado, which gives the Japanese pleasure.



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THE DUKE OF CONNAUGHT

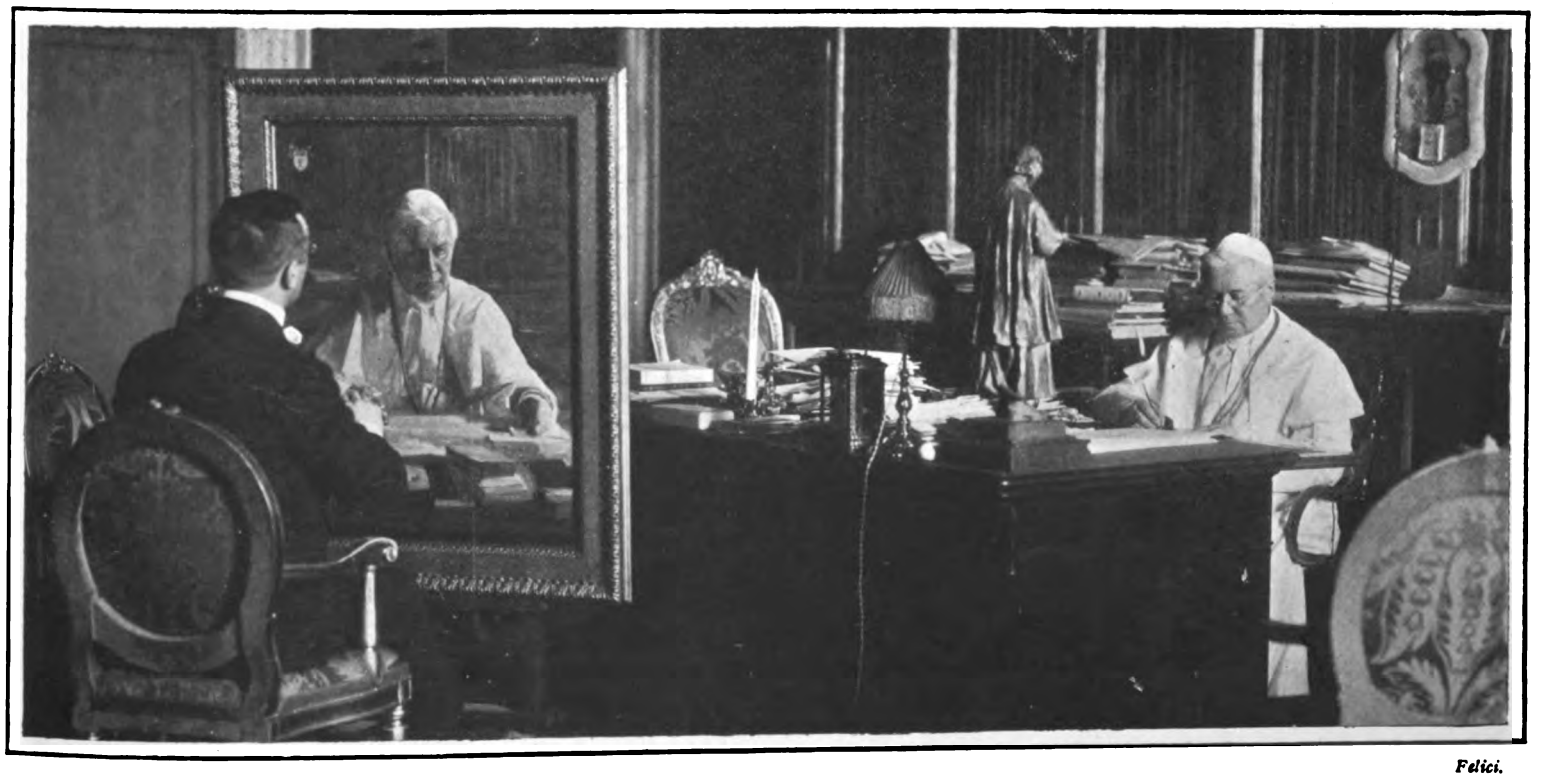
Proceeding to the inspection of the troops quartered at Chester.

THE MAHARAJA OF KHAPURTALA

Purchasing picture post-cards in Trouville, where he has been staying.

THE KING OF PORTUGAL IN THE "AMELIA."

On the occasion of the visit of the British Fleet to Lisbon King Carlos entertained a large party of British officers to luncheon in the Royal yacht "Amelia." In the above illustration he is seen standing on the bridge surrounded by his aides-de-camp.



*Felici.*

THE POPE SITTING FOR HIS PORTRAIT.

The well-known Dutch painter, Anton van Velic, has been honoured with a series of sittings by Pope Pius X. for a new portrait. But the Pope made it a condition that he should be at liberty to work during the sittings, and this arrangement has been adopted.



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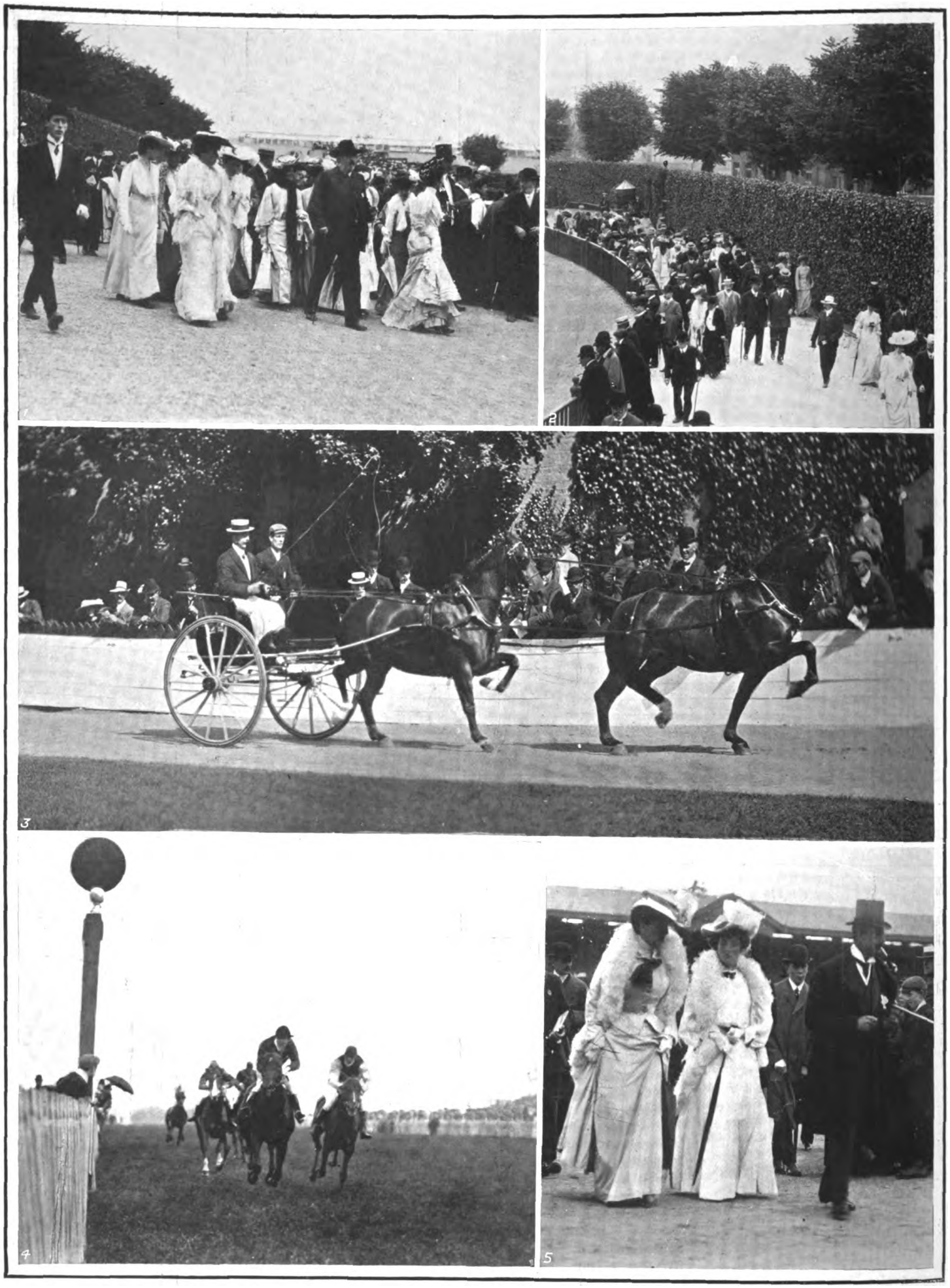
# THE DUBLIN HORSE SHOW.



## AT BALL'S BRIDGE AND LEOPARDSTOWN.

(1) A corner of the Horse Show grounds during the luncheon interval. (2) Walking round the judging rings. (3) Mr. John Kerr, M.P., driving the winning pair for the Cochrane Challenge Cup. (4) The Leopardstown races. Finish of the Midsummer Plate. (5) Lord and Lady Dudley and their guests walking round the grounds. On all hands it is admitted that from the business point of view this year's show has been a great success. Bad weather on two days rather marred the social aspect of the gathering, however.

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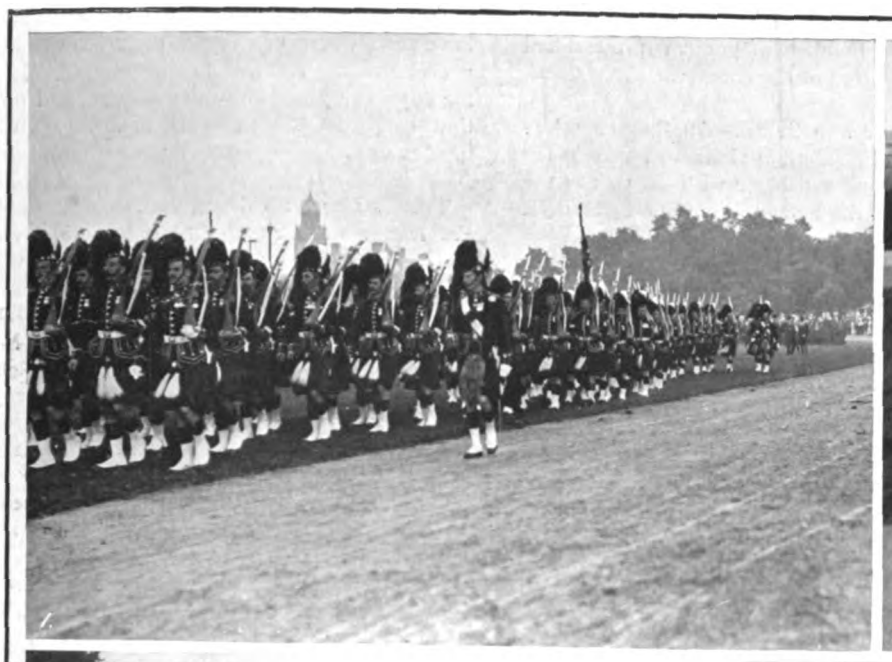
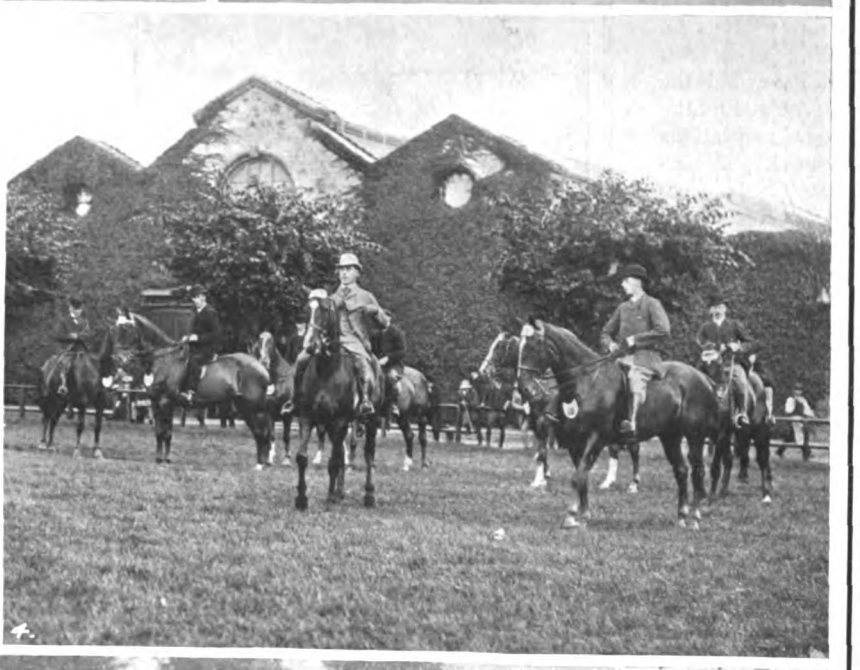
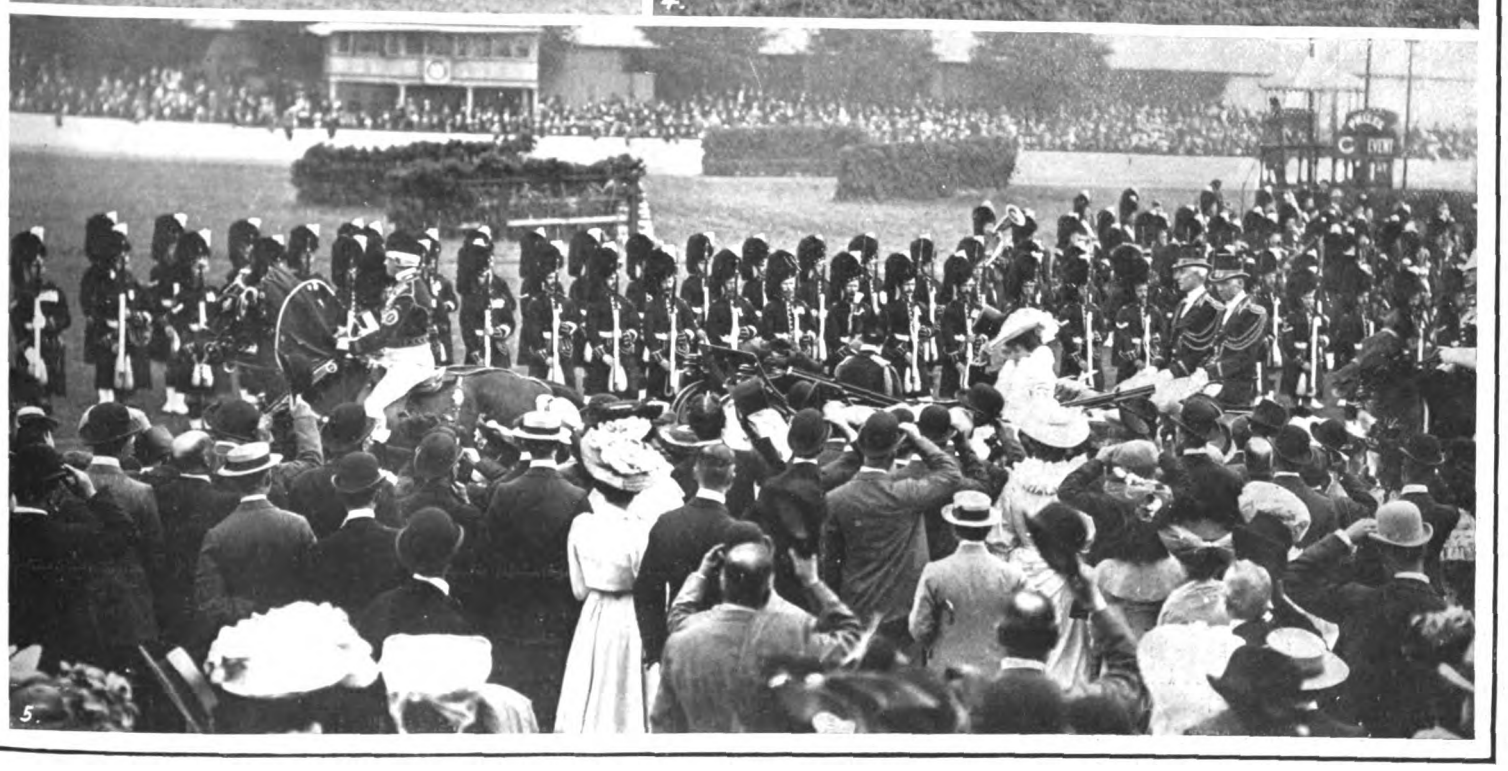
# THE DUBLIN HORSE SHOW.







## SCENES IN THE GROUNDS AT BALL'S BRIDGE.

(1) The Viceregal guard of honour. A detachment of the Cameron Highlanders. (2) The trotting competitions. Lady Rose, who covered the mile in 2-min. 7 3-5-sec. (3) In the grand stand enclosure. (4) Judging hunters in Class XVI in Ring 5. A noteworthy feature of this year's show has been the number of prizes won by Irish exhibitors. (5) The departure of Earl and Countess Dudley. As usual, the Lord-Lieutenant and Lady Dudley paid visits to the Horse Show in State, and were interested spectators of the proceedings in the various judging rings

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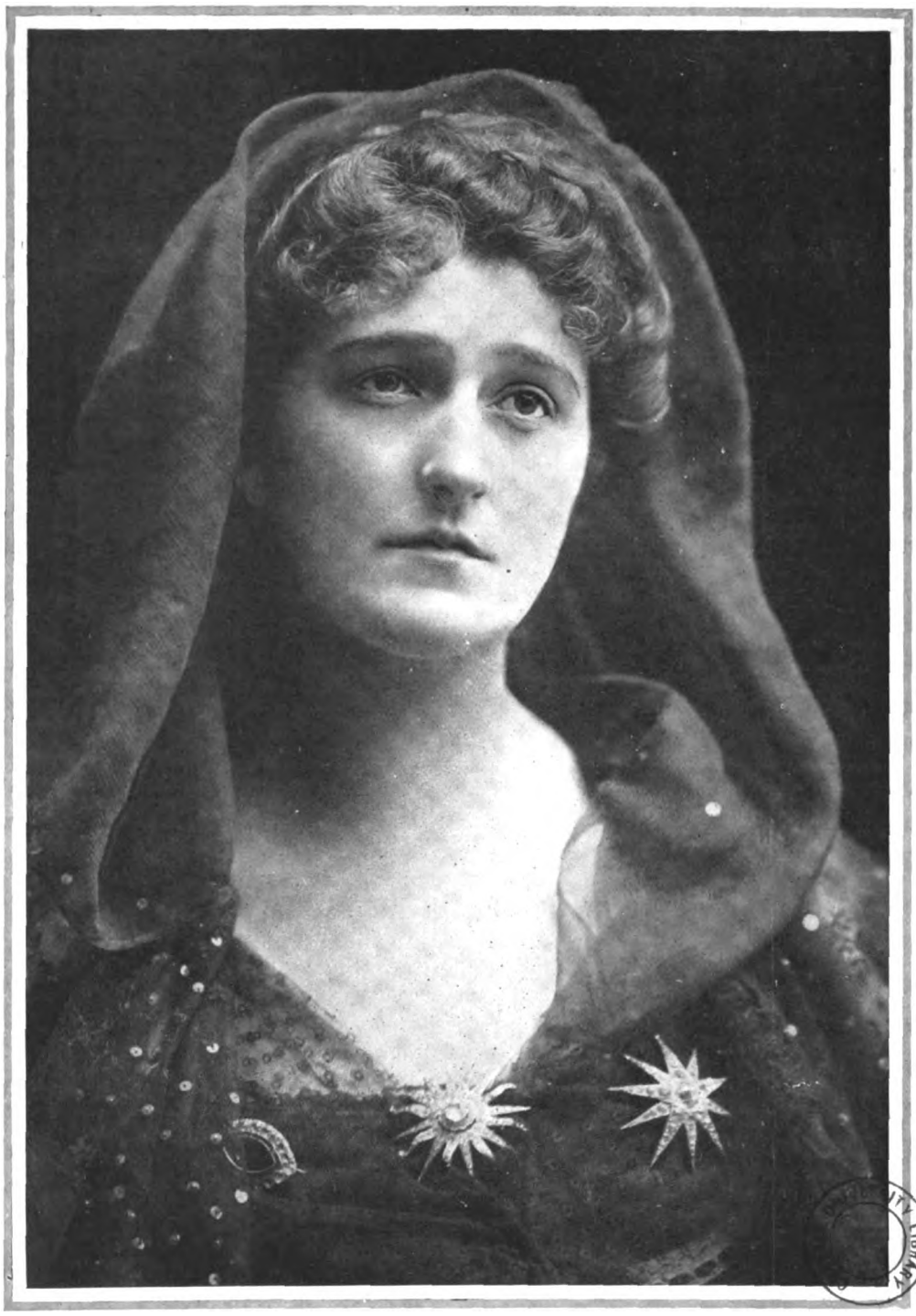
THE DUKE OF CONNAUGHT'S TRAVELS.—While the rest of the Royal family are holiday-making, the Duke of Connaught is busily engaged in pursuing the duties of his post as Inspector-General of the Forces. After a short visit in Ireland he has returned to England, and continues his labours by inspecting the troops stationed in the various Military headquarters in the Midlands. From Lichfield to Chester, and Chester to Leeds, and thence again to York, he passed at the end of last week, and no detail was too small at any of these places to escape his attention. It had been hoped, and indeed stated, that the Duke would be in Dublin during Horse Show Week, and would be present at some of the festivities, but the necessity of carrying out his extensive programme of inspections precluded the possibility of his remaining in the Irish capital beyond the time required for the various inspections at the Royal barracks. The Duchess of Connaught and Princess Patricia have been staying with Sir John and Lady Dickson-Poynder at Hartham Park, which dates from the seventeenth century, and which adjoins Corsham Court, Lord Methuen's Wiltshire home.

THE DUBLIN HORSE SHOW.—Marred a little by inclement weather on the fashionable days, this year's Dublin Horse Show was not quite the social success that some of its forerunners have been. From the agricultural point of view, however, the success has been most marked, and it has been a matter for comment that Irish exhibitors have been uniformly successful. The Lord-Lieutenant and Lady Dudley were present, as were the Chief Secretary and Lady Doreen Long, and a large number of well-known members of the Irish aristocracy visited the Ball's Bridge premises of the Royal Dublin Society during the show. Lady Dudley, too, took advantage of Horse Show Week to give a concert in aid of the memorial fund for the Royal Dublin Fusiliers, and among those whose names appeared in the programme were Lady Limerick, Lady Maud Warrender, and Lord Shaftesbury. It is not generally known that Lady Limerick is a magnificent pianist, and Lord Shaftesbury is the possessor of a fine tenor voice. In addition to these distinguished amateurs, a number of popular professional singers appeared at the concert.

M. LOUBET AND SPAIN.—Another round of Royal and Presidential visits will take place this winter, and will begin with the visit of the President of the French Republic to Madrid. Spain is bent on giving M. Loubet a hospitable and enthusiastic welcome, and already a draft programme of festivities, including a grand military tattoo, has been drawn up. In the meanwhile, M. Loubet is quietly enjoying himself shooting quail at the Chateâu of Mazenc, where there is a good supply of game. The King of Spain, too, has been holiday-making at Biarritz, and has been on very friendly terms with everyone there. A French journalist has drawn a most charming picture of the youthful monarch descending from his motor at an American bar, chatting with the crowds of young scions of the Spanish nobility there, and calling them all by their Christian names. But even in France the newspapers have a season of sea-serpents and big gooseberries. A bar-lounging monarch is a novelty in silly season topics though, and one that bespeaks the presence of a very vivid imagination.



*Langfier.*

MRS. COSMO HAMILTON

Wife of the editor of the *World*, and a distinguished member of the theatrical profession.

THE KAISER AND HOMBURG.—Next week the Kaiser will visit Homburg, but not for a cure. His visit will only last three days and is entirely Military in character. He will inspect the 18th Army Corps, which is to take part in the Autumn Manœuvres, and he will also unveil the memorial to the Emperor William I. which has been erected there. The Kaiser has been spending his holiday with the Kaiserin at Wilhelmshöhe, the beautiful seat of the Electors of Hesse, which is famous for its beautiful gardens and picturesque park. In a very few months the Emperor and Empress will be celebrating the twenty-fifth anniversary of their wedding, though we are in this country so accustomed to think of the Kaiser as preeminently youthful, that it is a little difficult to realise that he should be so near his silver wedding. And we must, moreover, face the fact that King Edward is not far off his golden wedding. Another eight visits to Marienbad, and the great event will be taking place.

THE TERRITORIAL CONNECTION.—A discussion has recently arisen as to the custom of naming war-ships after counties. This has been described as an innovation, but any student of history knows this to be a fallacy. It is not, however, generally known that it was the Saxon prelate St. Ælfric, Archbishop of Canterbury in the twelfth century, who initiated the movement which has led to the present method of naming war-vessels. He left his best ship and armour of defence for sixty men to the King, and he bequeathed a ship to Kent, and another to Wiltshire. These ships were reminders that inland counties, as well as those on the coast, were interested in the defence of this country by sea.



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# THE REGATTA SEASON.

## AT RYDE, SHANKLIN, AND EASTBOURNE.

(1) The Ryde Juvenile Regatta. Final of the Tub Race on the Canoe Lake. (2) Miss M. Morgan, winner of the Canoe Race for girls at the Ryde Juvenile Regatta. (3) The Shanklin Regatta. Whyte Ladye, winner of the race for the 20-ft. class. (4) On the beach at Shanklin. (5) The crowd on Eastbourne beach during the progress of the regatta. The huge concourse of people present on this occasion is believed to mark a record in crowds at seaside regattas.

*(From copyright photographs by W. A. Rouch, J. Coster, and others.)*



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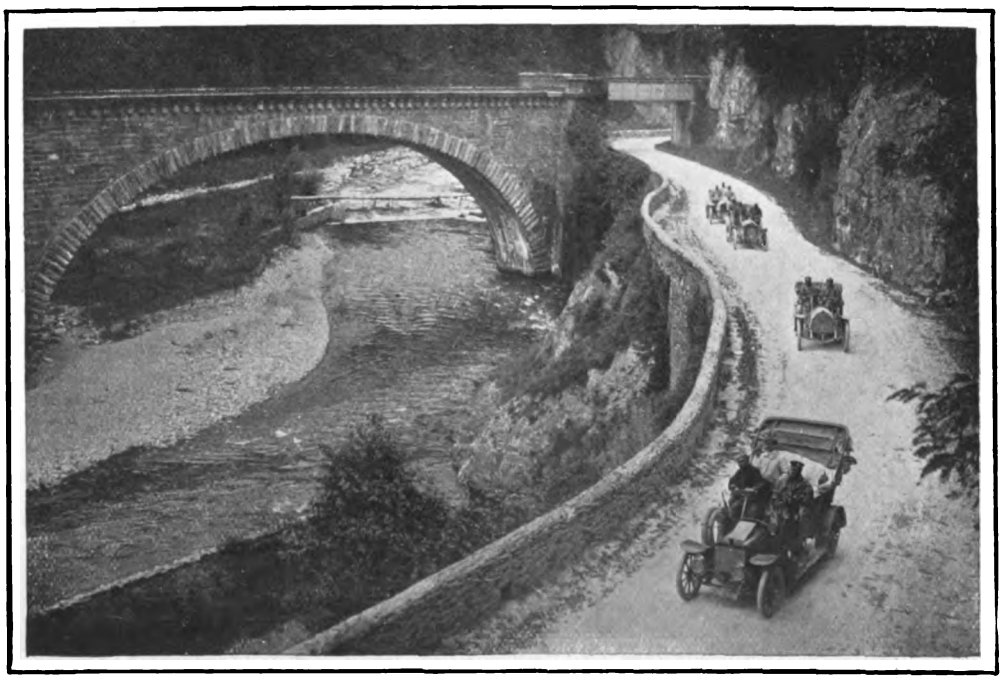
# The Motor: On Highway and Seaway.

THE next few months are likely to prove a crucial period in the history of automobilism, as the findings of the Royal Commission on Motor Traffic, which will shortly commence its sittings, are bound to have an important influence on future legislation. The Motor Car Act, which was admittedly an experimental measure, expires at the end of next year, and although pressure on the time of Parliament might possibly cause it to be continued for another twelve months, a drastic revision of its provisions is not likely to be delayed for very long. The constitution of the Commission has given satisfaction to all parties, as it is composed of men of well-known ability, who at present have no decided views on the motor question. Its chairman is the late Speaker of the House of Commons, whose impartiality is obviously above suspicion, and it is inconceivable that Parliament, when it undertakes the task of revising the Motor Car Act, will not consent to be guided largely by the report of the Commission. No time should, therefore, be lost by motorists in preparing their case, and it is satisfactory to learn that the Automobile Club and the Motor Union have constituted a joint committee, which has already set to work in an energetic manner. It is somewhat unfortunate that the Commission should have been appointed at a time of year when it is difficult to impress on the ordinary individual the importance of anything except holiday-making, but I would urge every owner of a motor-car to assist in every way those who are working on his behalf. In the first place, the expense of collecting the necessary evidence to lay before the Commission will be very heavy, and although the club has granted £500 as a first donation, and the union £400 to a special legislation fund, it is probable that a far larger sum will be required in the near future. Every motorist who can afford it should therefore give some assistance without delay, either by contributing to the fund, or perhaps, what is better still, by becoming a member of one or other of the bodies which are fighting his battle. There are other ways, however, in which the individual motorist can help in the work of the joint committee. Hard facts alone will influence the Commission, and an appeal for information under a number of heads will shortly be issued, to which every owner of a motor-car will be able to respond from his local or special knowledge.

THE CONTEST FOR THE PYRENEES CUP.

M. Ader on a Richard-Brasier car. The event was really a reliability trial for cars of from £200 and upwards. There were no English competitors.

It is a pity that the paucity of entries should have necessitated the postponement of the Light Delivery Van Trials. The excuse offered by the manufacturers that they are too busy with their preparations for the Tourist Trophy Race and the autumn shows is not a very convincing one, as the date for the trials was fixed at a joint meeting of the Technical Committee of the club and the trade. The real reason is probably to be found in the excellent business which is being done by the leading makers of cars for pleasure purposes, which has prevented them giving more serious attention to the commercial side of automobilism than the offering of ordinary car chassis, somewhat strengthened, for trade purposes. Every preparation had been made for the trials, which would have constituted a severe test of the merits of the light delivery van, and had the results been satisfactory an enormous impetus would have been given to the use of the motor by tradesmen in a large way of business. The vehicles would have run under conditions closely approximating to those of actual service, and the daily routes had been carefully planned so that nearly every town of importance in the Midlands would have been visited. There is not a shadow of doubt that in a few years time the daily necessaries for one's household will be delivered by motor, and a vast opening awaits those manufacturers who have the foresight to realise the importance of this branch of the industry. The trials are only postponed until next year, and as the trading classes in this country have at present no preconceived ideas as to the superiority of the foreign-built motor, it is to be hoped that British makers will pay attention to the requirements of the light delivery van. They will thus secure for themselves the lion's share in the business which is likely to result from the first independent tests ever held on this side of the Channel into the capabilities of the automobile for carrying light goods.



ON THE PYRENEES CUP COURSE.

The route, which was 812 miles long, starting from Toulouse, and thence to Perpignan, Foix, and Luchon. Cauteret, Lourdes, and Biarritz were next passed through, and the return journey was *vid* Bayonne, the Valley of the Gave, and Pau to Toulouse

Although the Tourist Trophy Race will take place in less than a fortnight, the date fixed being September 14, very little is known as to the construction of the cars which will take part in the event. According to rumour, however, several of the makers have devoted their chief attention to the change-speed gear of their vehicles, and it is probable that the first result of the race will be some important modification in this portion of a car's mechanism. It is said that one firm has sought to obtain increased efficiency by



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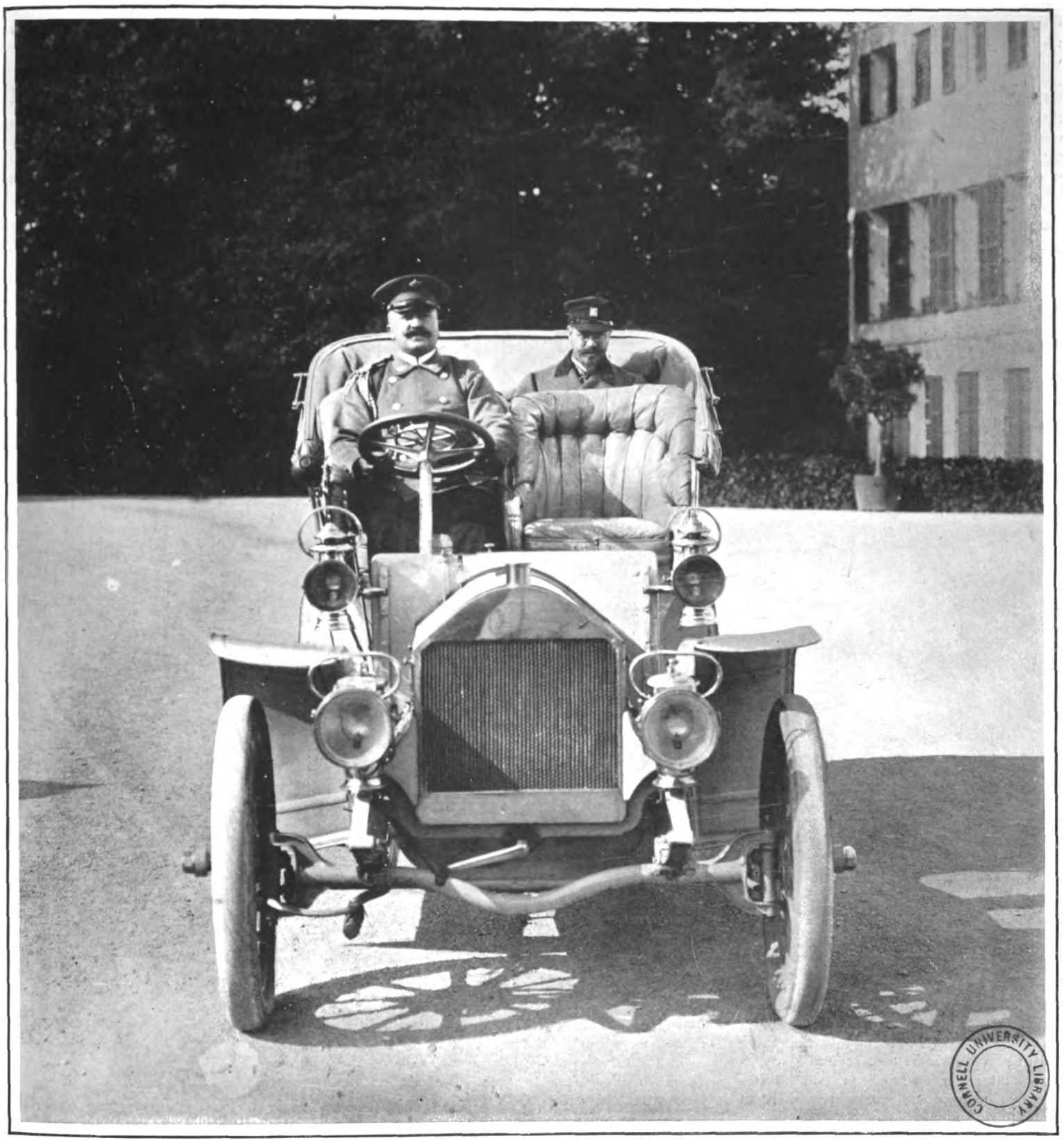
making the third speed a direct drive, the fourth being geared very high and intended for use only down slight gradients, or when the power required is very small. For cars of medium horse-power there seems much to be said in favour of this arrangement in place of the usual direct drive on the highest gear. It should certainly tend towards increased durability, as at present it is customary to make the top speed somewhat low, in order that as much running as possible may be done without changing gear. As a result, on level roads there is a constant temptation to over-drive the engine in order to obtain a good pace from the car. With the new arrangement the third speed will be the ordinary working gear, and the fourth, like the first, will be reserved for special circumstances.

Another maker has designed a six-speed gear which contains only two more spur wheels than the conventional three-speed mechanism. This again is an interesting novelty, which would probably have never seen the light had it not been for the incentive which the Tourist Trophy provides. The device does not appear to be in any sense of a "freak" nature, though it has still to stand the test of actual use. The ideal car would require no change-speed mechanism at all, but so long as the petrol motor is wanting in the flexibility of the steam engine, there will always be the need for some device which will enable the ratio between the crank shaft and the road wheels to be altered at will. For reasons of economy, the small car has hitherto been provided with only two or three speeds, whereas, in fact, the lower the power the greater the need for the multiplicity of speed changes. This the new device gives with apparently a minimum of complication and little sacrifice of space, and, if it proves successful in everyday use, it is conceivable that the 6-h.p. or 10-h.p. car of the near future may be provided with the luxury of a six-speed gear. The changes are said to be effected with remarkable ease, and although the novice might hardly appreciate the innovation at first, the fairly expert driver would quickly recognise the advantage of having a gear which would suit practically every conceivable condition of surface and gradient. The race will be held in the Isle of Man, the course being the same as in the Eliminating Trials.

RADIATOR.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*Dietrich.*

PRINCE LUDWIG FERDINAND OF BAVARIA ON HIS MERCÉDÈS CAR.
From a photograph taken at Munich during the Herkomer Cup contest.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE International professional foursome, which was begun at St. Andrews last week, will take its place in golf history as one of the great events of the game. Not since 1849 has so much public interest been shown in a foursome match; and the revival of the real foursome, as contrasted with the recent innovation of the four-ball match, is welcomed with particular keenness by the older school of player, as well as by all those who love to see brilliant play and individual character revealed in circumstances of genuine dramatic intensity. Whichever side wins—whether Braid and Herd uphold the glory of Scotland, or Vardon and Taylor add another victory to their already great reputation as players—everyone admits that more brilliant play has rarely been seen in a combination, and never so much popular interest generally shown among golfers everywhere to see and to read about the match.

* * *

Looking back on last week's play, there are a few points in the match and the circumstances surrounding it that might be conveniently summarised. First of all, the weather was fine, and this fact no doubt helped to make the crowd of spectators larger than has ever been seen before at a golf match. It is computed that there were between 10,000 and 12,000 spectators following the fortunes of the foursome throughout the thirty-six holes. Trains laden with excursionists poured into St. Andrews the previous day, and on the morning of the match from Edinburgh, Glasgow, Dundee, East Lothian, all the golf greens of Fifeshire, while a party of London golfers left late on Tuesday night so as to be present on the first tee at St. Andrews on Wednesday morning to see Braid strike off the first ball. The night before St. Andrews was so crowded that lodgings and hotel accommodation were strained to their utmost capacity, and the late-comers had a good deal of difficulty to obtain shelter. A special staff of police was drafted into the town in order to regulate the movements of the crowd on the links, to keep order, and to see that the players were not put to the danger of being incommoded. The Town Council had also posted up bills appealing for the loyal and willing co-operation of the public; but notwithstanding all the elaborate and admirably conceived precautions, it is recorded that the immense throng occasionally got out of control. The excitement ran high, and it is no cause for surprise that the zealous enthusiasm of many sightseers at one of the most historic matches ever played overflowed in careless turbulence beyond the careful safeguards of the club committee and the Town Council.

* * *

The committee of the Royal and Ancient Club handled the difficult and delicate problem of keeping the green clear for the players with admirable good sense. The Rev. R. A. Hull, chairman of the Green Committee, addressed the 5,000 spectators around the first tee, appealing for their co-operation. Forty stewards from among the club members, each with a red flag, guarded the line of play to each hole, while six stewards guarded the odd holes, and a similar number took charge of the even holes. There was also a long rope in use to restrain the ardent who, on such occasions, will always insist upon treading on the heels of the players, barely conceding them room to swing their club. As it was, Vardon pulled his ball into the crowd at the fourth tee. It fell against a lady's dress, which in the circumstances was a lucky rub of the green, for had it not been for the dress the ball would have gone into the rough ground. Mr. John L. Low was the referee, and Sir Thomas Parkyns and Mr. W. E. Fairlie the umpires. Their services were only once brought into request, when there was a doubt about Herd having moved his ball while addressing it. The appeal was decided in favour of Herd; and thus from start to finish the match was played without friction. When Braid and Herd won a hole a yellow flag was raised; when Taylor and Vardon won a blue flag was hoisted; and when a hole was halved both flags were raised. This was the ingenious method adopted to signal the result of the play to the crowds of spectators perched on hillocks all over the links and too remote to see the result of the putting at the hole side.

* * *

One feature of the match which was unhappily rather strongly marked was the

*Downie, St. Andrews.*

THE PROFESSIONAL FOURSOME FOR £400.

Braid, having won the toss, drives off the first ball on behalf of Scotland. Some of the figures in the front row, reading from left to right, are—Mr J. L. Low (the referee), Mr. Ernley Blackwell, Old Tom Morris (seated in the chair), the Rev. Mr. Hull, Herd, Vardon, and Taylor.



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# *On the Links.*

partisan character of the feeling expressed in favour of Braid and Herd. The crowd cheered and applauded whenever the Scottish players achieved a good piece of play or won a hole by a good putt. On the other hand, the crowd was inclined to be sorrowfully silent when Taylor and Vardon became for the time being "the top dog." It was natural, perhaps, that Scottish sympathies should be with their countrymen, but it was a pity that it should have been expressed so aggressively. The consciousness that this feeling existed against them must have been a sore handicap to Taylor and Vardon in the course of their strenuous battle; and the wonder really is that they were not more than two holes down at the end of the day's play. Braid was in splendid form and bore off the honours of the match. Herd was nervous at the start, but the feeling soon wore off, and he, too, showed excellent form. Taylor was steady throughout and occasionally brilliant, while Vardon was not in such good form as he usually is, his weakness being particularly noticeable on the putting green. The scores were—Braid and Herd, 75 and 78=153; Taylor and Vardon, 78 and 76=154. The second stage of the match was played on Wednesday at Troon.

THE INTERNATIONAL PROFESSIONAL FOURSOME.
Taylor driving off for England. Braid is standing at the box on the player's right; on the left ar Herd, Vardon, and Mr. H. S. C. Everard, watching the ball.

* * *

The four professionals afterwards went on to Montrose, where the local golfers had subscribed a purse of £100 for open competition. There was a preliminary scoring round to qualify for match play by the eight lowest scorers. Jack White was in splendid form, returning scores of 75 and 77, beating Braid by a stroke on the aggregate. Taylor came third, Herd fourth, A. Kirkaldy fifth, and Vardon seventh. In the subsequent matches a surprise was created by the defeat of Taylor by Jack White. Vardon also beat Braid and Herd in succession, and then he met A. Kirkaldy in the final of thirty-six holes. At the end of the first eighteen holes Kirkaldy, who played a fine game throughout the tournament, was 3 up on Vardon. This lead Vardon knocked off at the beginning of the afternoon round, but a ding-dong match was only won by Vardon at the last hole by a putt.

* * *

One of the most interesting features of the match was to see Old Tom Morris seated in a chair drawn up at the first tee. When the fine old player saw this foursome of young professionals descend the steps of the club-house amid a ringing cheer, he must have cast his memory back to the old days of 1849, when he, alas! the sole survivor, took a yeoman's share in the great professional foursome of those days with Allan Robertson as his partner against the brothers Dunn. The Rev. Mr. Hull called for a cheer to be given for the old veteran, the hero of many a golfing struggle, and Old Tom, with a gentle pathetic smile, raised his cap in pleased recognition of the compliment.

THE SCAMPER FOR THE NEXT GREEN.
After each hole had been played out there was an immediate stampede of the crowd for the next green. The tramp of the scurrying feet is described as being like the rumble of distant thunder.

* * *

A golf book of particular interest is promised for the autumn. Mr. H. S. C. Everard has written and Mr. George A. Morton, Edinburgh, will publish "The History of the Royal and Ancient Club." By special permission the volume will contain numerous interesting portraits and other illustrations, from original sketches in possession of the club, from rare photographs, and from other sources.

*James Patrick, Edinburgh.*

SCENE AT THE 17TH HOLE.
Taylor putting, Vardon watching the stroke. It will be noted how closely the crowd has pressed forward on the player.



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MR. BARRY AT THE TOP OF THE SWING.

FINISH OF THE AMATEUR CHAMPION'S SWING.

THE FINISH OF THE BRASSIE SHOT.

Golfers are probably not aware what an admirable speaker Taylor is at a ceremonial function. He is, indeed, the orator of his professional brotherhood. At the close of the Montrose tournament Taylor addressed the crowd, thanking the tournament committee and the subscribers, paying at the same time a very handsome compliment to his old opponent, Andrew Kirkaldy, who just failed to beat Vardon. One of the most pleasant features of the tournament, he said, had been the magnificent form shown by their veteran friend Kirkaldy, who happened to be the first professional he had met to play against for a money stake. It was pleasing to him to see that Kirkaldy still upheld, as he did when he (Taylor) was beaten by him in 1891, the dignity of Scottish golf, and especially of St. Andrews golf.

* * *

Something like a "Chivalry Golf Tournament" has been instituted this year on the Samaden course in Switzerland. It is certainly an interesting novelty, which some of our own lady players may care some time or other to imitate. In one of the competitions at Samaden last month Mr. C. Lewinger offered a handsome antique silver casket to be won by the man making the best medal round under handicap. The men were nominated by ladies, and the successful squire was to hand over the souvenir to the especial dame whose champion he was, he in return receiving a memento of the occasion, also offered by Mr. Lewinger. Twenty-five nominees played for the trophy, which ultimately fell to M. Despret, who played as the champion of Mme. Mesdach de Kiele. In this competition Mr. A. H. Crosfield and Mr. W. Roper tied for the best scratch scores, 81 each.

* * *

At the recent summer meeting of an historic Fife club two caddies had unexpectedly good cheer. The steward, a new hand, had received instructions to give them "the usual lunch"; and it was only when paying the bill that the member found his order had been read to mean as the lunch usually supplied to members. It is unalloyed pleasure to his friends to hear this member express his satisfaction with the thought that the caddies cannot fail to have enjoyed their salmon and other fixings, with the mild weed and modest "Old Kirk" sanctified to generations of digesting golfers. It is a pleasant, peaceful tale, and differs from all other golfing yarns in that it is strictly true.

# *The Styles of Eminent Players.*

## X.—MR. GORDON BARRY, THE AMATEUR CHAMPION.

AT the end of May, at Prestwick, a new star suddenly blazed forth on the golfing world, and dimmed the lustre of the other constellations. There was a small coterie of patient watchers at St. Andrews, however, who had marked the birth and growth of this new planet, and had felt confident that sooner or later it would shine forth and create astonishment. Mr. Barry, indeed, is an illustration of the born golfer. An Englishman by birth and name, he has, however, learnt and played his golf almost entirely at St. Andrews, and it is completely through accident, if I might use the term, that an Englishman has the honour of having won the blue riband this year. It is no doubt the best, if not the only, way to aspire to the highest honours to learn one's golf from the cradle. When the limbs are not altogether formed and fixed, the muscles undeveloped, they can most assuredly be best trained in the way they should go. It is a curious fact, however, that though he saw nothing but St. Andrews golfers, and was

FINISH OF THE CLEEK SHOT.

THE FINISH OF THE IRON SHOT.

FINISH OF THE MASHIE SHOT.



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# On the Links.

entirely taught by them, Mr. Barry has not the St. Andrews style. His driving was modelled on the particular St. Andrews swing, but he increased the finish and rather shortened the top of it until it is almost unrecognisable. His iron shots and putting strokes are totally at variance with the accepted code there. But notwithstanding this, Mr. Barry has St. Andrews to thank for his present position. Being at school 100-yds. from the first tee, off he goes for a hole out and a hole in every day, getting his muscles set for the game, and intuitively learning how best to play the shots. Later, at the University in the same place, he had longer time to play whole rounds, always learning. Playing in all conditions of wind and weather, rain or shine, always coming nearer the ideal, until at last he is as he is. And, my readers, believe me, this is no fluke, no flash in the pan. Mr. Barry will always be a factor to be reckoned with, and a full stop for many other aspirants to the great honour which has become his.

But to the pictures. Nos. 1 and 2 are the top and finish of the swing. No doubt my readers are acquainted with the abnormal follow through of Mr. Barry; it is the first thing that strikes one in his game. It is too long, far too long, and sooner or later he must shorten it. It makes him wild, in wind sometimes very wild, and it is impossible to control the ball, knowing that you have to come through as he does. Yet despite this follow through, Mr. Barry's feet never leave the ground; his right toe is perfect, even though his right knee is far too much bent. Still, it is necessary for him, considering the manner in which he brings his body back, for, unlike most other first-class golfers, it is with the whole weight of his body, not wrists, that he gets his length. He drives a beautiful ball, further than most, and with a little pull. Nothing could be more perfect than the top of the swing; it is ideal, and a perfect copy for anyone.

No. 3, finish of brassie shot. It will be noticed that Mr. Barry finishes in exactly the same way as off the tee, right toe and knee

THE AMATEUR CHAMPION BUNKERED.

MR. BARRY'S PUTTING STANCE AND GRIP.

exactly the same. Nos. 4, 5, and 6 are iron shots. Mr. Barry plays all his iron shots in an unique way. He does not hit the ball away—he sweeps it away. The whole body from the knees upwards moves round with the club on the upward swing, and comes through with the club on the forward swing. This will be noticed particularly in No. 6, which was quite a short mashie shot. There is no hitting the ball here by the aid of the wrists. It is a sweep of the club by the aid of the body. This is a dangerous style to adopt, and though it suits Mr. Barry to perfection, there is only one man in a hundred who could play the shot by the same method. No. 7, bunkered, and a very good shot at two, I remember. No. 8, putting. Everyone who saw Mr. Barry at Prestwick marvelled at his putting, and it was in truth wonderful. As will be noticed, Mr. Barry putts entirely with iron, and he also putts in an unique manner. Here again he does not hit the ball; he sweeps it into the hole exactly, as Mr. Low has said, "as if he were using a wooden putter." The body moves round as he draws the putter back exactly as he does in iron play. Notice the short grip and both thumbs down the club.

Mr. Barry is, I believe, going to take up residence at Cambridge. His brother, who is another very fine player, is going there also. He will, indeed, be a tower of strength to the Cambridge Golfing Society, and Oxford will have to put her best men forward if she wants to win.

H. FERRIER-KERR.

## Corresponaence.

### THE LATE JAMES ANDERSON.

TO THE EDITOR OF "THE KING."

SIR,—There are not many among the golfers of the present day who remember James Anderson, the winner of the Open Championship in 1877, 1878, and 1879; and thus when they read the news of his death it will be more with a feeling of curiosity to know what kind of a player he was in his day and generation, and at a time when the golfing world is ringing with the deeds of Braid, Vardon, and Taylor.

*A. H. Robinson.*

THE HARROGATE GOLF CLUB.

The after-luncheon siesta at the club-house. The players are (left to right): Messrs. B. A. Hirst (Ilkley), A. E. Kirk, H. Oliver, H. Russell Smith (Ilkley), C. Stansfeld (Ilkley), J. J. Kayll (captain), Colonel Stuart, and W. S. Easson.



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# *On the Links.*

This sterling golfer passed away after a lingering illness at Thornton on August 16, at the age of sixty-four. He was, in his prime, the very best iron player of the day. One of his sayings was: "I always play to get into the hole as soon as I am within reach of it with any club!" Though always straight and of fair length, he never drove far at any time; but for this he blamed his obesity—which had long been a thing of the past, poor fellow! It is probable that a better judge of the game never existed. About the time when Young Tom was at his best, he and Jamie challenged any two players, and offered to lay £100 to £80; but there were no takers. With the formidable Bob Ferguson he divided honours in four big matches over St. Andrews, Aberdeen, North Berwick, and Musselburgh; and many a tussle he had with Andrew Strath, who won the Prestwick Belt in 1865, which brings us in a way into touch with the venerable Old Philp himself. Jamie served his apprenticeship to club-making with the late Mr. Forgan of St. Andrews, whilst Strath served his with Wilson. Both Forgan and Wilson had been in Old Philp's employment, and the former succeeded to his business, whilst Wilson started in opposition; but though rivals, the two remained friends, as did Jamie and Strath. Jamie was a capital club-maker, and carried on business on his own account for several years in St. Andrews; and thence he went for a time to Ardeer, and thereafter to Perth. He was a son of the famous "Daw," who appears in Lockhart's "A Voice from the Rhine" and Mr. Tom Peter's "Reminiscences," and was familiar to more than one generation on St. Andrews Links as the dispenser of ginger-beer at the end hole. Jamie is survived by a grown-up family, several of his sons being first-class golfers. One of his sons is David Anderson, formerly a club-maker with Peter Paxton at Tooting, and now professional to the Bromley and Bickley Club.
—I am, etc., ST. ANDREWS.

## THE WICKLOW LINKS.

TO THE EDITOR OF "THE KING."

SIR,—Wicklow is not very well known to the average tourist who hurries past the little port on his way to the Devil's Glen or the Seven Churches. The principal town of the Garden of Ireland, however, is coming in for some notice now, especially in the golfing world, on account of the very good golf links recently opened there. The course is an extremely sporting one, and is situated above the town on the north side of Wicklow Head. There is a cosy club-house, where excellent tea may be obtained, and the course possesses the additional attraction of magnificent views of the Wicklow Mountains and of the rugged coastline that stretches away to Dublin, with Bray Head and the Hill of Howth in the distance. Wicklow Head is the nearest point to the Welsh Coast, and on a clear day one may often see Snowdon and her attendant mountains towering above the horizon.

Golfers are a conservative race, and are somewhat unwilling to try a new neighbourhood, but in the opinion of experts the Wicklow links will probably, in course of time, become one of the finest in Ireland, and with its unequalled attractions of scenery and accessibility cannot fail to become widely known and universally popular.—I am, etc.,

KATHLEEN CONYNGHAM GREENE.

THE WICKLOW LINKS.
A view from the 8th hole, the Sugar Loaf Mountain in the distance.

THE WICKLOW LINKS.
The caddie boy on his way down to the 3rd tee.

THE WICKLOW LINKS.
A view of the 1st hole, with a player humming "Remote unfriended, melancholy, slow."

## *FIXTURES.*

**September 2.—Leasowe, Rangoon Cup.**
**September 2.—Royal Portrush, September Meeting.**
**September 4.—Royal North Devon, Autumn Meeting.**
**September 4-6.—Sheringham, Autumn Meeting.**
**September 5.—Royal and Ancient St. Andrews, Jubilee Vase.**
**September 5.—Royal Eastbourne, Vaughan Cup.**
**September 7.—Seaford, Autumn Meeting.**
**September 7-8-9.—Royal Cromer, Autumn Meeting.**
**September 9.—Glasgow, Autumn Meeting at Killermont.**
**September 9.—Formby, Autumn Meeting.**
**September 9.—Tantallon, Autumn Meeting.**
**September 13.—Littlehampton, Autumn Meeting.**
**September 13.—Newquay, Lang Cup.**
**September 15.—Newquay, Headland Cup.**
**September 16.—Portmarnock, Gold Medal.**
**September 16—Glasgow, Autumn Meeting at Gailes.**
**September 16-18.—Lytham and St. Anne's, Autumn Meeting.**
**September 18-22.—Le Touquet, Open Meeting.**
**September 21.—Alnmouth, Autumn Meeting.**
**September 22.—Redhill and Reigate, Autumn Meeting.**
**September 23.—Hanger Hill, Open Amateur Competition.**
**September 23.—Manchester, Autumn Meeting.**
**September 23.—Raynes Park, Autumn Meeting.**
**September 23.—Wallasey, Autumn Meeting.**
**September 23.—West Derby, Autumn Meeting.**
**September 23.—Rochester, Atkin Cup.**
**September 23.—Sundridge Park, Autumn Meeting.**
**September 25-30.—Burnham and Berrow, Autumn Meeting.**
**September 25.—Royal Guernsey, Autumn Meeting.**
**September 29.—Beckenham, Autumn Meeting.**
**September 29.—Brighton and Hove, Autumn Meeting.**
**September 29-30.—Acton, Autumn Meeting,**
**September 29-30.—Bushey Hall, Open Amateur Meeting and Challenge Cup.**
**September 29-30.—Hanger Hill, Autumn Meeting.**
**September 30.—Newhaven, Autumn Meeting.**
**September 30.—Royal Jersey, Autumn Meeting.**
**September 30.—Southport, Autumn Meeting.**
**September 30.—Matlock Bath, Autumn Meeting.**
**September 30.—Ealing, Autumn Meeting.**
**September 30.—Wimbledon Park, Autumn Meeting.**
**October 7.—New Luffness, Autumn Meeting.**



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. LIX.—Mr. Arthur Hamilton Lee, Civil Lord of the Admiralty, Conservative M.P. for the Fareham Division of Hampshire.**

FEW thoroughfares in Mayfair can boast of historical associations half as interesting as those possessed by Chesterfield Street, where the Prince Regent went to study the art of tying his neckerchief, *à la mode*, from Beau Brummel, and where Lord Dundonald received the welcome news that he had been restored to his rank and honours by an order of Queen Victoria in Council. The first Lord Dudley, Canning's clever but eccentric Foreign Secretary, Sir Robert Adair the Diplomatist, and the beautiful and talented Caroline Norton, all lived in Chesterfield Street, and it is by no means an infelicitous coincidence that in this centennial year of Nelson's death and victory, the handsome Adam house, so long tenanted by the Hoods, should be the abode of the Civil Lord of the Admiralty who represents at Westminster the southern portion of the English county more intimately connected than any other with the history of the Navy.

Although a soldier by profession the earliest recollections of Mr. Arthur Lee are of ships and the sea, for he was born six-and thirty years ago in the old-world parsonage house of Bridport, the picturesque Dorset town whence, in Henry VIII.'s reign, came all the cordage used in the King's Fleet, and which to-day supplies sailors to nearly every British man-of-war afloat. After becoming head of the Modern side of Cheltenham College, Mr. Lee gained a Woolwich cadetship, and in due course entered the Royal Garrison Artillery. Joining his battery at Hong Kong in 1888, he afterwards did excellent work as Adjutant of the Hong Kong Volunteer Artillery, but somehow or other found time for a good deal of observant travelling in China, Japan, Korea, and Siberia. A series of brilliant articles in *Harper's Weekly* at once won Mr. Lee the reputation of an expert in all questions relating to the Far East, and just eleven years ago he wrote almost prophetically that "Japan might require some moral and material support, and England is, after Japan, the Power most interested in the independence of Korea. An Anglo-Japanese Alliance would be a linking together of the Great Britain of the West with the Great Britain of the Far East, and the question of the command of the Pacific would be settled once and for all."

Seven years later the necessity foreseen by Mr. Lee became a *fait accompli*. Meanwhile he had returned to England as Adjutant of the Royal Artillery in the Isle of Wight, and for a time filled the post of Staff Officer to the School of Instruction in Coast Defence at Golden Hill. In June, 1893, he passed into the Staff College, winning unique distinction in the matter of military history and geography. Very shortly afterwards he was appointed Professor of Strategy, Tactics, and Military Topography at the Royal Military College of Kingston, Canada. During his five years' stay in the Dominion he not only visited every part of it, but considerably increased his reputation both as a scientific soldier and able writer. In April, 1898, he arrived in Washington to discharge the duties of British Military Attaché to the Headquarters Staff of the U.S. Army in the field against Spain. In the trenches before Santiago he displayed sterling courage, while the timely aid he afforded the wounded under incessant fire won him the regard and affection of the American force to which he was attached. At the particular desire of the United States Government he was subsequently appointed Military Attaché in Washington. In December, 1899, he married Miss Ruth Moore of New York, although he fully expected to be immediately ordered to South Africa. His services not being required, he determined to exchange the sword of warfare for the pruning-hook of peace and devote his energies to politics in general, and the promotion of good feeling between the English-speaking races of the world in particular.

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*Lafayette.*

MRS. ARTHUR HAMILTON LEE
Wife of the Conservative Member for the Fareham Division of Hampshire.

On his retirement from the Army he received special letters of thanks from both the English and American Governments, and was promoted to the rank of brevet-major. In October, 1900, Mr. Lee was elected Conservative member for the Fareham Division of Hampshire by an overwhelming majority. He rapidly made his mark in Parliament, beginning with a maiden speech which evoked a chorus of applause both within and without the House of Commons. Few men have studied the question of practical Army reform more carefully than Mr. Lee, and exactly three years after his return to Westminster he became Civil Lord of the Admiralty. There was a singular fitness in the appointment, for the Lees of Lee in Cheshire had been sailors for generations. His great-great-grandfather and his great-grandfather, both John Lees, were Naval captains, and his grandfather, Sir John Theophilus Lee (whose beautiful aquatints of Navarino and the Naval duel between the "Shannon" and "Chesapeake" are well known to collectors), served at the battles of Cape St. Vincent and the Nile, and on one occasion opened a ball in Naples with Lady Hamilton as his partner. Mr. Lee has devoted the rare intervals of leisure he can snatch from his official duties at Whitehall to the artistic restoration of his beautiful house in Chesterfield Street, where the link-extinguishers and hammered iron at either side of the entrance remain intact. Both Mr. and Mrs. Lee are ardent collectors of pictures, autographs, and *rariora* relating to Napoleon and the Navy. The mother of Mrs. Lee, the late Mrs. J. G. Moore, the accomplished wife of the popular "diplomatist of Wall Street," found solace during a long and painful illness in accumulating portraits and MSS. relating to the greatest soldier and organiser of the nineteenth century, and the task is now continued by her son-in-law, who, in the beautiful library with the deep recessed window, shows you Napoleon's Italian despatches, and Josephine's letters to Barras; while on the walls hang seventeenth century paintings of Strafford, Algernon Sidney, Cromwell, and Shakespeare's Earl of Southampton. Autographs and engraved portraits of great value and rarity covered with glass crown a dwarf bookcase running round the room. You pass from Queen Victoria to Benjamin Franklin, from Abraham Lincoln to Robert Louis Stevenson, and from Lord Tennyson back again to Washington. From Josephine's suggestive postscript to Barras', "Bonaparte vous fait mille amitiés il m'aime toujours à l'adoration," you turn to the outspoken words of Nelson written almost before the smoke had cleared away from Aboukir Bay: "Were I to die this moment, want of frigates would be found stamped on my heart." Mr. Lee's practical experience has made him a firm believer in "Reciprocity and Retaliation." He was the first private member to come into the open in support of Mr. Chamberlain's ideas after the fiscal pronouncement of two years ago. He might tell you something of his adventures with Mr. Roosevelt's "Rough Riders" during the Santiago Campaign, or show you the last of Mr. F. C. Gould's caricatures, of which he has just become the possessor. You cannot help feeling that Mr. Lee has in him all the makings of a statesman, and that if Liberalism is to flourish in Chesterfield Gardens under the ægis of Sir John Dickson-Poynder, the Conservatism of Chesterfield Street is safe in the hands of the Civil Lord of the Admiralty and his popular and accomplished wife.



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# The Parisians of Paris.

## THE HOLIDAY HOME.

FOR many years we have heard of the advantages of the English system of apartments at British seaside places. We have been told that our French health resorts would be perfect were they conducted on the same principle; that the villa, with the necessity of bringing servants, plate, and linen, was a tiresome arrangement; and that the alternative of a poorly-furnished room with the obligato accompaniments of meals at the neighbouring restaurant, for those unwilling or unable to bear the expense of a hotel or the hire of a villa for the season, was degrading. All this has been the subject of comment, and so strong has been the voice raised in disapproval of the recognised methods of supplying the *bon bourgeois* with his holiday home, that it has called together a company, a number of financial philanthropists, to build rows of apartment houses on English lines in one of the most-frequented bathing centres near Dieppe. Bow windows and green painted balconies shall greet Parisians and strangers as they descend from the railway carriages. A card with the alluring word "Apartments" shall be placed in the windows of each storey; each shall be let to a responsible landlady, who shall cook and generally "do" for the holiday tenants. And the Englishman when he travels with his wife and family shall feel at home, and the Parisian will wonder how he could have lived without these comforts of a landlady and being "generally done for" for so many years.

But stay, good financial philanthropists, and listen to the voice of one who has travelled to English shores, of one who has met the landlady on her native ground. Will you introduce her into the peaceful Normandy villages? Listen, and "reflect e'er you decide."

Brighton was the scene of my experience. Every Parisian has heard of Brighton. (Times have changed since Bismarck described a Frenchman as a man wearing a comforter, drinking sugar water, and ignorant of geography.)

I found a pleasant street off the King's Road, with semi-detached houses and bright little gardens lining the pavement. A striped holland curtain hung before a door, protecting its new paint from the blistering of the sun. I was struck with the curtain and the card "Apartments" upon the pane of glass above it, and rang the bell.

"Any children?" was shouted at me, as a large, untidy-looking woman opened the door. I assured her there were no children, and was allowed to enter. The house was comfortably furnished, I agreed to pay the amount she asked for the use of her sitting-rooms and bedrooms, and the luggage was safely deposited upstairs.

"No late dinner, I hope," was the next amiable remark. I said we should have liked a late dinner, but to oblige her we would manage with the cold supper she said was customary in "the street." She didn't want the supper taken in the street; she meant that "the ladies who let apartments in this row didn't cook after middle day."

"Smell o' scent, don't you," was the following observation. "Can't abide scent, won't have it in the house," she continued, before I had time to tell her she was mistaken. She seemed a strange woman, but she was the landlady, and, after all, the house was hers, and I need not have remained. But I wanted to understand the advantages of the apartment system.

She certainly cooked our joints "middle day," but we never saw them again. She always said there was not enough to "come up." I never quite knew what she meant by this, beyond that joints were the proper things for families in apartments, and one had to be ordered every day.

For a week I bore with this terrible woman. I shut my eyes to her little thefts. I said nothing about the sugar, the tea, the butter that disappeared from the store cupboard; I listened patiently to the history of her married life and the "goings on" of the husband she divorced; I smiled feebly when she put her head into the drawing-room when I had visitors, and told me she was going to bed and I must turn the light out. But I began to be afraid she took too many liqueurs of Otard after dinner — she had such a fancy for this brand of ours — and I said we were leaving on the morrow. She sat down, and I heard her say something about "not believing her ears." Then she asked what I was going to pay her for the traffic. "Traffic?" I asked. "What traffic?" "The people who called on you," she said; "who sat on my chairs and used my sitting-room. I counted as many as seven one night. And do you think you're going without paying to the end of the month? Do you think I'd have let you my house for a week?" I had to tell the irate lady that apartments were a novelty for me; but, under the circumstances, although I loved novelties, I did not care to remain beneath her hospitable roof.

Reutlinger.

MLLE. LAVALLIÈRE.

The well-known French actress, who has been playing at the Variétés in "Le Sire de Vergy," which is to be produced in an English version at the Apollo Theatre shortly.

Was my experience an extraordinary one? I think not. Although I am quite prepared to believe there are honest and sober landladies, I think we should do well to keep to our villa system in France and not make any rash changes. We have to submit to many inconveniences when the kitchen range does not act properly; when our Paris servants find fault with their accommodation, grumble at the quality of the food, at the washing of their linen, and constantly complain of one thing or another. But when once our arrangements are made with the agent, the key is turned, and the house is our own to do as we like in, to fill with children or visitors, to dine late or early; to do, in fact, as we please.

Let us make up our minds to bear the nuisances we know; to be followed over the small seaside places by the greater part of the villa-letting inhabitants, each waiting his turn to show you "just the thing you want," gesticulating violently, with his short stick and arms protruding a yard from his sleeves, when his "villa" is found damp and undesirable; to put up with many annoyances, but to be master of the temporary home when once we take possession of it. Let us keep the annoyances we know. We know not what is in store for us with a landlady!

FRANCES KEYZER.



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# *A Paris Toilette.*

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*A DRESS OF BLACK SPOTTED SILK GAUZE OVER CREAM TAFFETAS. MAISON ROUFF.*

(From a photograph by Reutlinger.)



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# Under the Burgee.

WITH the termination of Ryde Week, the Solent season is usually regarded as drawing to a close; but the present yachting season has not proceeded on ordinary lines in arrangement of dates, and so we find another almost full week's racing following the Royal Victoria Regatta. The Royal Albert two days were in accordance with custom, but the Royal Southampton dates on August 23 and 24 were quite an innovation. One of the dates had been arranged, and the other was due to a postponement from an earlier date owing to the presence of the Fleets at Cowes.

The Ryde Week, true to tradition, provided some very interesting racing, enhanced by the fact that the weather varied each day, with the result that hard and light weather craft alike had their days, and no one boat secured a large bulk of the week's trophies. The week finished on the Friday, but the Royal Southern Club gave a day's racing at Calshot on the Saturday, which attracted more than usual interest owing to the fact that a King's Cup was sailed for.

There was a hard south-westerly breeze blowing, and the competing yachts had a rare dusting. Seven started in the King's Cup Race, but only four finished, the other three, White Heather, Creole, and Merrymaid, meeting with mishaps and giving up. Vendetta, the winner, took the hard weather quite comfortably.

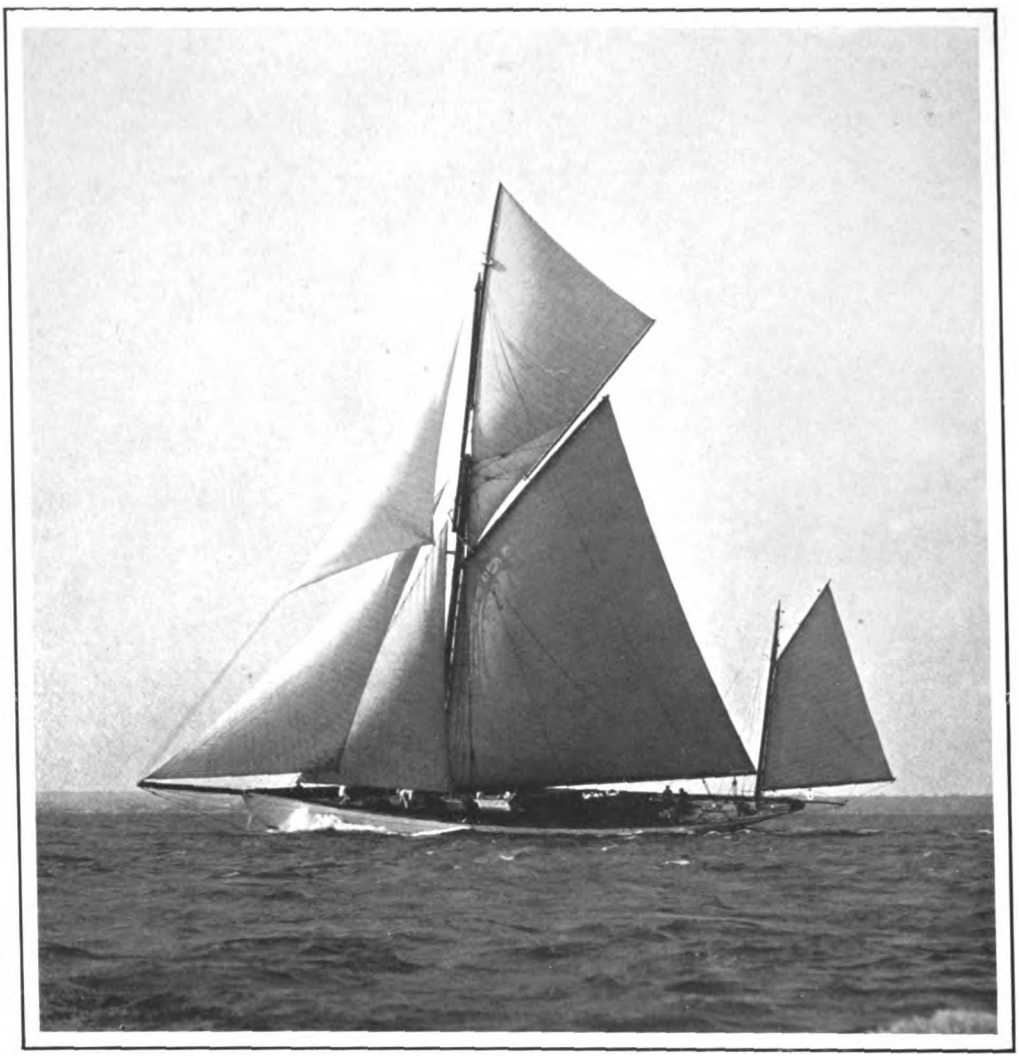
Probably the most noteworthy race of the whole week was that for the 52-footers on Saturday. They were sent over a course of thirty-nine knots, and only one of the four starters survived to the finish. On such occasions one often hears comment in regard to the racing vessels being fine-weather craft and unfitted for hard blows. Those who are thoroughly acquainted with the game, however, know the severity of the test to which they are put in hard-weather racing. Much more canvas is carried than would be put on a cruiser in similar weather. On the day in question, a vessel out for cruising would have been close reefed; but the 52-footers had only a single reef knocked down in mainsail and jib-headed topsails set above, while ordinary headsails were carried. In cruising, also, a vessel would be eased to the hard puffs; the vessel racing, on the contrary, is kept driving, and when on a wind with a big tumble of sea, the strain on gear is enormous, and it is not to be wondered at if something goes.

All the 52-footers have hollow wood masts and spars, and they were watched critically to see how they would come out of the test. Moyana was allowed to get away with a lead of several lengths at the start, and it was recognised that, bar accidents or mistakes, she should have the race in hand. Maymon, Sonya, and Britomart were, however, in close company. Britomart, hitherto none too successful, gave proof early in the race that she had to be reckoned with in a hard blow, for she slipped through Sonya's lee in a reach. Sonya passed her on a close haul to the next mark, but only to he repassed in a broad reach again. The next leg of the course was a turn to windward for about seven miles. Moyana was too far ahead to be reckoned with, but the other three had a grand race. Sonya is recognised as smart on a wind, and the first time she went about and met Britomart on opposite tacks the latter was forced to go under her stern. Britomart in turn caught Maymon on the wrong tack and crossed her bow.

Of course, the close attention these three were paying to each other let Moyana further ahead, and the actual race was for second prize. At the weather mark, Maymon, which had been second, was last, Sonya being second, and Britomart third. It was now a run before the wind, and risky though it was in such a hard blow, spinnakers were set, and the three boats travelled up the Solent beam and beam for a couple of miles. Sonya's spinnaker boom broke, and she set a balloon-foresail as spinnaker, but later the jaws of her gaff appeared to have gone; at any rate, she did not continue after the first round. Britomart was leading Maymon by a couple of lengths at the half journey, and a mile later Maymon was almost on her weather quarter, but never got past. It was a splendid struggle between this pair, each watching every move of the other. Both boats were beautifully handled, Britomart by her owner, and Maymon by A. Hogarth. Britomart succeeded in keeping Maymon astern, but there was little more than a length of clear water between them as they bore away for a broad reach. They tore through the water at a great pace, and rounded the lee mark in the same close order.

There was now a seven-mile beat, and with the tide running against the wind there was a big jump. Britomart was fairly beating Maymon, when one of the deck hands shouted that Moyana was in trouble. Surely enough, as we passed her (I was aboard Britomart), we saw that her bowsprit and starboard cross-tree had carried away. Our sorrow at her mishap was somewhat mitigated by the knowledge that we were now first boat. Our own turn of misfortune was to come; running up the west channel with a couple of minutes' lead of Maymon, the rudder head broke off. We were not far from shore at the time, and there was nothing to be done but let her beach herself, which she did without any apparent injury to hull, and we had the mortification of seeing Maymon sailing by us for the prize which five minutes earlier we had considered almost safe in the locker. Strange to say, none of the mishaps was due to weakness in hollow spars.

CORINTHIAN.



*Debenham.*

VALDORA

Dr. J. G. Douglas Kerr's 106-ton yawl, which has been racing with some success in the Solent meetings this year.

## *REGATTA FIXTURES.*

**September 4 to 6.—Royal Norfolk and Suffolk Yacht Club; Regatta at Lowestoft.**
**September 9.—Royal Corinthian Yacht Club; Matches.**
**September 9.—Orwell Corinthian Yacht Club; Handicap Match.**
**September 16.—Minima Yacht Club, Surbiton; Match.**
**September 23.—Royal Corinthian Yacht Club; Matches.**



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# YACHTS OF THE YEAR.

*Copyright.*

THÉRÈSE

**Owned by Herr Felix Simon, and racing at the Royal Albert Club's meeting. She was built in 1896 for Baron Edward de Rothschild, and was named La Flèche. As Thérèse she is better known at the Baltic regattas than in English waters, though she has been a fairly frequent visitor to the Solent during the past two years.**



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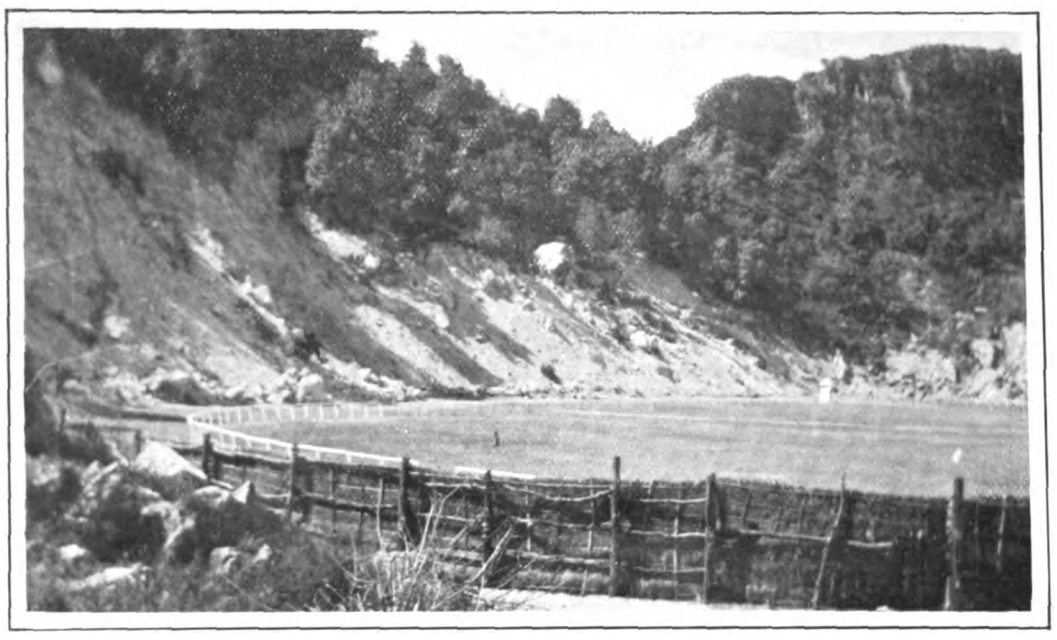
# IN NORTHE

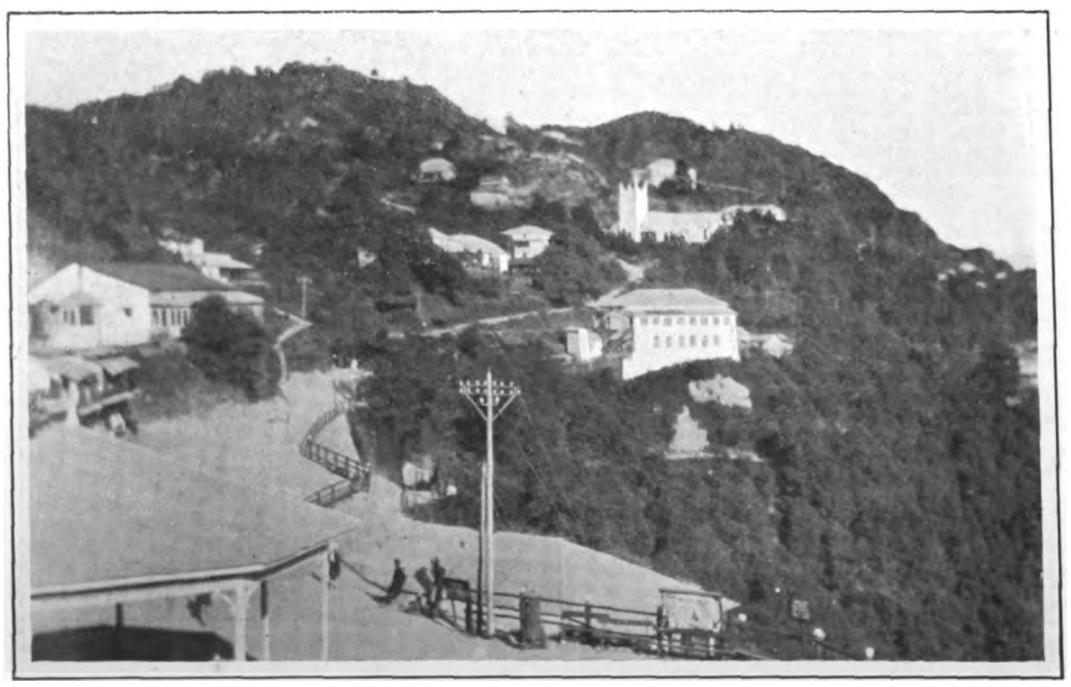
MY LORD THE ELEPHANT.

The Maharaja of Jaipur's State elephant leading a marriage procession through the capital. The street is the main thoroughfare of the city.



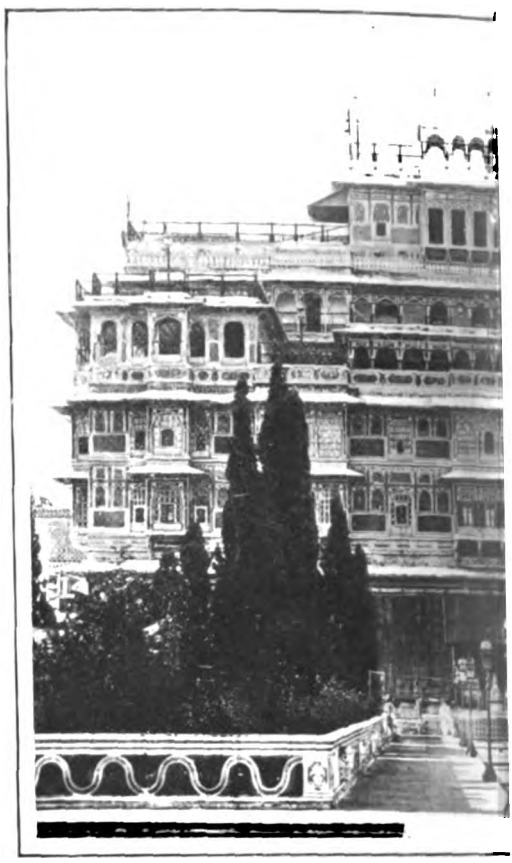
A RACE-COURSE IN THE HILLS.

The new race-course and polo-ground at Mussoorie, artificially constructed on the edge of a steep descent, is a very picturesque feature of the station.



A FAVOURITE HILL STATION.

Next to Simla, and by some preferred to it, perhaps the most popular hot-weather resort is Mussoorie, here seen from the Library.



A MAHARAJA'

This is the Chandra Mahal, the centre building in the [illegible]

A BIT OF

Amber, the former capital of Jaipur, is [illegible] Royal [illegible]

(*From copyright [illegible]*



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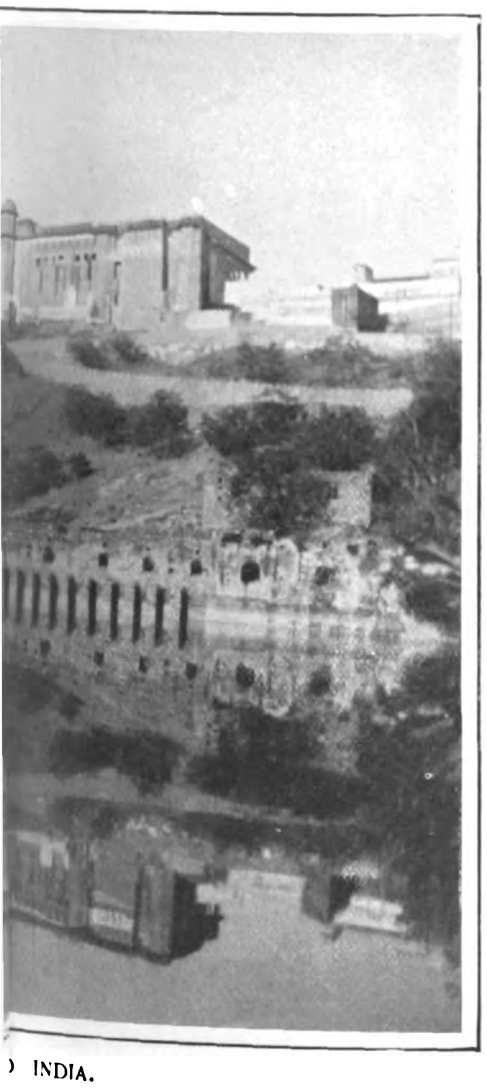
# ERN INDIA.

PALACE.

Jaipur. To the left dwell 500 ladies of the household



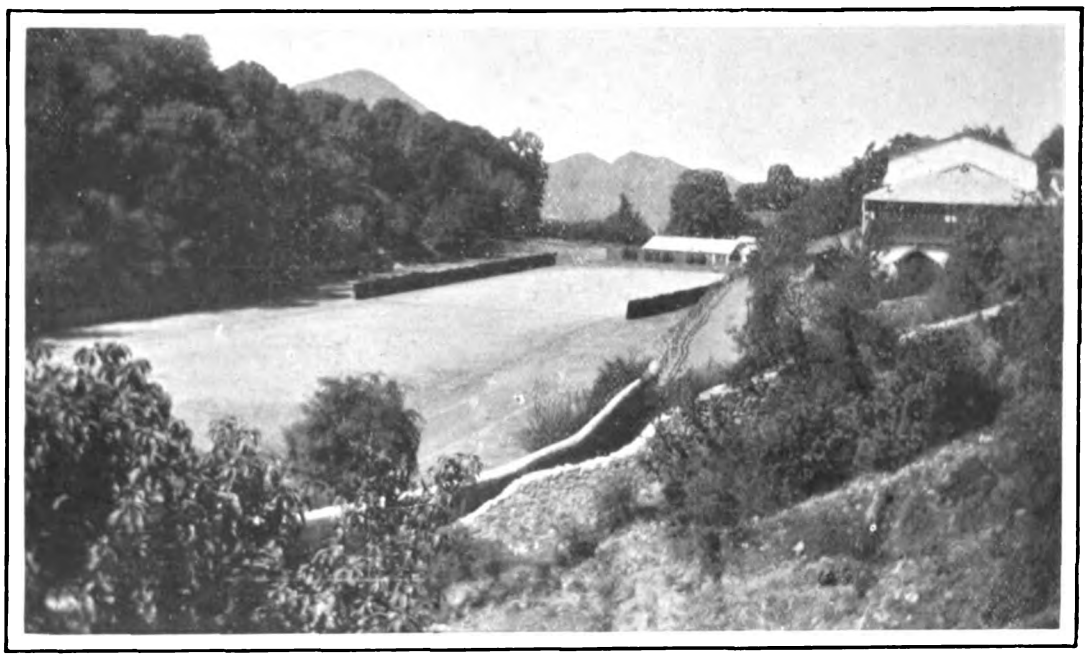
INDIA.

been mentioned by Ptolemy The picture shows the beautiful lake.

(Photo by Lady Lawson.)

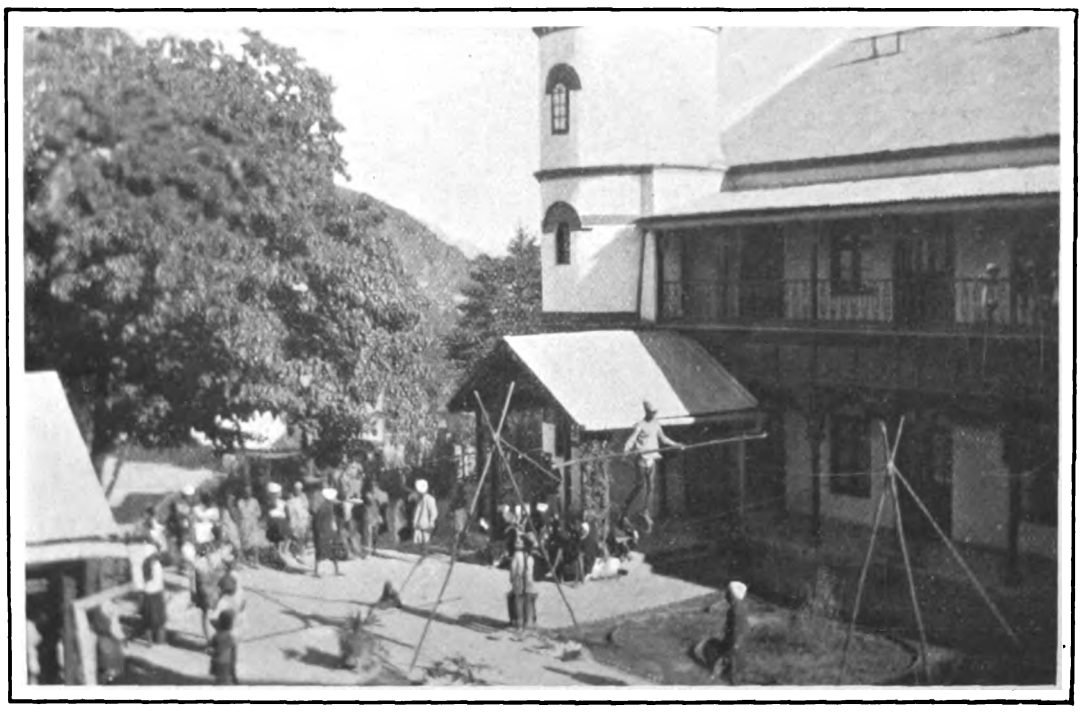
A MODERN NATIVE CITY.

This is a street scene in the latter-day capital of Jaipur, a prosperous independent State in Rajputana. The ekkas, or native carts, are the popular vehicles of Northern India.



"THE HAPPY VALLEY."

In the buildings and grounds devoted to recreation and rest at Mussoorie we have, indeed, a striking contrast to the "Unhappy Valley" of arid and exhausting Sind.



A DIFFICULT PERFORMANCE.

A native acrobat, not content with ordinary difficulties, rope-walking with horns on his feet in the courtyard of the Savoy Hotel, Mussoorie.



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# The Traveller.

## A HOLIDAY IN WALES.

*Maclardie.*

ON THE OUTSKIRTS OF ABERDOVEY.

A view on the road to Machynlleth, showing the estuary of the Dovey and the Cardiganshire shore opposite. The Cambrian line follows the course of the river for some distance on its way to Machynlleth.

DESPITE shorter and cooler days, the autumn is an ideal time of year for touring in this country. The great majority of holiday-makers having returned to their homes, we no longer have to fight and scramble for our favourite corner seat, nor engage rooms so many weeks in advance. Travel, in whatever shape or form, is far more comfortable now than a month or six weeks ago; while the country-side has certainly lost none of its beauty. If, then, it is simply a question of where to go, why not choose Wales? The Cambrian Coast, by reason of its mild and equable climate, is specially adapted to holiday-making at this season. The tempering influence of the Gulf Stream is naturally far more apparent here than elsewhere around the English Coast. Along the shores of Cardigan Bay, that vast expanse of sea stretching for a hundred miles or so from Bardsey Island in the north to St. David's Head in the south, are dotted innumerable seaport towns and fishing villages, in any one of which a most enjoyable holiday can be spent. Equally accessible from the North, the South, or the Midlands, the watering-places of the West Coast of Wales are admirably served by the enterprising Cambrian Railways. Aberystwyth, Aberdovey, Barmouth, and Pwllheli are four of the chief centres whence to explore the attractive scenery of Central and North Wales. It is not generally known, perhaps, that the autumn and winter temperature of some of these West Coast towns is as mild as that of even Torquay and Bournemouth, nor that so eminent an authority as Sir James Clarke once declared that a fortnight in Aberystwyth was as good as a month in most other watering-places.

*Photochrom.*

ABERYSTWYTH FROM CONSTITUTION HILL.

A comprehensive view of this famous Welsh watering-place, showing the extensive promenade and the hills which shelter the town from cold winds. Aberystwyth is resorted to in winter and summer alike by visitors, who so often have compared its fine bracing sea breezes with those of Biarritz.

But it is not merely as a health resort that Aberystwyth has acquired its present fame. The history of the town affords most interesting reading. From the Norman invasion down to the time of Owen Glyndwr, a period of nearly 400 years, Aberystwyth was the scene of incessant bloodshed and destruction, and it is questionable whether any spot in Wales can boast of such a record of frightful carnage. The castle, which forms one of its chief attractions, dates back nearly a thousand years, and in the long-fought-out struggles for supremacy in Wales was taken and retaken times without number.

Country footpaths and lanes, jealously guarded by the Footpaths' Association, lead in almost every direction; besides which there are abundant facilities for driving and coaching excursions to more distant places of interest. The drive from Aberystwyth to the Devil's Bridge forms a pleasant day's outing. There is not an uninteresting mile the whole way. Mountain, valley, forest, and torrent are charmingly blended. The bridge—or, to be more accurate, the bridges, for there are two, one above the other—is one of the most remarkable sights in Wales, and once seen will not easily be forgotten.



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Wordsworth, who visited this spot in 1824, has left on record his impression of the scene in a poem. A longer drive, involving some thirty odd miles of coaching, is to Llyfnant Valley, remarkable for its sylvan beauties and pretty cascades. Numerous other splendid trips by rail and coach, occupying a day or half a day, may be made: To Talybont, where Taliesin, chief of the Arthurian Bards, was buried; to Craigypistyll, the Artist's Valley, and Borth, with its golf links and fine sandy shore. At Strata Florida are the remains of a fine old Cistercian Monastery, which, until a few years ago, lay hidden amidst an accumulation of farmyard refuse. The abbey, or rather the remaining portions, dates back to the twelfth century, at which time it formed perhaps one of the grandest monastic institutions in the country. In another direction a delightful coach drive by the coast can be taken to Aberayron, where good fishing is to be had. A short run on the Cambrian line takes us to Machynlleth and the Dovey Valley. From here we can explore the picturesque Corris Valley, by means of a light railway which runs alongside the road for the greater part of the way. Those who wish can continue the journey by coach from Corris to Talyllyn Lake, passing the lofty height of Cader Idris on the way.

On his way to Barmouth the visitor will pass through Aberdovey, standing on the north side of the Dovey, an ideal spot for a quiet, restful holiday. There is a splendid stretch of sand, five or six miles long, upon which the younger members of the party can amuse themselves in perfect safety. Boating may be indulged in on the estuary, and the golfer is also amply provided for. Like Aberystwyth, it enjoys a very mild winter climate—so mild, in fact, that the myrtle flourishes out of doors all the year round. Towyn, the next town of importance on the coast, is fast becoming fashionable. Towyn simply teems with antiquity. A cave can be visited along the shore which tradition has assigned to one of the most eventful passages in the life of Owen Glyndwr. Here it was, according to the legend, that he took refuge in the depth of his adversity.

Of late years Barmouth has become exceedingly popular, and no wonder, considering its accessibility for so many interesting places. Snowdon, Beddgelert, Cader Idris, and Dolgelley, are all within the compass of a single day's outing by means of the Cambrian Railways' combined rail and coach excursions. When Wordsworth visited Barmouth in 1824, he says he "took boat and rowed up its sublime estuary, which may compare with the finest in Scotland. . . . With a fine sea view in front, the mountains behind, 'the glorious estuary' running five or six miles inland, and Cader Idris within compass of a day's walk, Barmouth can always hold its own against any rival." The town has, of course, undergone many changes and improvements since Wordsworth visited it. New hotels have been built, while the coaching and railway facilities leave little to be desired. Boating and bathing are much indulged in, though the great charm of Barmouth is found in its splendid walks and drives and incomparable mountain scenery. To mention only a few, there are the Panorama Walk, with its magnificent views, Arthog, Llwyngwril, a typical Welsh village between Towyn and Barmouth, Corsygedol, and Harlech Castle, the most conspicuous object on the Welsh Coast, about eight miles' drive from Barmouth. Fairbourne, a pleasant little village on the south side of the mouth of the Mawddach, facing Cardigan Bay, is rapidly growing in favour. It is only three miles from Barmouth, and boasts, among other attractions, some very beautiful scenery. The sands form the playground for some hundreds of children, who can play and dig and wade the day long without the least fear of danger. There is a good sporting nine-hole golf course close to the shore (temporary members are enrolled at a reasonable charge); in addition, there are three tennis courts, also close to the shore, open to visitors. It should be noted that Fairbourne is a convenient point whence to make the ascent of Cader Idris, which can be made by descending into Dolgelley, and back by train, or descending from Cader to Abergonolwyn, past Tal-y-dyn Lake, and back through Towyn.

Copyright C.N.

A PICTURESQUE WELSH WATERWAY.

At the estuary of the river Maw stands Barmouth, or Abermawddoch, one of the most attractive seaside resorts on the coast of Cardigan Bay. As an excursion centre Barmouth offers special facilities, Snowdon, Dolgelley, and Cader Idris all being within an easy day's journey.



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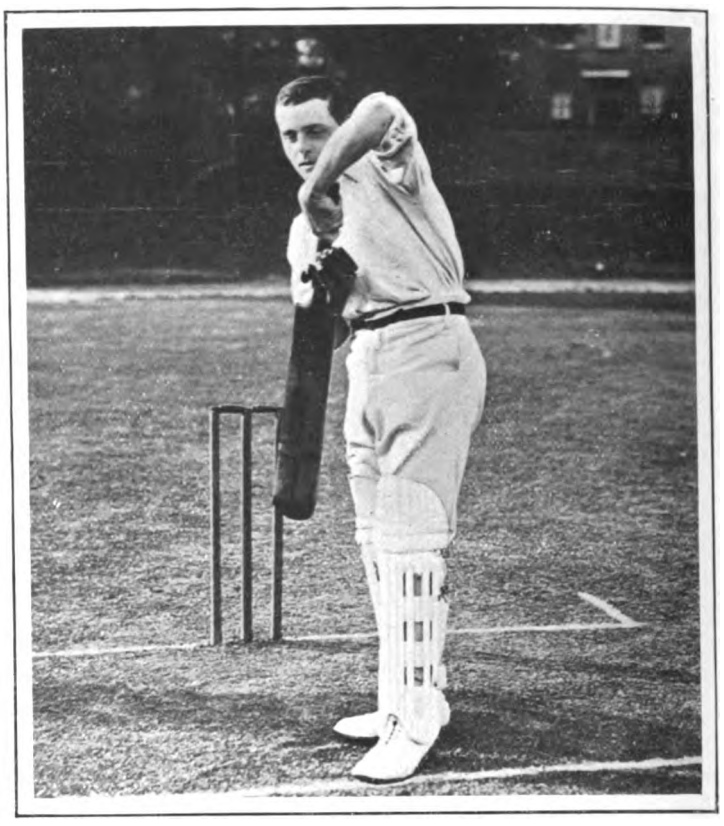
# THE CRICKET SEASON.

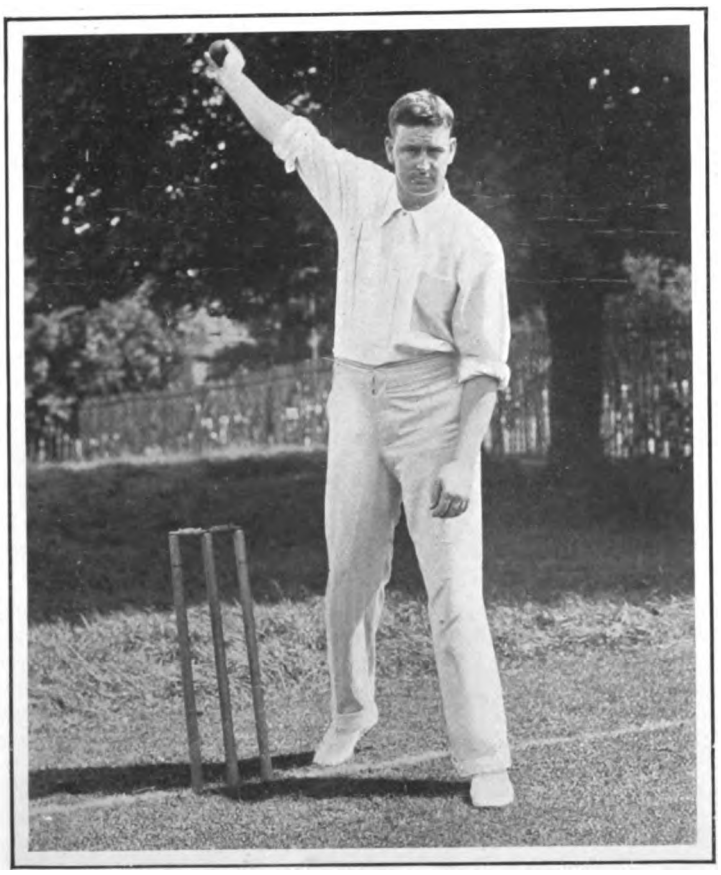
HEAP.

County cricket has seen nothing like the best of this promising young cricketer yet. It was thought that he would be a capable substitute for Hallows, who is the victim of very poor health; but although Heap has done well by fits and starts, he has not this season been of nearly so much use to Lancashire as Hallows was in his exceptional 1904 season. Heap is very young, and as his fielding is first-class, and his left-hand bowling and batting of the type which does not exhaust, he should be one of the mainstays of Lancashire in, say, 1915.



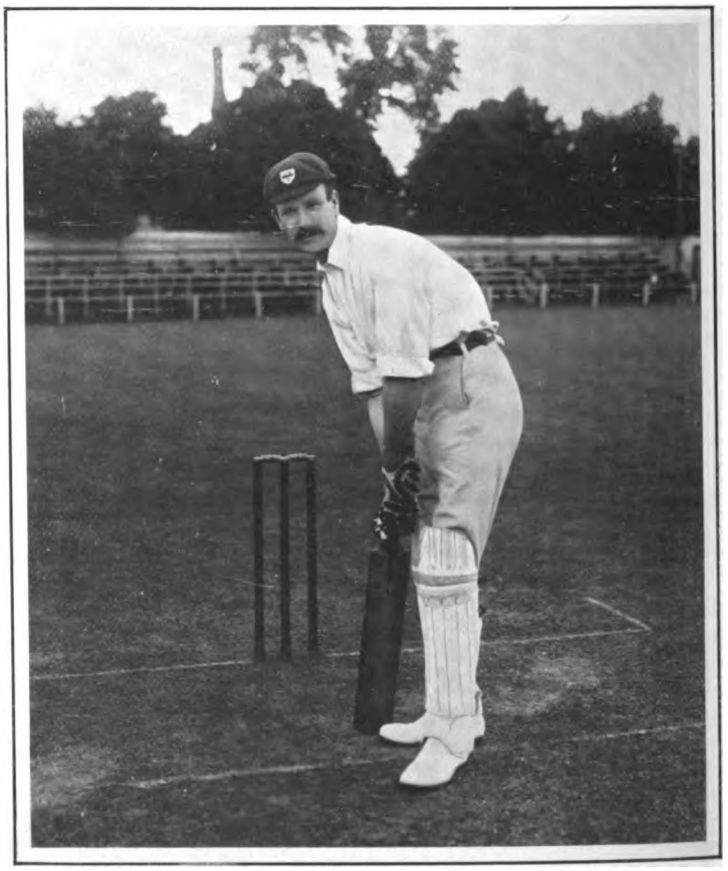
SHARP.

The George Hirst of Lancashire, but that he bowls right as well as bats right, has been in great batting form this season. As an Association football-player, whose clubs are Everton and England, he is, of course, fit as a fiddle when the cricket season comes round. He still gets wickets when the pitch allows him to get some bounce out of it; but for his batting alone he is worth his place in any County Eleven in the country. He is still young, and bids fair to become one of the best bats of his county.



KERMODE.

The same reason which cut short Tom Richardson's first-class cricket career may stop this fine bowler when he should still have several seasons' cricket in him. He is growing too bulky. The tendency to increase of the "too too solid" must be subdued. Kermode has the most workmanlike delivery of any bowler, and with it he makes the ball work in on to the batsman in a wonderful manner at times. He, like Brearley, revels in the sporting wickets of the North, but their wickets are more expensive in the South.



BOWLEY.

Worcestershire cricket at once calls to mind the Foster family; indeed, the county has been nicknamed Fostershire, as a Foster is generally captain or chief run-getter of the side. But much assistance is generally forthcoming from the subject of this photograph, a sterling good batsman who recently scored over 200 runs against Leicestershire, and will very likely go in first for Worcestershire for many years to come. There is nothing very striking about Bowley's cricket, save his bat, but his runs are well got in a quiet, business-like way, for all that.



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# ACTRESSES AT HOME.

## *XVIII.—MISS GERTIE THORNTON.*

MISS THORNTON AT HER HOME AT BARNES.

To enumerate Miss Thornton's occupations off the stage would be to give a list of almost every useful accomplishment and every healthy pastime known. Music and sewing mainly occupy her time indoors, cycling, golf, and gardening outside the house. Miss Thornton and her sisters are all on the stage, and all, curiously enough, owe their introduction to the foothights to Mr. Seymour Hicks. At present Miss Gertie Thornton is appearing in "Lady Madcap" at the Prince of Wales's.

*(From copyright photographs specially taken for this paper.)*



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# VOLUNTEERS UNDER CANVAS.

## VOLUNTEER ENGINEERS AT WORK.

(1) Colonel E. T. Cliff rd, Officer Commanding the 1st Middlesex Royal Engineers (Vols.). (2) The explosion of a fougasse. These blind mines are formed by an inclined hole in the ground, into which a charge of explosive has been inserted, and covered with earth, stones, broken glass, and old iron. It can be exploded either electrically or by instantaneous fuse. (3) Captain and Hon. Major H. H. Taylor, Acting Adjutant 1st Middlesex Royal Engineers (Vols.). (4) Laying foundations for a hut. (5) A hut half completed. These huts are built for housing men in the absence of tent accommodation. (6) The frames of a trestle sling bridge in position. Constructed during the recent camp by Captain Mackenzie of the Royal Indian Engineering College, Coo er's Hill, and a portion of his company. (7) Constructing the frame for a sling bridge.

*(From copyright photographs specially taken for this paper.)*



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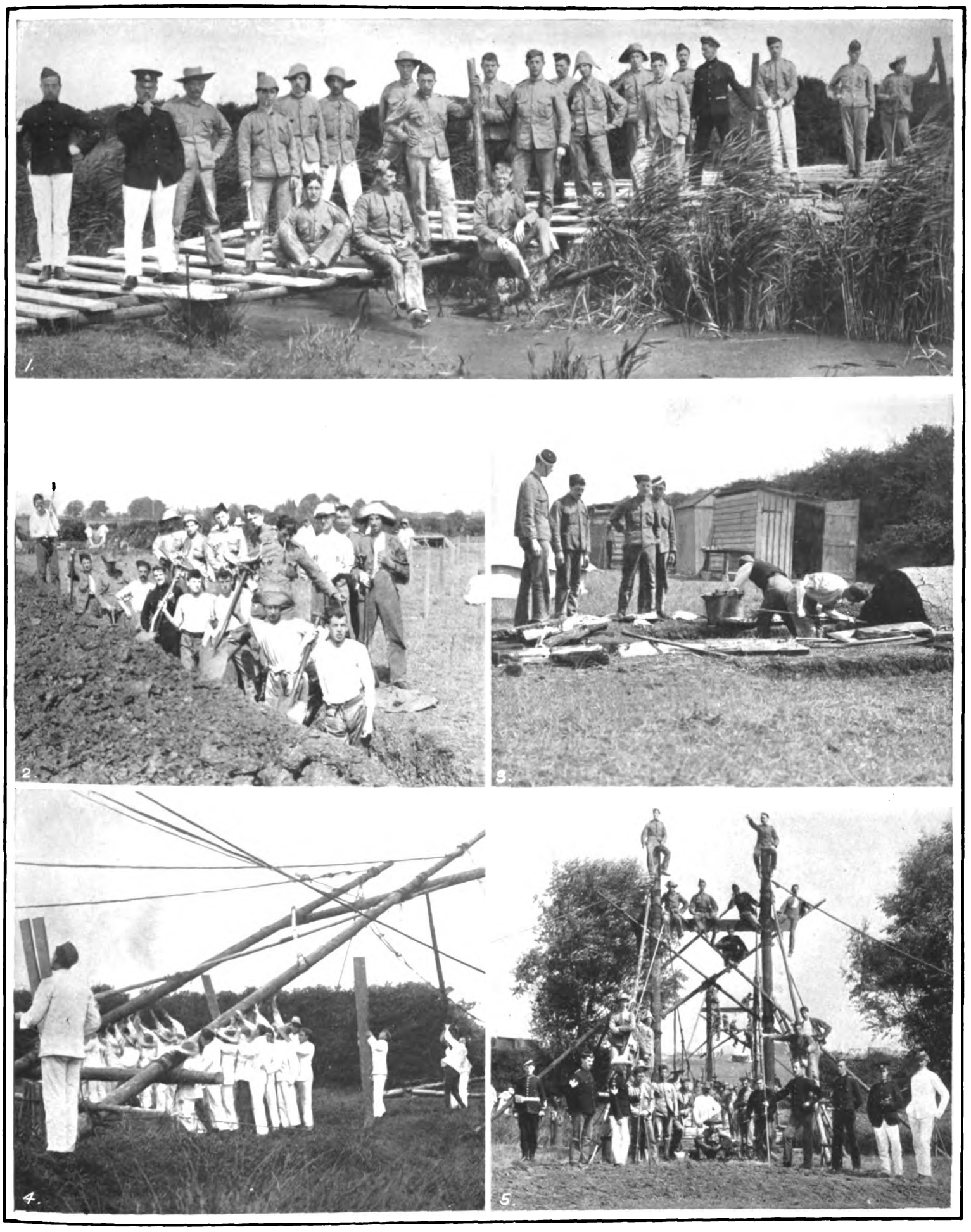
# THE FIRST MIDDLESEX AT CLACTON.



BRIDGE BUILDING AND TRENCH DIGGING.

(1) A trestle bridge constructed to carry infantry in fours, by Captain Marsh and his company, D. (2) Digging a firing trench to give cover to men standing. It is 3-ft. deep, 3-ft. wide, and has an 18-in. parapet. In digging the trench, each man has to excavate a certain amount, the task allotted being 5-ft. along the line, and this portion has to be finished, with parapet and elbow rest, in three hours. (3) The camp kitchens, showing the ovens where the meals are cooked. The ovens are made of clay, lined with sheet-iron, and are used for the cooking of every sort of food. Bread also can be baked in them if necessary. (4) Raising the frame of a bridge. (5) Suspension bridge built to carry infantry in file. Constructed by Captain Montefiore and Lieutenant Page with a portion of their companies, G and F. The bridge spans a distance of 100-ft., and is 7-ft. 6-in. wide. The roadway rests in slings suspended by steel cables, which are "anchored" into the ground to a considerable depth. The bridge, the frames of which are constructed mainly of larch spars, was completely finished and fit for the passage of troops in three days.



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# Pirates and Piracy.

## *THE BUCCANEERS OF THE SPANISH MAIN AND THEIR EVENTFUL HISTORIES.*

THERE is a peculiar glamour surrounding the name of pirate to-day, which did not exist in the days when Morgan and Partuguez, John Davis and Bartholomew Roberts were in the flesh, and roaming the Spanish Main in search of blood and treasure. In his heart of hearts every Englishman feels a certain sympathy with the daring ill-doers of the past, and whatever may have been their crimes (and they were various and numerous), they live in history beside the greatest heroes the British Navy has known.

We recognise to-day that Paul Jones was far from being the "black pirate" his contemporaries considered him. But it is largely to the halo of romance thrown round his name in the days when he first became a public character that his lasting popularity is due. In contradistinction, however, to this pseudo-pirate, there are some very genuine and very real exponents of the art of buccaneering whose names are well known.

Thanks to the way he has been exploited by novelists, Captain Kidd, perhaps the most despicable of the gang, is the most popular; but a much more famous man, and a far greater leader of men, was Henry Morgan, cabin boy, slave, pirate, admiral of the buccaneer fleet, and ultimately knight and Governor of Jamaica. A Welshman by birth, and a seaman by inclination, he was but a lad when he left home for the Isle of Barbados, where when he arrived he found, as many a common seaman did in those days, that he had been sold to a slave-owner. To the plantations, therefore, he went, and at the end of his time, penniless, aimless, and with the strength of an ox, he fell in with the buccaneers of Jamaica, and cast in his lot with them. Five years later the then admiral of the buccaneer fleet, Mansvelt, who was growing old, was casting about for a successor. In young Henry Morgan he found the man he wanted, and to the command of fifteen large ships, manned by 500 cut-throats, the youngster succeeded a very few months later.

That was the commencement of Morgan's palmy period. First El Puerto del Principe was attacked and sacked, but the monetary success attending the expedition was too small to satisfy some of his followers, and they left him. But with a much-reduced force he sacked Porto Bello, the last place that one would have expected even so daring a leader as Morgan to pit himself against. For it was stoutly defended, and two strong forts had to be captured before the attacking force could get near the town itself; and yet so complete were Morgan's dispositions that in one day he stormed and captured the whole town. Not only this, but within a week of it he ambushed and destroyed an overwhelming force that was sent against him from Panama. The loot from this expedition has been estimated at 250,000 pieces of eight in ready money, and large quantities of silks, linen, and other merchandise.

SIR HENRY MORGAN

The greatest of the pirates who infested the Spanish Main in the seventeenth century. He subsequently abandoned his companions and, being made Governor of Jamaica, used all his efforts to suppress the trade by which he had made his fortune.

After Porto Bello, Morgan contented himself for some years with amassing wealth by means of small, detached expeditions; but at last, egged on by his followers, he embarked on the undertaking that was to prove his crowning achievement and his undoing. The sacking of Panama is one of the most ghastly stories in the history of buccaneering. At the head of 1,200 men Morgan set out from Chagre, on January 18, 1671. For nine days the force made its way through country absolutely denuded of every form of life and every means of sustaining life. Warned of their approach, the Spaniards had attempted to starve the buccaneers into abandonment of their scheme. Yet, though reduced to eating leather bags, gnawing the bark of trees, and almost to devouring each other, the force pushed on. At last, dishevelled, famished, and in no condition to have stomach for a fight, they arrived before an unguarded part of the city, thanks to the cunning of one of their guides. Yet one may well believe the inimitable Esquemeling, whose book is still the standard life of Morgan, when he says, "Few or none there were but wished themselves at home, or at least free from the obligation of that engagement, wherein they perceived their lives must be so narrowly concerned." Yet they fought and dispersed a force of 400 horse and 2,400 infantry, of whom they killed some 600. Morgan's losses, too, were heavy, but the booty was enormous. However, Morgan was too domineering; he tried to grab more than his just share, and then escaped the vengeance his followers had vowed to take by vanishing quietly one night and going over to the British Government. He was made Lieutenant-Governor of Jamaica, suppressed piracy with all the force he had formerly devoted to its cause, and lived to a ripe old age, a knight and full Governor of the island.

ANN MILLS

One of the famous woman-pirates.

His career is typical of that of all the others. Horror and rapine, lust for treasure, battle, murder, and sudden death—that was the creed of the ragged outlaws of the sea, a strange, rude race, waifs and strays of every civilised country, who roamed the Spanish Main in the seventeenth century, owing allegiance only to the strongest man among them.

With the beginning of the eighteenth century they were scattered far and wide. Some, like Roberts and Davis, made for the West Coast of Africa, others passed from the West to the East Indies, and there preyed upon the merchant ships of "John Company." Their lives make picturesque reading nowadays; but they were too serious a nuisance to be considered picturesque in the days when the nations of Europe were too busy flying at each other's throats to police the seas properly. H. C. F.



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# SOME FAMOUS PIRATES OF THE PAST.

BUCCANEERS OF THE 17TH AND 18TH CENTURIES.

(1) Captain George Lowther, the Pirate of Matique, at Port Mayo, where he had his headquarters. (2) Captain Edward Low in the hurricane in which he and all the crew had like to have perished. (3) Captain Bartholomew Roberts, who met his death off the coast of Africa in 1720, being killed in action with the "Swallow" (50), commanded by Captain Chaloner Ogle. (4) Captain Edward England, a famous pirate of the Morgan period. (5) Captain Teach, otherwise known as "Blackbeard," from the imitation beard of horsehair he wore to frighten his victims. The house which he made his headquarters in Florida is still standing. (6) Captain Avery, an Indian Ocean pirate, who is here depicted at the taking of one of the Great Mogul's ships.



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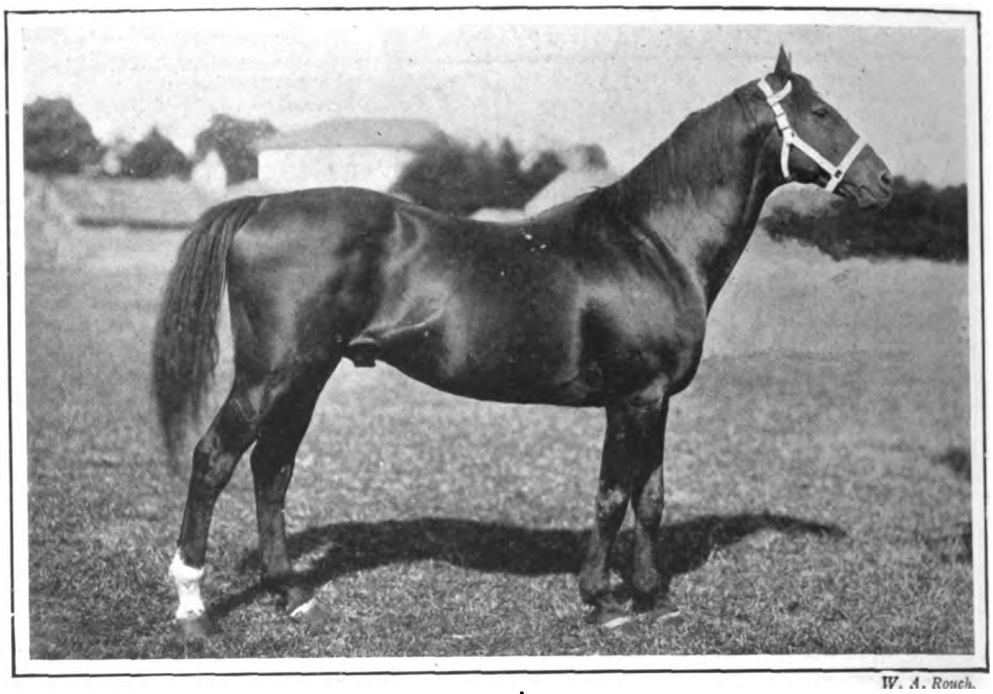
# THE RACING SEASON.

A BUSY racing week commenced with the well-attended meeting at Wolverhampton, and the principal event of the day, the Wolverhampton Handicap, fell to Mr. M. Fitzgerald's Mr. Delamere (7-st. 5-lb.), who challenged at the distance, and won easily by three lengths from Braunberg (7-st. 1-lb.) and Sun Bonnet (8-st.). On the following day interest was mainly centred in the Staffordshire Breeders' Foal Plate of 427-sovs. Odds of 7 to 4 were freely laid on the filly by Fortunio out of Sedately, and she justified the appreciation of her supporters by getting well away when the barrier went up, and remaining in front all the way. She eventually finished three-quarters of a length in front of Mr. W. G. Stevens's colt by Teutel out of Your Grace, with Our Favourite third, half a length away. It will be remembered that the winner was only beaten by a head in the British Dominion Two Year Old Race at Sandown Park, and it is rather curious that her dam was the only thorough-bred mare sent to Fortunio in 1902. A very pleasant day's racing ended with the victory of Savernake in the Dudley Mile Maiden Plate, and the name of the winner lends emphasis to the fact that, bad as it is when owners will not name their horses at all, it is infinitely worse if they will persist in bestowing upon them the name of some great race-horse of bygone days.

For the last two or three years much money has been spent in improving the surroundings of the old-fashioned Stockton Meeting, and the executive may well be proud of the result of their labours. Last year they provided the new weighing-rooms, jockeys' dressing-rooms, and effected great improvements in the paddocks, and now, with the recent addition of the admirably-constructed grand stand, they may justly claim that there is no better-equipped or more completely up-to-date race-course in the kingdom. It is just fifty years ago since the first meeting was held at Stockton, and to celebrate the Jubilee Meeting a new race, by the name of the Stockton Races' Jubilee Cup, figured on the programme, and in addition to the 700-sovs. attached to the race itself, a silver trophy was provided for the trainer of the winner, whose rider was presented with a pleasant souvenir in the shape of a gold mounted whip. Proceedings began, in the presence of a capital attendance, with the Trial All-Aged Selling Plate, which went to Avebury, 8-st. 11-lb., being his fourth consecutive victory, but he had all his work cut out to shake off the attention of the two year old, Ignorance, 6-st. 6-lb., and only just got home by a short head. Randall rode a pretty race in the Wynyard Plate of 537-sovs., which he won for Mr. D. Jardine on the colt by Rightaway out of Cydaria, from Cyclops Too and Bellerophon. Captain Laing won the Stockton Handicap with Antonio, who was followed home by Swooper and Tamasha. There was plenty of cheering for the popular colours of Lord Londonderry when it was seen that St. Florentin had the Great Northern Leger within his keeping, and he won his race like a thorough stayer, having no difficulty in beating Liao by a good length and a-half. Curiously enough, the entries for the Stockton Races' Jubilee Cup were exactly fifty in number, but only eight of them took part in the race itself. The meeting of His Majesty, 4-yrs. old, 9-st. 5-lb., Almscliff, of the same age, with 9-st. 9-lb., and Bachelor's Button, 6-yrs. old, 10-st. 2-lb., promised to be interesting. Speculators would not be stalled off His Majesty, who started favourite at 11 to 10, and justified his position by winning by a neck after a most exciting race home with Outbreak, 3-yrs. old, 8-st., with Lord Londonderry's White Star Line beaten into third place by two lengths, the stakes and the cup thus going to Lord Derby, Mr. Lambton, the trainer, receiving the silver cup, and Maher the gold-mounted whip, given by the executive of the meeting as souvenirs of the event. Those bold betters who laid 6 to 4 on Ulalume for the Hardwicke Stakes must have felt very uneasy during the race, for Higgs on Nurang was within an ace of bringing off a 10 to 1 chance, and it was only by a neck that Martin staved off defeat on the favourite. Another tremendous finish was fought out between Lord Derby's colt by St. Frusquin out of Eugenia and Farasi in the Lambton Two Year Old Stakes, the former of the two winning by the shortest of heads in the very last stride.

The last day of the meeting was perhaps the best, as far as the character of the sport provided was concerned, and once more convincing proof has been forthcoming that the public are quick to appreciate real efforts to provide for their comfort and convenience. John Porter, who will in future devote most of his time and energy to the management of the new race-course at Newbury, sent out Polymelus to run for the Durham County Produce Stakes, and the son of Cyllene, improving on his position of third behind Xeny and Thrush in the Stewards' Cup, won the race by a length from Banana and Sauterelle. The defeat of Snow Glory by Athi in the Elton Two Year Old Plate was totally unexpected, and the running of the loser is clearly not correct. Randall got Craigellachie home a neck in front of Scarem after a most exciting finish for the Middlesbrough Welter Handicap, which brought to a conclusion one of the best race-meetings of the season.

CAUKIRE.



*W. A. Rouch.*

MR. KENNEDY'S FORTUNIO

Sire of the Sedately filly, winner of the Staffordshire Breeders' Foal Plate.

*W. A. Rouch.*

H. RANDALL ON HIS TRACK.

This ex-amateur jockey has been riding in very good form lately.



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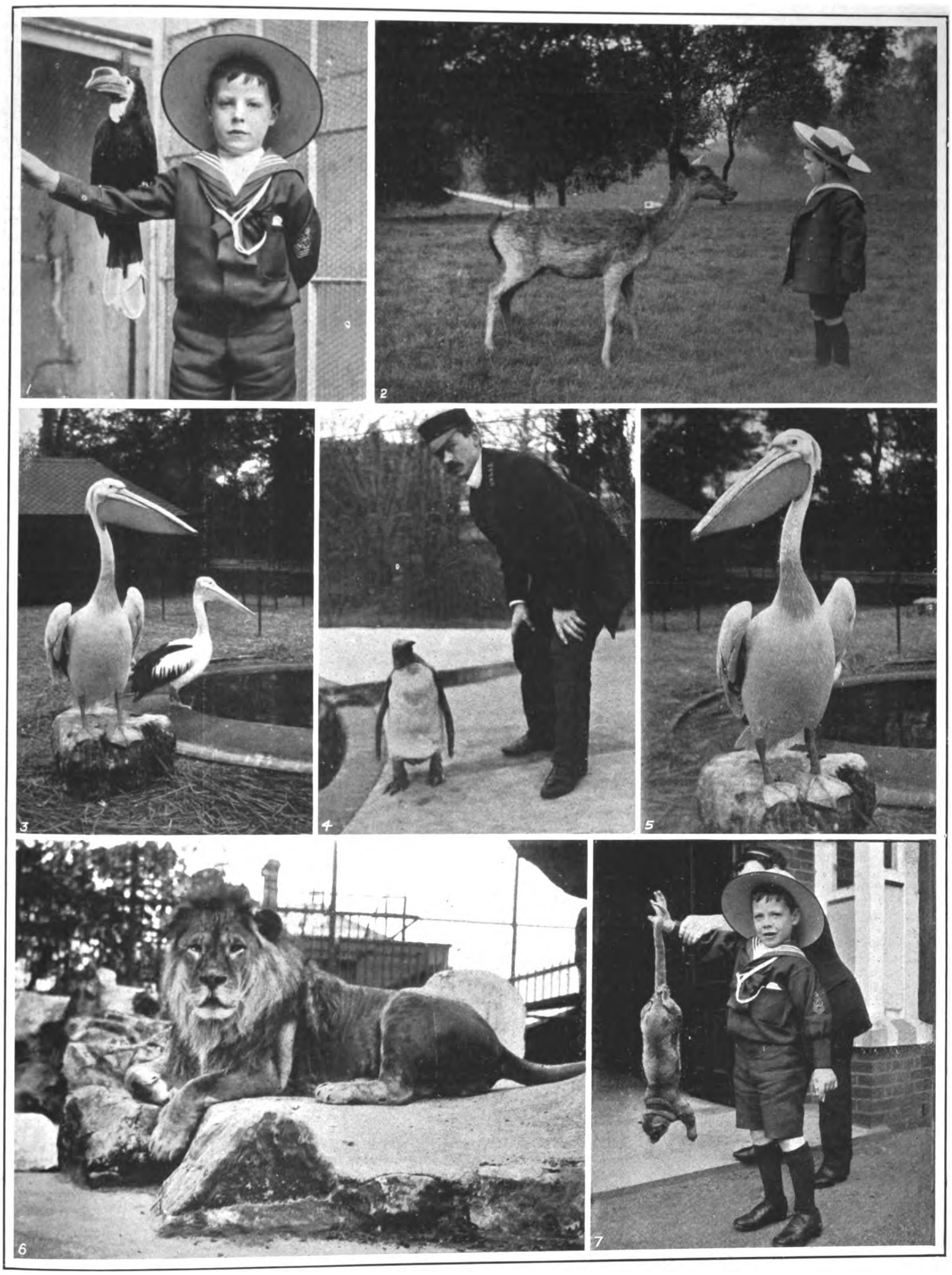
# AT THE ZOO.



SOME POPULAR INMATES AT REGENT'S PARK.

(1) A tame hornbill. (2) A doubtful visitor. (3) Egyptian and African pelicans. (4) The last of the king penguins. (5) An Egyptian pelican. (6) The lion presented by Menelik to King Edward. (7) The kinkajou, a species of racoon.

*(From copyright photographs by Mr. Lewis Longfield.*



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# LITERARY NOTES.

CASES of literary ability descending from parent to child are not very numerous, though, indeed, in the lives of most remarkable men it will be found that they owed a great part, if not all, of their genius to their mothers. But it is rare for two generations of the same family to produce authors. Thackeray's daughter is a well-known novelist, Mrs. Richmond Ritchie; Edward Bulwer-Lytton was the father of Owen Meredith; Hartley Coleridge was the son of Samuel Taylor Coleridge; Nathaniel Hawthorne has a less famous son, Mr. Julian Hawthorne; Sir George Trevelyan has a son, Mr. W. B. Trevelyan, who may be as famous as his father some day. A leading instance is that of the two Alexandre Dumas, *père et fils;* and Aubrey de Vere's father was the author of certain works. We might add that Hazlitt's grandson has inherited, if not his grandfather's genius, at least his love of literature. But the younger Pliny was only the nephew of the elder Pliny; and looking up and down the records of literary history we find few men or women of any eminence, or even popularity, who were the sons or daughters of authors; indeed, it is surprising to find in how many cases the fathers and mothers of authors were people of a very unliterary turn of mind.

**Fathers and Sons.**

* * *

BUT there is an interesting case just now to the fore, of a very able mother and a son who promises to be as eminent. We refer to Miss Braddon (Mrs. Maxwell) and her son, Mr. W. B. Maxwell. How long is it since Miss Braddon began to write novels? And how many books has she put out since the day her first was published — books which have never achieved greatness, but have interested hundreds and thousands of people who remember them and read them to this day with gratitude? Miss Braddon's vast popularity is the result of honest good work, of good stories, well conceived, and well told. She never "played to gallery" by shrieking at the vices of people whose doors were closed to her; she never blew her own trumpet, nor set up for a spiritual and moral guide with more authority than the churches. She thought of a story and wrote it, and her clean, sweet sentiment, vivid imagination, and gift for story-stelling won her an honoured position, which the collected re-issues of her works prove to be yet unimpaired. Her son, Mr. W. B. Maxwell, came suddenly to the fore a year or two ago with "The Ragged Messenger," and has lately published (with Messrs. Methuen) a new novel, "Vivien," which is full of good work. It tells of a girl of good family but with no means, who is forced to serve in shops for her livelihood; of her hardships and temptations; her persecution by unprincipled men; and her final release by marriage by her fairy prince—"the richest bachelor in the peerage" and a duke. Something of a fairy story? Perhaps, but not too fantastically so for truth. We think Mr. Maxwell too hard on his own sex; but no one can read his account of life in a small draper's shop without being deeply moved by such a picture of the sufferings and trials of a sorely-tried and estimable class of women workers. "Vivien" is a powerful and striking book, which, in spite of its length, holds the attention riveted from cover to cover.

**Miss Braddon and Mr. W. B. Maxwell.**

* * *

BATH is to be the scene of interesting commemorative celebrations both in September and October. On the 2nd inst. M. René Huchon of Nancy is to unveil the bronze tablet which the Bath Corporation dedicates to the memory of the poets Crabbe, Moore, and Bowles, all of them members of the Bath Literary Institute (where the memorial very appropriately is to be placed), as well as of the coterie of poets who, three-quarters of a century ago, were frequently guests at Bowood. M. Huchon's great work on Crabbe is now complete, and will, in all probability, be produced early next year by Mr. John Murray, the successor of Crabbe's friend and publisher. On the occasion of this interesting ceremony a luncheon will be given by Mr. George Gregory of Bath, bookseller to Queen Alexandra. A collection of unique Crabbe MSS. and other relics will be exhibited during the day. On October 12 a Shakespearian performance by Mr. Benson has been arranged by the lessee, Mr. Egbert Lewis, J.P., in honour of the centenary of the opening of the Bath Theatre. "Richard III." was played in 1805, and will be given also in 1905.

**The Bath Celebrations.**

* * *

MR. W. J. ROBERTS has just published with Mr. Werner Laurie a chatty and pleasant little book on "The Literary Landmarks of Torquay." Mr. Roberts knows his subject well, and it must be admitted that, for a place which a century ago was little more than a fishing village, Torquay has a very respectable literary history. It begins with William Pengelly, the great geologist, who explored Kent's Cavern. He came to Torquay in 1835, an obscure young schoolmaster; he died there famous in 1894. The next name of importance is that of Elizabeth Barrett (Browning), who went there under her doctor's orders, a sickly but high-spirited girl, in 1838; and it was during her stay there that her brother Edward was drowned while sailing in Babbacombe Bay. The shock nearly killed the young poetess. She worked hard to distract her mind, but when she left the place in 1841 it was with feelings of intense relief. Other names of men of letters who visited Torquay are Tennyson, who went there in 1838, and founded his poem of "Audley Court" on Tor Abbey, the beautiful old Cary house with the barn where the prisoners from the Spanish Armada were confined; J. A. Froude, who was instituted as curate at St. Mary's Church in 1847; Daniel Macmillan, the founder of the great firm of publishers; and Disraeli, who came there to visit Mrs. Bridges Willyams, the lady who left him all her money. Next we have Charles Kingsley, whose connection with Torquay is well known. He wrote "Glaucus" there after studying the pools in the rocks at Livermead, and was boycotted by the prim folks of the place as the author of "Alton Locke" and "Yeast." We have not space to continue the list, and can merely mention the names of Lytton, Miss Christabel Coleridge, Miss Yonge, Mr. W. E. Norris, and Mr. Eden Phillpotts. Several others, however, will be found in Mr. Roberts's interesting little book.

**Literary Torquay.**

*Russell.*

MR. W. B. MAXWELL

The novelist. Mr. Maxwell, who is the son of Miss Braddon (Mrs. Maxwell), has just published with Messrs. Methuen a striking and powerful novel, under the title of "Vivien."

* * *

"GRETNA GREEN" has become so much of a proverb, that we have even heard people question whether there ever was such a place, and whether "marriages" were really celebrated there. The questions are fully answered in an entertaining little book by "Claverhouse," called "Gretna Green and its Traditions" (Paisley: A. Gardner), who need not have apologised for his work so humbly as he does in his preface. "Claverhouse" tells you where Gretna Green is, and how it came to be the scene of so many clandestine marriages. Before Lord Hardwicke's Act against irregular marriages was passed in 1754, there were, as all students of old London know, a score or more of "criminous clerks" and other evil-disposed persons in the Fleet and in Mayfair, who made their living by these clandestine or supposititious unions. When the Act put an end to the trade, it became necessary to cross the border, and so came the form of Gretna Green. The first marriage there appears to have taken place just about the time of the Act, perhaps a little before; and elopements are still hallowed, as "Claverhouse" tells us, at the famous spot—Scotch marriages, however, and those mostly of runaway farm servants and so forth. "Claverhouse" gives an account of the "priests" of Gretna Green, past and present, and his little book is full of quaint and amusing information. It is also excellently illustrated from photographs and prints, and may be confidently recommended.

**Gretna Green.**

* * *

THE name of Max Adeler—what hilarity, what aching jaws and streaming eyes does it not imply! But let no one fly to "The Quakeress," Max Adeler's new novel, in the hope of laughter. Max Adeler, it must be remembered, has turned serious, very serious, and though his new novel has a certain quiet peace and gentleness about it, it is but a commonplace and ill-constructed story. Strangest of all, what humour there is in it is exactly its weakest point.

**Readers Beware!**

## *BOOKS TO READ.*

Shakespeare's Christmas, and Other Stories, by "Q" (A. T. Quiller-Couch). (Smith, Elder.)
Knock at a Venture, by Eden Phillpotts. (Methuen.)
Driven, by Margaret Watson. (Unwin.)
Twisted Eglantine, by H. B. Marriott Watson. (Methuen.)
My Friend the Chauffeur, by C. N. and A. M. Williamson. (Methuen.)
The New Minister, by Orme Agnus. (Ward, Lock.)
John Henry Smith, a Golfing Romance, by F. U. Adams. (Hutchinson.)
Alton of Somasco, by Harold Bindloss. (Long.)
Confessions of a Ladies' Man, by William Le Queux (Hutchinson.)
Fighting Ships, by F. T. Jane. 1905-6. (Sampson Low.)
Great Batsmen, by G. W. Beldam and C. B. Fry. (Macmillan.)
Canterbury (Ancient Cities), by J. Charles Cox, LL.D., F.S.A. Illustrated by B. C. Boulter. (Methuen.)
Some Famous Women of Wit and Beauty, by John Fyvie. (Constable.)



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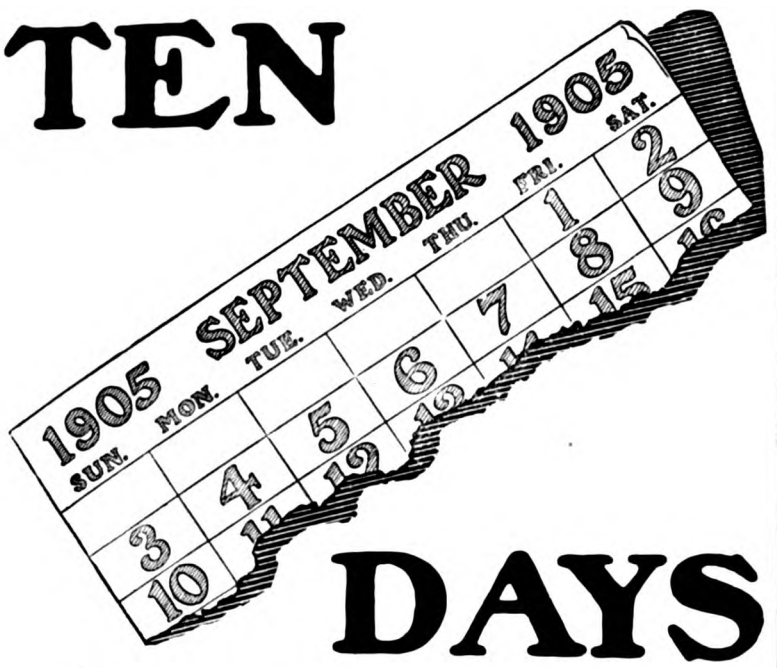
# TEN

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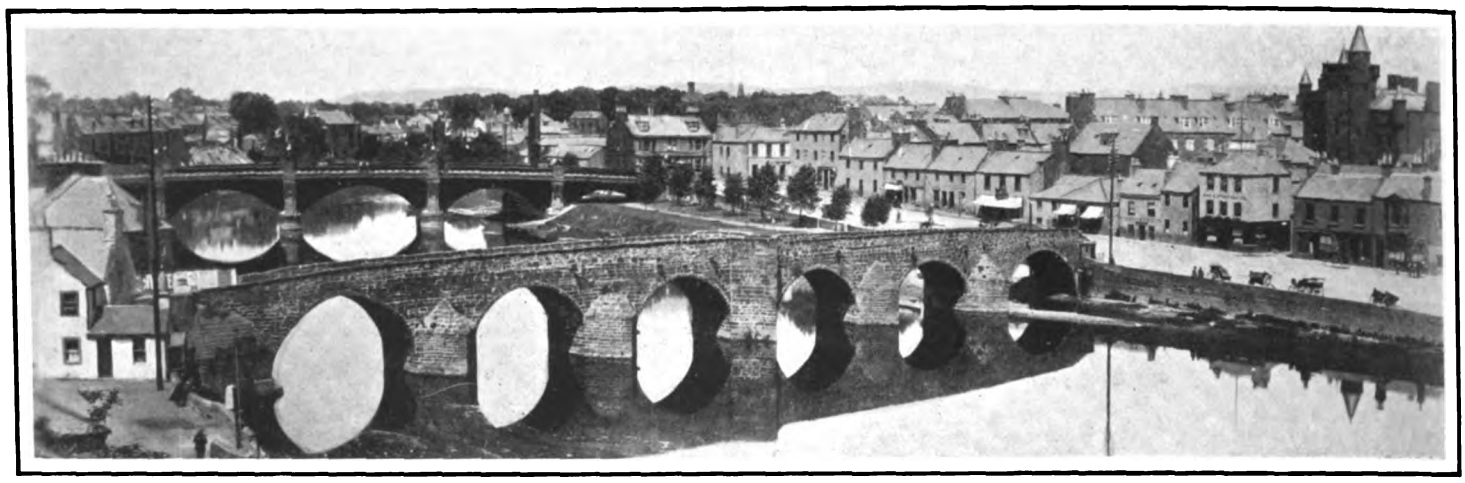
# *A Holiday in Scotland.*

## BY THE MIDLAND ROUTE TO THE NORTH.



*Photochrom.*

THE TWO BRIDGES, DUMFRIES.

**The older, consisting of six arches, seen in the foreground, was built in the thirteenth century, and is now merely used by foot passengers between Dumfries and its suburb Maxwelltown. In Burns Street is the house where the great poet died in 1796.**

IT would indeed be difficult to suggest a more delightful way of spending a week or a fortnight at this season than a trip to Scotland. The "Midland" is perhaps one of the most interesting of the three routes to travel by so far as scenic attraction and comfort of travel are concerned; while in the matter of speed and comfort it certainly holds its own. The run from London to Carlisle, the ancient border town, is accomplished in a little over six hours by the Midland expresses, and from this point the journey to Edinburgh is *viâ* the North British Waverley route, and to Glagow by the Glasgow and South Western Line; the Midland trains running through intact to both cities, drawn by the Scotch companies engines. *En route* to Glasgow and Greenock, the trains pass through the district made famous by the poet Burns, more generally known as the "Land of Burns." Dumfries contains many memorials of the poet, including the house in which he lived after leaving Ellesland in 1791, where he wrote "Auld Lang Syne." Here also is the house in which he died, and the mausoleum in the churchyard of St. Michael. A branch line connects Dumfries with Portpatrick, on the coast, passing through much of the scenery made famous by Scott in his romance of "Guy Mannering." This same district has within later years again come into prominence in the works of Crockett, Ian Maclaren, and many other well-known writers of the present day. Continuing the journey to Glasgow, we pass through Closeburn, which forms part of the scene of the plot in "Old Mortality," and then Thornhill, where at Cragenputtock near by Carlyle wrote his "Sartor Resartus." New Cummock is the home of Boswell, and Mauchline is where Burns married his "bonnie Jean." A short branch line connects the latter spot with Ayr, which, as everybody knows, was the birthplace of Burns. The old Brig o' Doon and Alloway Kirk, immortalised in "Tam o' Shanter," are both conspicuous objects.

Kilmarnock is equally rich in Burns relics; it is also a convenient centre whence to visit a large number of popular Scottish watering-places, including Ardrossan, where steamers may be joined for the Island of Arran. Glasgow itself is not the most pleasant of towns to remain in for any length of time, though it is an unequalled centre for the excursion enthusiast. To enumerate the almost endless variety of excursions which can be made from Glasgow by steamboat and train would occupy more space than is at our disposal. The trip from Greenock down the Firth of Clyde leaves a lasting impression on the traveller, however "seasoned" he may be. Another delightful short cruise can be taken to the Island of Arran, through the Kyles of Bute by Inchmarnock, and the Sound of Bute to Brodick and Lamlash, the latter a favourite golfing centre by the way.

Those who wish to include in their northern tour Sir Walter Scott's country can best do so by joining one of the Midland Companies Edinburgh Expresses which traverse the Waverley district, Melrose being as convenient a point as any at which to break one's journey. The Abbeys of Melrose and Dryburgh, which are close by, possess peculiar interests for every student of Scott. Dryburgh is a particularly fine old ruin, and attracts year by year some thousands of pilgrims who hail from all parts of the world. Abbotsford is perhaps an equally favourite resort for admirers of Scott, whose declining years were spent there. Of the attractions of Edinburgh but little need here be said—its ancient castle and historic landmarks, such as Cowgate and Canongate, the Palace of Holyrood with its legends of the hapless Queen Mary, and other famous personages, all tend to make it one of the most interesting cities in the world.

It will thus be seen that the tourist wishing to gain direct access to the most interesting parts of Scotland—the home and haunts of Burns on the one hand, and Sir Walter Scott's memorials on the other, cannot do better than take his or her ticket by the Midland route.

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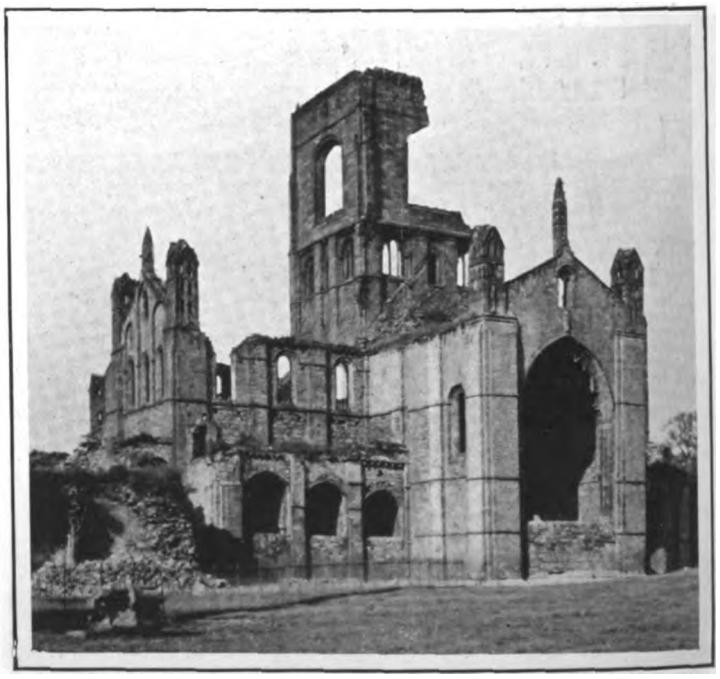
**Founded by David I. of Scotland in the middle of the twelfth century, and subsequently the scene of many historical events.**



KIRKSTALL ABBEY

**Which the visitor can visit on his way to the North. Kirkstall is a station on the North Midland line, and is distant about three miles from Leeds.**



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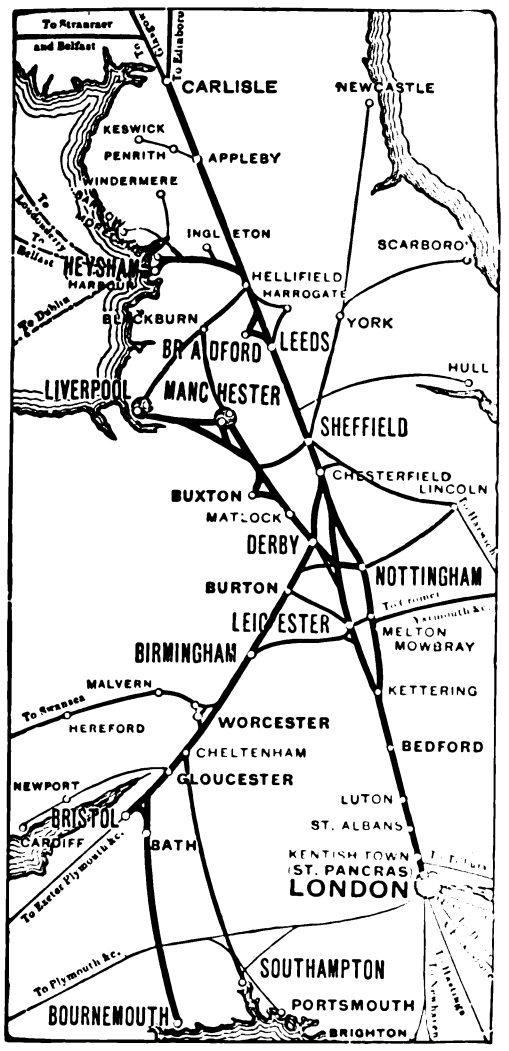


Derby, 1905.

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TO AND FROM

# SCOTLAND.

***AUGUST and SEPTEMBER.***

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| | |
|---|---|
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| **9.45 a.m.** | ST. PANCRAS to Sheffield (without stop), Leeds, and GLASGOW (Luncheon and Dining Cars). |
| **11.30 a.m.** | ST. PANCRAS to GLASGOW, via Leicester and Leeds (Luncheon and Dining Cars). |
| **11 40 a.m.** | ST. PANCRAS to EDINBURGH, via Nottingham and Sheffield (Luncheon and Dining Cars). |
| **1.30 p.m.** | ST. PANCRAS to GLASGOW, Greenock, and EDINBURGH (Luncheon and Dining Cars to Glasgow). |
| **7.15 p.m.** | **HIGHLAND EXPRESS** from ST. PANCRAS (SATURDAYS EXCEPTED) WITH DINING AND SUPPER CARS TO LEEDS, AND SLEEPING CARS TO EDINBURGH, ABERDEEN, PERTH, AND INVERNESS. CONNECTING TRAINS FROM PRINCIPAL PROVINCIAL MIDLAND STATIONS. |
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### SCOTLAND TO ENGLAND.

| | |
|---|---|
| **9.20 a.m.** | GLASGOW (St. Enoch) to ST. PANCRAS (Luncheon Cars). |
| **9.30 a.m.** | EDINBURGH to London, arriving St. PANCRAS at 6.5 p.m. (Luncheon Cars Carlisle to London). |
| **10.30 a.m** | EDINBURGH to ST. PANCRAS (Luncheon and Dining Car Express). Connections from Perth, Aberdeen, etc. |
| **11.0 a.m. and 1.30 p.m.** | Luncheon and Dining Car Expresses, GLASGOW (St. Enoch) to ST. PANCRAS. |
| **2.20 p.m.** | EDINBURGH (Wav.) to St. Pancras (Through Carriage from Perth) (Dining Cars Edinburgh to London). |
| **9.30 & 11.0 p.m.** 11.15 p.m. Sats. | GLASGOW (St. Enoch) to ST. PANCRAS (Sleeping Cars). Connections from Greenock, etc. |
| **10.0 p.m.** | EDINBURGH (Waverley) to St. Pancras. Sleeping Cars from Inverness, Perth, Aberdeen, and Edinburgh |
| **11.0 p.m.** | EDINBURGH (Waverley) to St. Pancras (Sleeping Cars). Direct Connections from West Highlands, Montrose, Arbroath, Dundee, Kirkcaldy, etc. |

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# Leaves from a Collector's Note-book.

No. LVI.—*THE CARICATURE AND PORTRAIT JUGS AND MUGS OF THE NAPOLEONIC WARS.*

THE period of our history between 1795 and 1815 (with one brief interval) was one of unprecedented alarm, uneasiness, anxiety, and excitement. Its central figure was Napoleon Bonaparte, generally called the Corsican Caitiff, Ogre, Devil, Demon, Locust, Toad, Scorpion, Viper, and so forth, until the vocabulary of vituperation and vulgar abuse was exhausted. The prevailing terror was one of foreign invasion. While St. Vincent, Howe, the Hoods, and Nelson were fighting our battles by sea, and later on while Wellington was winning laurels in the Peninsula, and preparing the way for his crowning victory at Waterloo, Charles Dibdin was writing songs by the dozen to stimulate the national spirit, and the sturdy yeomen of the Southern littoral were guarding the beacon-fires which on the approach of the hostile fleet would have immediately made known the imminence of danger from Dover Cliffs to Portland Bill, and from Portland Bill to Penzance. So serious was the state of affairs considered, that it was at one time decided that the King and Court should remove from Windsor to Worcester, where the treasure of the State was to be deposited in the Cathedral crypt. It was in these troublous times, and for long years afterwards, that the British nursemaid was accustomed to silence obstreperous children with the refrain:

"Baby, baby, naughty baby,
Hush, you squalling thing, I say;
Hush your squalling, or it may be
Bonaparte will pass this way.

Baby, baby, he's a giant,
Tall and black as Rouen steeple;
And he dines and sups, rely on't,
Every day on naughty people.

Baby, baby, he will hear you,
As he passes by the house;
And he limb from limb will tear you,
Just as pussy tears a mouse."

The golden opportunity which now presented itself to our great caricaturists was promptly taken advantage of. Rowlandson, Gillray, the Cruickshanks, Woodward, Williams, and others executed characteristic and spirited drawings by the dozen, and the publishers not only sold the prints as fast as the engraver could produce them, but lent out portfolios filled with these diverting caricatures for the amusement of the guests at evening parties. Of the 3,200 Napoleonic caricatures known to exist, at least 1,700 are of English origin The energy of the song-writers and the draughtsmen was emulated by the potters of Leeds, Liverpool, Bristol, and Staffordshire, who turned out by the score jugs and mugs adorned with portraits of popular heroes like Nelson and Wellington, patriotic verses of the Dibdin order, and caricatures of the Man of Destiny, the feared and hated Corsican Ogre, Devil, Demon, and so forth. The state of England and English feeling in those days (that of the West in particular) is admirably depicted in Thomas Hardy's stirring poem of "The Dynasts." It is also vividly reflected in the pottery of the period—the vessels from which our ancestors, while watching the beacons, quaffed their home-brewed beer or homely cider. The subject has certainly not received the attention it deserves, although it presents many attractions and opportunities to the collector. Last year the fine gallon beer-jug commemorative of Bonaparte's retreat from Moscow, and covered with Russian inscriptions as well as English caricatures, was reproduced in the columns of THE KING. Not less quaint and curious is the jug now illustrated, from the well-known collection of Mr. D. Sherratt of Chester. It belonged originally to one Elizabeth Smith, probably a Cheshire publican, and the front of it is covered with amusing rules for the frequenters of taverns. On one side a soldier of the 71st Regiment is depicted in the act of taking prisoner a French officer in Portugal, whilst on the other we have the "transfer" of a well-known caricature in which John Bull is challenging the "murdering Corsican tyrant to mortal combat." Bonaparte (the Devil standing behind him) replies, "O vat a Terrible Jean Bull, me be half afraid, much rather make Peace now I have obtained the Crown. To reign is worth Ambition tho' in Hell." The Evil One adds, "Fight him, dam (*sic*) him, Bony, you'll sooner come home, and you know how impatiently we wait for you."

STAFFORDSHIRE MUG

Of abou· 1813, with a curious raised portrait of the Marquess of Wellington.

LIVERPOOL CARICATURE JUG.

Very fine specimen of the Napoleonic era, now in the collection of Mr. W. E. Mallett of Bath.

The fine Liverpool jug, on which a soldier of the Black Watch is portrayed in the act of using Bonaparte as a novel form of bagpipes, was purchased by the writer at the Octagon, Bath, where good specimens of the pottery of the Napoleonic wars may often be found. The centenary of Trafalgar is possibly responsible for the recent "creation" of a series of impudent shams and "duffers" now being diligently "planted" in the farm-houses and cottages of the West, possibly for the benefit of the unwary collector. Even cracks and chips are carefully imitated, but the glaze actually covers the transfer, and the print itself is obviously modern. Napoleon ("The Governor of Europe stop'd in his career") is saying, "Ah you tam John Bull, you have spoil my Dance, you have ruin all my Projets," to which John replies, "Pardon Master Boney, we keep this litle (*sic*) spot to ourselves. You must not dance here Master Boney." To suit the various tastes and purses of dupes, these "Success to the Volunteers" sham jugs have been made in at least three sizes. The portrait mugs of Earl and Marquess Wellington mark two steps in the career of the Iron Duke. The subject is a very interesting one, but as far as the collection of these strange sidelights of Napoleonic history is concerned it is already a case of *caveat emptor*. B.

STAFFORDSHIRE WARE AND ITS COUNTERFEIT.

(1) Large Staffordshire jug partially decorated with lustre, and a picture in colours connected with the exploits of the 71st Regiment during the Peninsular War. (2) Staffordshire jug with portrait of the victor of Waterloo, described as "Earl Wellington." (3) A cleverly-executed counterfeit of a Napoleonic caricature jug now being put in circulation.



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# Motoring Notes.

THERE are probably few countries which can claim a total immunity from motor-cars. Even far off Basutoland has recently been invaded by the motorist, the first car to enter being a six-cylinder British-built Napier. According to the enterprising owner of the car the roads are not altogether adapted to this form of travel. In some of the drifts the water was actually an inch over the footboard, while the inclines were so steep at times that the petrol tank was lower than the carburettor—a condition of affairs that naturally prevented the engine running. To overcome this difficulty a small tank, holding about a a gallon of petrol, had to be clipped on to the top of the dash-board, the connection to the petrol feed-pipe being effected by means of a piece of rubber tubing. It is our correspondent's intention to continue his tour up country as far as the Zambesi and the Victoria Falls.

* * *

Mablethorpe, the popular Lincolnshire holiday resort, was the scene recently of a successful motor race-meeting, held under the auspices of the Lincolnshire Automobile Club. There were two events, one a handicap by time, the other by distance, and both were won by Captain Newsom on his 30—40-h.p. Daimler, who started at scratch. The course at Mablethorpe is very good for the greater part of the way, and Mr. S. F. Edge, who was among the spectators, has promised to try and lower the kilomètre record there on a Napier before the season is ended.

* * *

The Dowager Queen Margherita, who was motoring with her two daughters and two gentlemen of the suite, recently had a narrow escape on the road leading to Piccolo San Bernardo. It appears that the local mountaineers, who rather bitterly resent the intrusion of the motorist, have been in the habit of piling up heaps of stones here and there, with a view to putting a stop to the nuisance. It was into one of the heaps of stones that the Royal car ran, causing it to overturn. Happily her Majesty was only slightly bruised. The incident has naturally incited a good deal of indignation locally, and several arrests of suspected persons were made soon after the accident.

* * *

The postponement of the light van trials, which had been fixed to take place towards the end of September, has caused a good deal of disappointment in certain quarters. It is stated that the Technical Committee of the Automobile Club have found it necessary to pursue this course owing to the meagre response which their efforts have received. In view of the determined manner in which our Continental neighbours are pushing this important branch of the motor industry, it is, to say the least, a great pity that British manufacturers do not show a little more enterprise in matters of so vital importance. It is scarcely a month since the French manufacturers' successful trial of commercial vehicles was held, and we understand that a similar trial is to take place in Germany in the near future.

* * *

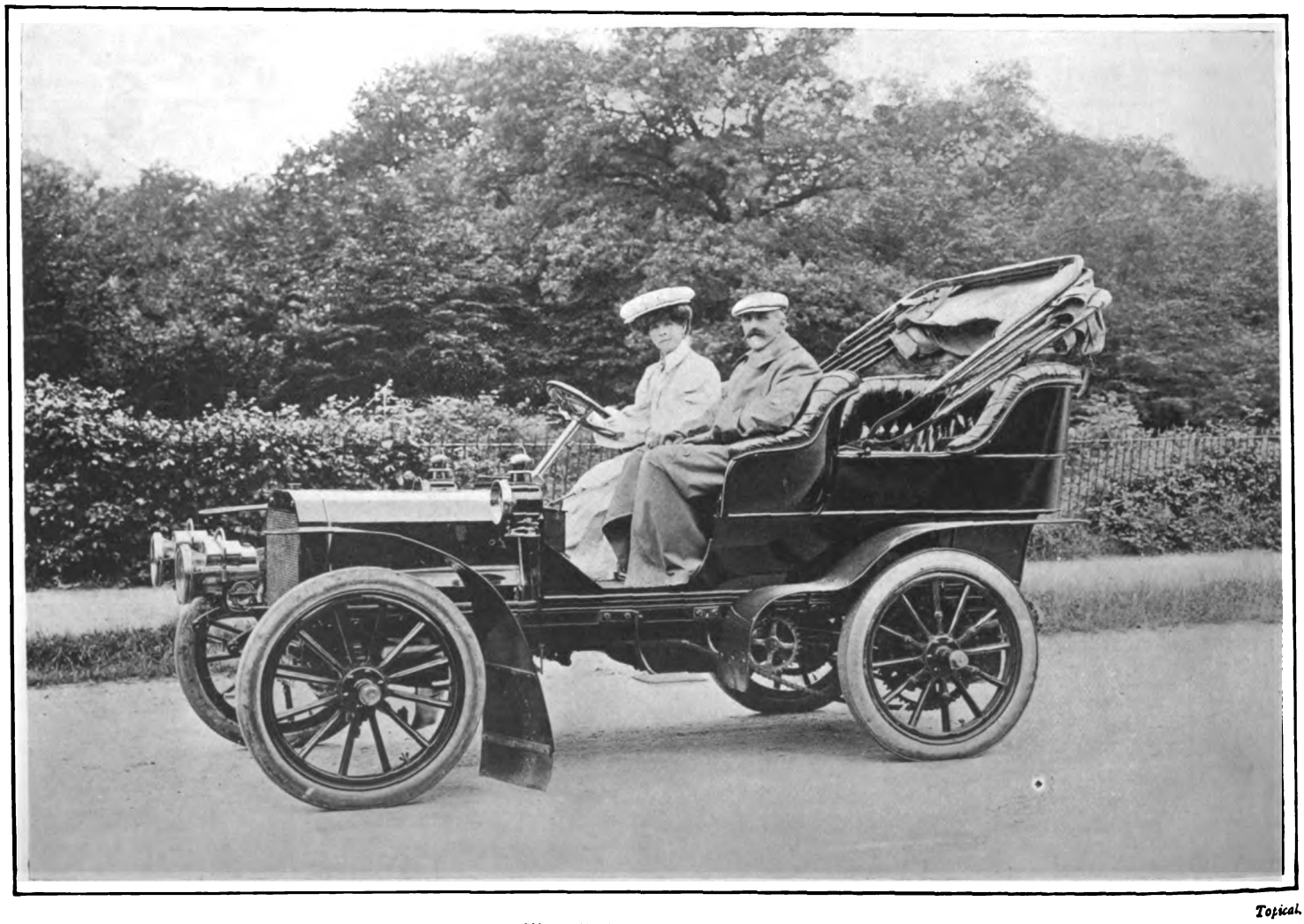
The adoption of motor-omnibuses by the railway companies in this country is becoming pretty general. The Great Eastern Railway is the latest to adopt them, having in hand a number of motor-omnibuses at their Stratford works for use as feeders between the outlying districts and the nearest stations on their line. They have adopted the chain-driven type with four cylinder engines of 30-h.p. It is noteworthy that the wheels are fitted with Sirdar tyres, like the omnibus purchased by the King for use at Osborne House.

* * *

Ever since their splendid performance in the Gordon Bennett race, Fiat cars have been the subject of a good deal of discussion in motoring circles. We are informed that one of these cars has been placed at the disposal of the Prince of Wales during his forthcoming Indian tour by one of the Maharajahs.

* * *

One of the best-known lady motorists, who is remarkable for her glossy hair, invariably uses petrol as a hair-wash, says the *Motor-Car Journal*. When touring, her chauffeur always sends in half a pint of petrol each evening into the hotel, which his mistress uses with a sponge to cleanse her hair of dust. She says there is no danger of her locks catching fire if she stands for ten minutes before an open window. But there is no doubt petrol as a shampoo is distinctly dangerous. In a Paris Law Court lately a lady proved that a fashionable hairdresser had used petrol perfumed with eau de cologne as a shampoo. He "poured the petrol" over her hair; there was a light on the dressing-table. In a moment her lovely head of hair was in flames, and she was awarded £200 damages to console her for the loss of her tresses—and possibly to buy a wig! It is sometimes difficult to remain beautiful for ever on a motor tour. But it is not wise to try and solve the problem by using petrol on the hair and rouge on the face; for, after all, as somebody remarked the other day, "beauty that's only skin deep isn't worth much on a touring car."



*Topical.*

MR. AND MRS. MAX PEMBERTON
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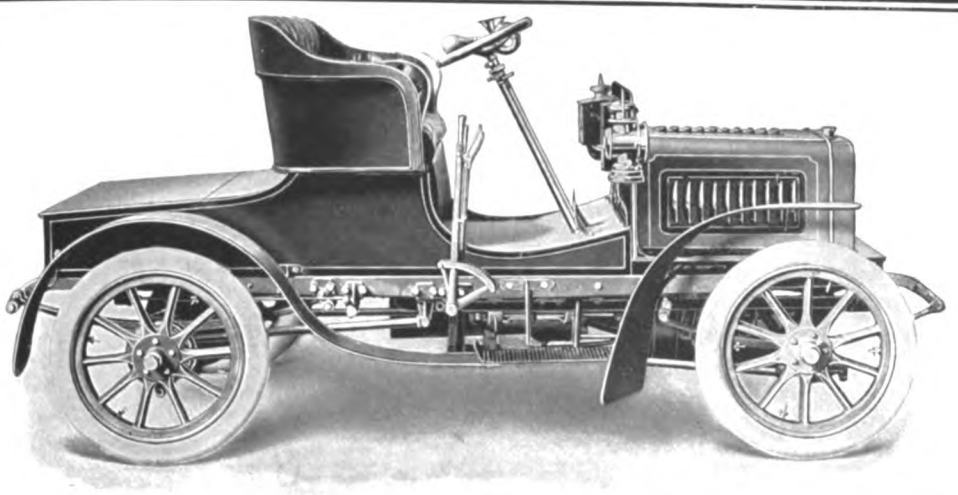
THE SWIFT CAR.



"In its running the Swift is wonderfully free from that fussy noise which spoils so many small cars. Its twin-cylinder engine, as already pointed out, makes the action very smooth, and reduces vibration considerably. The little car is quite luxurious to ride in, and the advantages secured in comfort and efficiency are well worth the extra price paid for them."

*—Motor Car Magazine, Aug. '05.*

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# *Fashions of To-day & To-morrow.*

THE foremost of all to make an early display of autumn modes is the milliner, and already most of the shops are showing novelties for those still in town. Of course, it is too soon to decide on what will really be the *dernier cri*, and I can only just give you a few ideas at the moment, for, as usual, all sorts of new shapes are shown, but the right thing will not make its appearance yet. The feather hats always lead at this time of the year, and there are really some very charming shapes which are simply trimmed with coq feathers or flat wings, according to taste. The small round crown seems to be the favourite in these creations, with wide brims, some of which turn up at the left side and some at the back; in fact, the great advantage seems to be that you can adjust them to your own liking. The delicate colourings in these form the novelty. Large hats of all shapes are the latest, the picturesque Gainsborough being likely to take the lead; consequently, feathers are indispensable for this mode. I think I predicted some weeks back that the unbecoming little turbans and miniature styles would not be worn any more. I never saw a more unbecoming mode for the English type of face, and am thankful that they are discarded. Wings, birds, osprey and coq feathers will be seen more than flowers, and velvet shapes will be very prevalent. These will be worn to match the costumes in shade exactly. I hear of velvet fruits and foliage, but do not give them a long reign. Either the crowns will be of small round shape, as seen in the feather hats, or they will be very full, returning to the Henry VIII. period. Two charming early autumn creations are those here illustrated, models from the atelier of the Maison Lewis of Regent Street. The one is a large white felt with a grey outer rim, a trio

*A CHARMING PICTURE HAT OF FLOWERED SILK.*
(Maison Lewis, Regent Street, W.)

of white ostrich tips falling over the bandeau and just resting lightly on the hair at one side. The crown is softly draped with two shades of grey velvet. The second is a picture hat of flowered silk, raised in the front with feathers and a Gloire de Dijon rose. Ribbons will also be much used as hat trimmings, especially those that are made the one side of silk or satin and the other of contrasting shades of velvet. These will be made into coquilles, and with an upstanding wing will require no other addition. They will be found economical by the limited-allowance young ladies, as with a little taste and care in the selection they can make the same hat answer for more than one costume. As regards colouring, the chief favourites promise to be, for millinery purposes, all tints of green, russet brown, heather, and purple. Also a new shade of blue, which is something between a Royal blue and violet. I do not think this new colour specially becoming, either to blondes or brunettes; but it is new, and I suppose will be seen a great deal in the autumn costumes. Boleros, or short basqued coats, are the ones

*AN EARLY AUTUMN HAT IN WHITE FELT.*
(Maison Lewis, Regent Street, W.)

that will be patronised this month, leaving the long tight-fitting coats for a little later on. Skirts will be worn moderately strapped or braided with the former style, but quite plain with the latter. Also with this the skirt will not be worn quite so short as it has been, but still sufficiently so to clear the ground. Corduroy velvets have had their day, but the plain velvets promise to be much seen in neutral shades. A novel shade I was shown the other day was the exact colour of brown sherry, and looked lovely in the velvet. This was made with a perfectly plain skirt and a very *chic* little tailor coat, with a tiny inner vest of cream doeskin, fastened with about two dozen very small square dull gold buttons. The back had short habit tails. The coat was finished off all round the edge with a silk waved braid of the same tone. When velvet is not chosen I should advise faced cloth in this particular style, as the rough tweeds which will prevail are not nearly so dressy.

Messrs. Charles Lee and Son of Wigmore Street have a splendid selection of new crescent veils, of which they make a specialité. Their motoring accessories are always of the latest, and they are always willing to send you anything on approval if you have not time to visit their select establishment. For blouses for all occasions you are always perfectly safe here, as they are well cut, and the variety is endless. Mr. Lee is at present abroad, picking up all the latest novelties to be found there.

Children's costumes at the seaside this year have been very simple, very effective, and free from superfluous trappings; they have been able to enjoy themselves thoroughly, and their greatest amusement seems to be fishing from the breakwaters.

R. D.

*(From photographs specially taken for this paper by Lemeilleur and Co.)*



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ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS, Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer Fares, Settlement Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

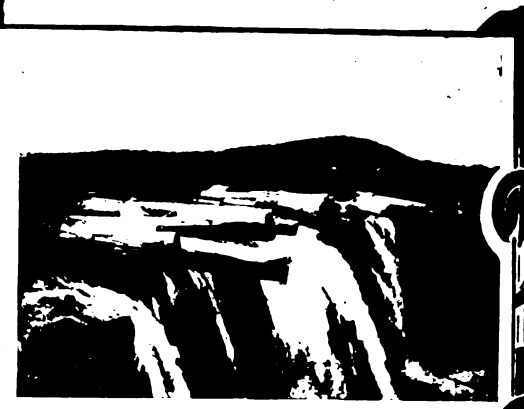
Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

HAULING KAURI LOGS THROUGH BUSH, KAURI FOREST, NORTH AUCKLAND.

FELLING KAURI TREE, NORTH AUCKLAND, KAURI FOREST.



WAIRUA FALLS, WAIRUA RIVER, NORTH AUCKLAND.

The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

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**SPORT.**—The Streams in the hotel grounds are exceedingly well-stocked with Trout. Plenty of Game, viz: Pheasants, Virginian Quail, Wild Duck, Hares, and Deer. **Lawn Tennis, Golf, and Croquet.**

The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

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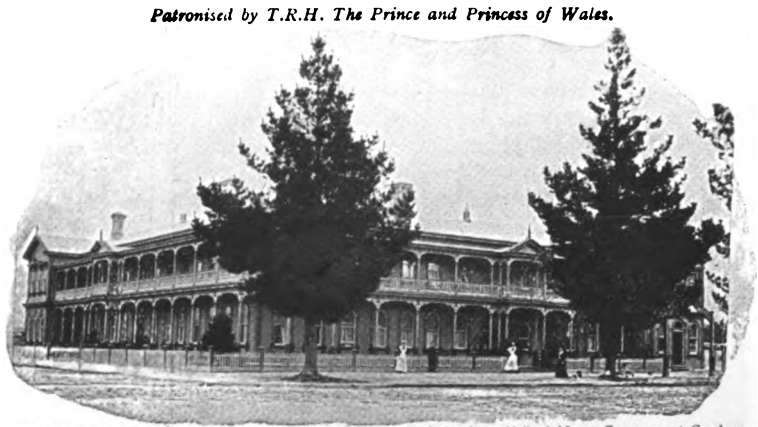

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**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

W. J. LEES, Manager.

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**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged

**CHAS. E. NELSON, Proprietor.**




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EVERY Anglo-Parisian knows Lapérouse, but if you are a newcomer, and Paris has not yet unfolded its mysteries to you, do not fail to visit this delightful restaurant on the Quai des Grands Augustins, near the Pont Neuf. It is typically Parisian, and bears a cachet of which it is justly proud, as proud as of its excellent cuisine.

Like all old established Paris restaurants, Lapérouse has its history. It is a century and a-half old, and, of course, began its career as a tavern where a capital meal and an excellent bottle of wine could be obtained at a low price. That was in the good year 1755, when Louis XV., the disgraceful, and La Pompadour, the unclean, misguided the country, satisfied that they could do no wrong; for had not the lady Maréchal—an authority on these matters—said: "Depend on it, Sir, God thinks twice before damning a person of quality!" And it is reported that La Pompadour one day took shelter from the rain at Lapérouse, although, be it said in honour of the tavern, it never prided itself on that visit. In those days the great poultry market was held on the Quai, and the farmers who brought their chickens and ducks to town made Lapérouse their headquarters. This went on uninterruptedly till 1860; in fact, it might have gone on for ever but for Baron Haussmann, who started renovating the city, demolishing old quarters, and building new streets. One day the old poultry market was swept away as by a whirlwind; the *clientèle* of stout sunburnt farmers disappeared, and the poor tavern was left behind, disconsolate, waiting for new customers. It did not wait long. The new proprietor, an enterprising man, altered the character of the place, and from an unpretentious eating house transformed it into a restaurant. The moment, certainly, was well chosen, for these were merry days. Napoleon III. wielded his sceptre in a somewhat shaky hand. The country was dancing on a powder magazine; but it was dancing, spending its money freely, and people flocked to Lapérouse like they flocked to any place where anything good could be seen, heard, or eaten. When the thunder-cloud of 1870 burst over the country, the restaurant on the Quai during the siege of Paris shared the general fate. The Commune was established, and Messieurs les Communards did not mind going far out of their way to pay the establishment a not welcome visit. The wine there, they knew, was particularly good; and so they drank deep, and paid with vouchers of the Committee of Public Safety, believed by them to be a legal tender, but quite worthless, having afterwards never been recognised by the Government of the Republic. These vouchers are now kept as a souvenir, and are treasured away at Lapérouse among other curious documents of bygone days, together with the old leather-bound books wherein, since nearly half a century, all famous luncheon and dinner menus have been entered—a quaint gastronomic library.

To-day Lapérouse can boast of a *clientèle* not to be met in any other rival house. In close proximity to the universities and the high courts, professors and students, judges and barristers patronise the place, and impart to it, especially at luncheon, a severe tone well in keeping with its surroundings. Now and then, however, the peace of the house is disturbed, and the unsuspecting stranger sees to his amazement the restaurant invaded by smart Society women in tasteful toilettes, with their train of male admirers. They hurry over their luncheon, and the stranger catching sight of the ladies' opera-glasses wonders for what playhouse the elegant crowd is bent. The true Parisian, however, knows what is in the wind, and that they are on their way to one of the Law Courts to attend a sensational trial. I remember the day when Mme. Clovis Hugues, the wife of the famous deputy, was arraigned for the murder of a private detective. Not a table could be had at Lapérouse, and the regular customers had to do the best they could in neighbouring establishments. In the evening, after her acquittal, it was Mme. Clovis Hugues' turn to go there, when her friends offered her and her husband a splendid dinner.

But the old restaurant on the Quai is also a temple of art in its way. L'Ecole des Beaux Arts is not far distant, and the man who has the good fortune to become a Prix de Rome generally celebrates this great event by a luncheon or dinner at Lapérouse. Celebrated painters, sculptors, and musicians, many of them dead and gone, and others now old and grey, have, with the blush of youth, stammered out there their thanks for their friends' toasts. And in the course of years these young men rose to glory and fame, yet they never forgot Lapérouse, where their friends wished them God-speed on the eve of their departure for the Villa Medici in Rome. If the old restaurant were to inscribe on its walls the names of all the celebrities it has welcomed, it would indeed constitute a curious glory roll. But that would be sentimental, and there is nothing sentimental about a Paris restaurateur. He has no time for it.

When you enter Lapérouse do not expect to find one of those gorgeous establishments like we see in London, beautifully furnished, the tables covered with choice flowers, but where the outward paraphernalia conceal the poorness of the cuisine. Here everything is simple and plain. There are no flowers; and, as to the noisy band, if you were to hint at the absence of such a thing, the proprietor would look at you in surprise, and tell you that he thought you preferred to eat your dinner in peace; and, before the second course is served, it begins to dawn upon you that the music would distract your attention from the masterpieces of culinary art set before you, and you lift up your voice in thanksgiving that the world holds *chefs* and *maîtres d'hotels* like those at Lapérouse. Some of the specialities:

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*Aloyau Braisé Lucullus.*—This is an excellent entrée of filet of beef, braised with Madeira and truffles, garnished with small slices of foie gras tossed in butter, and whole truffles.

*Soufflé Palmyre.*—A sweet dish to be recommended is this soufflé palmyre. Cut two or three sponge cakes in small pieces and steep in Marie Brizard Aniseed. These are then added to the ordinary soufflé mixture and covered with grated macaroons. After five minutes in the oven the soufflé is glazed with powdered sugar and replaced for another quarter of an hour. For amateur cooks: The soufflé mixture is made with butter, flour, milk, sugar, and the yolks of six eggs. When cold, the whites, beaten to a froth, are added.



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**C. B. FRY'S MAGAZINE.**

**September Issue.** **NOW READY.**




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# Here, There, and Everywhere.

MR. CHARLES HAWTREY and Miss Ethel Irving and the full company direct from the Criterion Theatre will commence their travels with "Lucky Miss Dean" and "Time is Money" at the Coronet Theatre, Notting Hill Gate, on September 11. Mr. Hawtrey will then, for the first time, undertake the part of Frederick Ware, the husband of Lucky Miss Dean, a character which should suit him to a nicety.

---

As a change from their usual musical and dramatic fare, Mr. Arthur is next week presenting "Mr. Hopkinson" to his patrons at Kennington Theatre. This comedy is undoubtedly the most clever and successful of the past season. Mr. James Welch will resume his original part of Hoppy, supported by the full London company, and the production will be mounted with the whole of the original scenery from Wyndham's Theatre.

---

AN interesting history is attached to a clever painting of Mrs. Clement Scott, which has just been placed in the vestibule of the Coliseum. This portrait was actually painted on the stage of his beautiful little theatre at Bushey by Professor Herkomer, R.A., during the performance of a play written by the Professor and Mrs. Scott. In this play Professor Herkomer acted the part of an artist, and Mrs. Scott was supposed to sit to him for her portrait. The comedy was presented for six nights, and she appears in the picture as when the curtain fell for the last time on the final scene. Professor Herkomer then had the picture framed, and offered it to Mrs. Clement Scott as a most delightful souvenir of the occasion, and one worth having, too.

---

THE Corporation of the City of Hereford have issued a charming little booklet with a view to assisting those who contemplate residing in or visiting the city. One of the most picturesque, as well as the most historically interesting, places in the country, Hereford will well repay a visit, and some of the more prominent features of the surrounding neighbourhood are illustrated in the booklet.

---

PATENT oil-heating stoves have become more and more popular with the growth of the "flat habit" and the increased difficulty in obtaining servants, and the Rippingille stoves, manufactured by the Albion Lamp Company, Limited, are prime favourites. Ranging in price from 4s. 6d. to £6, they may reasonably claim to suit all requirements, and for some of their higher-priced designs it is not too much to say that they are beyond competition. The Rippingille system of heating by hot water, too, is admirable, free from smell, and as easily managed as an ordinary table lamp.

---

IN their new home at St. George's Hall Messrs. Maskelyne and Devant have attracted more patrons even than in the old "Home of Mystery," and the excellent programme they offer is an entertainment that is not only to be recommended—it ought not to be missed. "The Mascot Moth" is more marvellous each time one sees it, and the other items of the programme are both amusing and instructive.

THE comfortable boats of the General Steam Navigation Company have been carrying as many passengers as they possibly can this year, and their various trips to Margate, Ramsgate, and Yarmouth have been more appreciated than ever. From the beginning of the season, which has been a very good one for steamboat traffic, there has been a continual stream of passengers.

MR. AND MRS. JAMES MUIR.

Mr. Muir is our resident correspondent in New Zealand.

AT the Brixton Theatre this week Mr. Fred Melville's stirring melodrama, "Between Two Women," has been played to most enthusiastic audiences. This admirably-staged production has been eminently to the liking of Brixton playgoers, who are accustomed to have good plays, well acted, offered to them.

---

THE Second Annual Juvenile Regatta at Ryde last week was a great success, and the entries for all the events showed a great increase on the first regatta. The pretty enclosure round the Canoe Lake was well filled with spectators, and the children engaged in the various races for paddle-boats, canoes, skiffs, and tubs had a fine time. In the evening there was a procession of illuminated boats, and the Mayoress presented the prizes to the successful competitors.

---

THE autumn season of the Mermaid Repertory Theatre will be given at the Great Queen Street Theatre, instead of at the St. George's Hall as previously announced, and will open on Monday, September 4. For the first production, Miss Ethel Irving has kindly consented to appear for one week in her original part of Millamant in Congreve's comedy, "The Way of the World," in which Mrs. Theodore Wright will also make her reappearance as Lady Wishfort. The next production will be Mr. Sydney Grundy's comedy, "The Late Mr. Costello," in which Mrs. Theodore Wright will play the part originally created by Miss Rose Le Clercq, and this will be succeeded by Beaumont and Fletcher's comedy, "The Scornful Lady."

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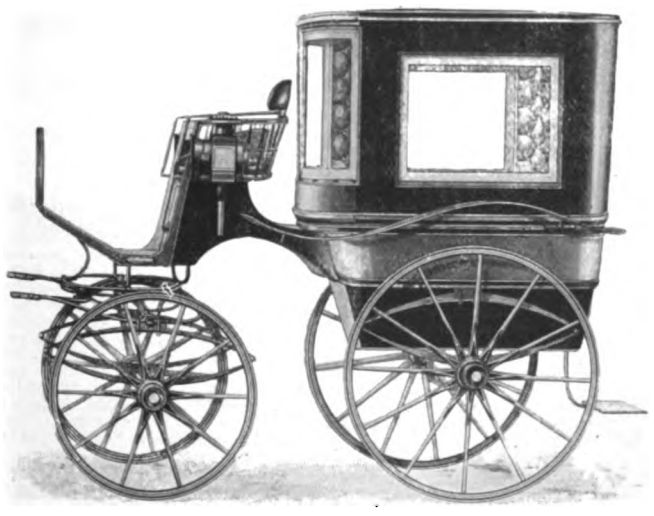

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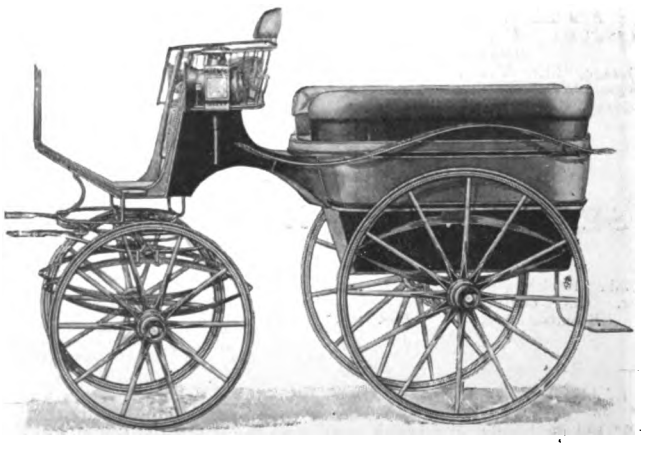

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# THE GOLFERS' GUIDE.

THE GOLF LINKS, MUNDESLEY-ON-SEA.


## PNEUMATIC GOLF BALL

TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

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SUNNINGDALE GOLF LINKS.

**ASCOT.**

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SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer).*

"'Is it a Private House or an Hotel?' is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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Haskell and other Cored Balls re-covered equal to new, and guaranteed at

Returned in 7 days. **PER 8/- DOZ.** Post Free.

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We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

SPECIALLY PREPARED GUTTA for Re-covering Supplied. Terms: CASH WITH ORDER. SPECIAL TRADE TERMS ON APPLICATION.

**A. MACKINTOSH & CO.,**

**Golf Ball Manufacturers,**

1, BURNT ASH HILL, LEE, LONDON, S.E.

**WANTED,** on long Lease, about 200 ACRES of LAND, on sea coast, suitable for golf links.—Apply, with full particulars, "B. A.," c/o THE KING Office, 12, Southampton Street, Strand, W.C.

THE LINKS, WHITLEY COMMON.

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Under Patronage Chertsey Golf Club, and Headquarters Chertsey Trout Re-stocking Association. "Old Times" Coach stops. Ordinary daily. Telephone No. 0196 Chertsey.

H. R. COX, New Proprietor.

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## THE HOTEL BURLINGTON.

WINTER GARDEN, 300ft. long.

MAGNIFICENT GOLF LINKS.

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## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

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These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains

ON BLUNDELLSANDS LINKS.

**CONWAY.**

## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms *en suite*. Luxurious Drawing Room, Smoking Lounge, Promenade, Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.
Tennis, Croquet, and Putting Lawns, Boating, Fishing.

*Illustrated Booklet and Tariff on application to—*
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**SHERINGHAM, NORFOLK.**

## THE SHERINGHAM HOTEL,

ADJOINING GOLF LINKS (18 HOLES).

LARGEST HOTEL IN SHERINGHAM. Open all the year round. Handsome Dining Hall, 67ft. long. Numerous spacious Suites of Rooms commanding beautiful Sea and Land Views. Billiard and Smoking Rooms. Excellent and Improved Sanitary arrangements. Extensive Private Grounds. Lawn tennis, croquet. First-class Stables. Accommodation for Motors and Cycles. Through Trains from King's Cross, Peterborough, Birmingham, Leicester, etc.

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*National Telephone*: No. 3. F. EDENS, Manager.

**ALDEBURGH-ON-SEA.**

## WHITE LION.

THE OLDEST FAMILY HOTEL.
Facing the Sea, with a frontage of 200ft.
Two new wings added, furnished by MAPLE & Co.
Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.
MODERATE TARIFF.
*Special Terms for Golfers and Families during the Winter months.*
Perfect Sanitary arrangements.
Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

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THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**

Is the healthiest and most invigorating watering place in the world.

## THE GRAND ATLANTIC

(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit

Apply MANAGER.

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National Telephone, No. 11.

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## BARTON COURT HOTEL

Nine-and-a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms.*

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## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

MAGNIFICENT GOLF LINKS ADJOINING THE HOTEL.

Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

ROBERT G. SETTERFIELD.




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If the food given in infancy is the right food, strong bodies, powerful muscle, and energetic brains will be built up. It is for this reason that "Savory & Moore's Best Food" is so popular with mothers, nurses, and doctors, many of whom use it in their own families, and the most striking proof of its excellence is afforded by the fact that its use has been adopted in so many Royal Nurseries. Dr. W—— writes that he "finds 'Savory & Moore's Best Food' agrees better with children than any other, and always recommends it to his patients as being by far the best assimilated by delicate infants."

The value of "Savory & Moore's Best Food for Infants and Invalids" for convalescents, the aged, and those of weak digestion, is very great. It is enjoyed, and is well digested and retained, when every other food fails One special reason why it is so much appreciated is that it may be prepared in so many different ways, without either its digestibility or nutritive value being in the slightest degree lessened or impaired.

"Savory & Moore's Best Food" is supplied by all Chemists and Drug Stores, in tins, at 1s., 2s., 5s. and 10s. A LARGE TRIAL TIN will be sent post free for six penny stamps by Messrs. Savory & Moore, Limited, Chemists to The King, 143, New Bond Street, London, W., to all who mention this paper, together with handbook of great interest to mothers, nurses, and those having the care of invalids.

## DEWAR'S WHISKY

A GUID AULD SCOTCH DRINK

## 7/10ths of ALL

Your little ills will find relief in

**CARTER'S LITTLE LIVER PILLS**

For HEADACHE,
For BILIOUSNESS,
For INDIGESTION,
For TORPID LIVER,
For CONSTIPATION,
For SALLOW SKIN,
For the COMPLEXION.

CARTER'S LITTLE LIVER PILLS

Very small, and easy to take as sugar. Purely Vegetable.

*Genuine must have signature*

PRICE 13½d.

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**42/-**

Specialist Ladies' Outfitters,

98 & 100, WIGMORE STREET

(ONLY ADDRESS).

**CAUTION.**—Messrs. Lee & Son have no branches, and warn the public against imitations of their goods.

An example in Finest Quality English Crêpe de Chine, with Valenciennes Lace Yoke and Guipure Points, **42/-.**

*A Blouse suitable for any figure.*

**POST ORDERS.**—*The Lady's Pictorial* states:—"If you live in the country, have an account with Lee & Son, Wigmore Street; they send the choicest selection of goods by post, while they are cheap for the best **Costumiers, Furriers, Lacemen,** Specialists in Trousseaus, The Leewig Petticoat, Royal Crescent Veil, Hosiers, Glovers, Milliners, etc.

**CHARLES LEE & SON,**
**WIGMORE STREET.**

ALWAYS READY FOR USE. NEVER REQUIRES GRINDING.

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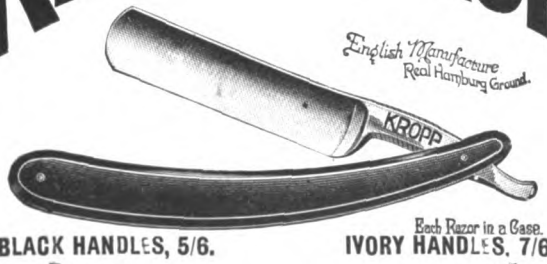


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BLACK HANDLES, 5/6. IVORY HANDLES, 7/6.

**A PLEASURE TO USE.**

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THE ESTABLISHED CURE FOR

**RHEUMATISM**

**LUMBAGO, SPRAINS, SCIATICA.**

"I should like to tell the public of the good St. Jacobs Oil has done me. When quite a boy I had a severe attack of Rheumatism, and could only walk with the aid of crutches, and in consequence I was obliged to give up my work. My parents used nothing but St. Jacobs Oil, and in a very short time I was again able to follow my occupation, and walk morning and night to work and home again, without using the crutches. I have felt nothing of the Rheumatism since, until last November, when I got very wet; but I am glad to say that with a few appliances of your Oil I was again set free.

"(Signed) W. DEACON,
"Rose Cottage, Bradford Street, Eastbourne."

January 12th, 1905.

**Price 1/1½ and 2/6; of all Chemists.**

**CONQUERS PAIN!**



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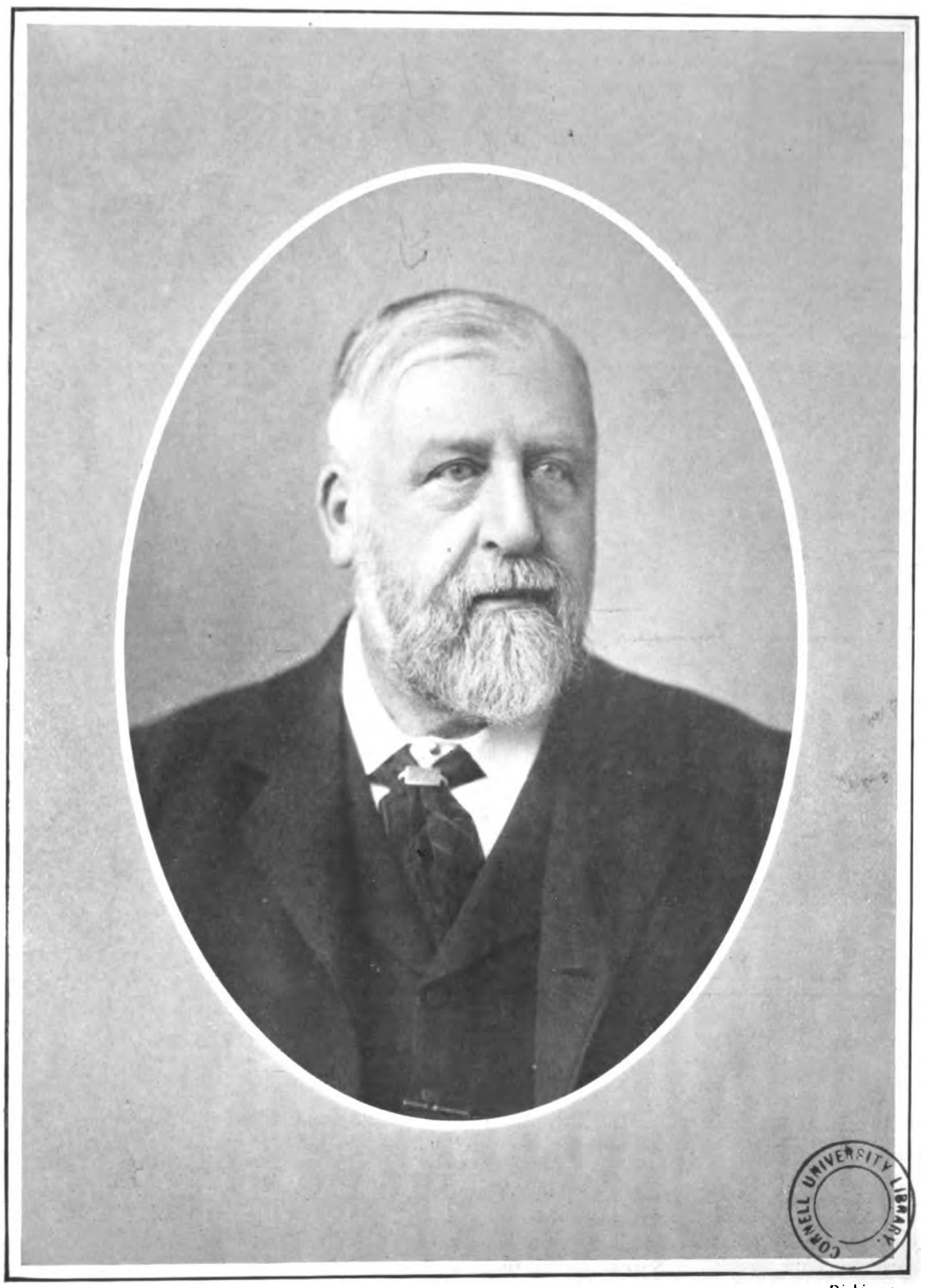
# THE WORCESTER MUSICAL FESTIVAL.


# THE KING

*AND HIS NAVY & ARMY*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

VOL. XX. No. 449. SATURDAY, SEPTEMBER 9th, 1905. PRICE 6D.


*Dickinson.*

## MR. RICHARD BIDDULPH MARTIN

**Unionist Member for the Droitwich Division of Worcestershire, and one of the Stewards at the Worcester Musical Festival.**

(*See page 733.*)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

**Vol. XX. No. 449. Saturday, Sept. 9, 1905.**

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephones*—*No.* 2,748 GERRARD, AND 7,961 CENTRAL.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.


**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned a sufficiently stamped and directed label must be enclosed for the purpose.*

*THE KING is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND PEACE.—The war in the Far East is at last really over, and few men can have received with greater satisfaction the news of the agreement which had been arrived at by the Japanese and Russian delegates than King Edward. Since he came to the throne King Edward has seen two wars come to an end, and we may hope that during the remaining years of his reign, which all trust will be many, the amity of nations for which he has personally done so much will not again be disturbed. There is a growing feeling among the nations of Europe that the King is, unobtrusively but none the less surely, moulding England's foreign policy to the end of peace, and there can be no doubt that his people are with him in that as in many other matters. If South Africa was the grave of many reputations, Manchuria and the waters of the Sea of Japan may be said to be the birthplace of more, and it may be hoped that the world will now be sufficiently sick of the carnage of the battlefield to allow it to be said that the Treaty of Portsmouth, N.H., introduced an era of peace more lasting than any that had preceded it.

*Ralph, Dersingham.*

PRINCE JOHN OF WALES

The infant son of the Prince and Princess of Wales, who has already been photographed several times, though not yet two months old.

THE KING'S RETURN.—At the end of this week the King will be back in the metropolis from his holiday, but only for a very short stay, as he is due at Newmarket next week, and at Rufford Abbey on a visit to Lord and Lady Savile. All the reports speak of his Majesty as having benefited considerably by his stay in Marienbad, and though the weather for his holiday has been far from "royal," he has managed to get about a good deal, and has renewed several old friendships. With regard to his future movements, these are mostly concerned with Scotland, whither he goes at the conclusion of the Doncaster race-meeting. The Braemar Gathering, which had been postponed in the hope that the King would be present, has been restored to its original date, September 7, and the famous Inverness meeting will therefore be taking place about the time these lines are published. The Scottish season this year has been a very brilliant one, and will naturally last longer than usual, in consequence of King Edward's late arrival north of the Tweed. After the review of the Scottish Volunteers at Edinburgh, a visit will be paid to Lord and Lady Burton at Glen Quoich Lodge.

THE KING'S CLOTHES.—Last year it was King Edward's hat that was the great topic of discussion in sartorial circles. This year it is the brazen-faced copying of the Royal garments by certain unscrupulous knights of the scissors and yard measure. We have been told that one costume that his Majesty donned for a walk along the Kurpromenade at Marienbad so took the fancy of the dandies of the place that orders were telegraphed to Vienna, Berlin, and Paris for similar suits to be despatched with all possible haste. One or two of the descriptions of this costume have even been wired to London by enterprising newspaper correspondents, but they contradict each other so flatly, and describe a "get up" which it is impossible to imagine a man of taste as King Edward admittedly is ever attempting to wear, that one is tempted to be dubious of the whole affair.

PRINCE ARTHUR OF CONNAUGHT.—The travels of the King's nephew are becoming so numerous that shortly we shall cease to take any particular note of his despatch on these missions. There can be no doubt that Prince Arthur deserves the confidence that is placed in him, for he has borne himself with much dignity and tact in the missions he has already been entrusted with. He is now again in Germany, this time for the Military Manœuvres, to which he was invited at the time of the Crown Prince's wedding. These manœuvres should especially appeal to Prince Arthur, for it is well known that he is extremely keen in his profession, and does not play at soldiering, as some scions of nobility do. Shortly, too, Prince Arthur will be proceeding to Dresden to invest the King of Saxony with the Order of the Garter. The late King was a K.G., having been appointed in 1882, and the Duke of Fife, who was in those days only Earl of Fife, was the special envoy.



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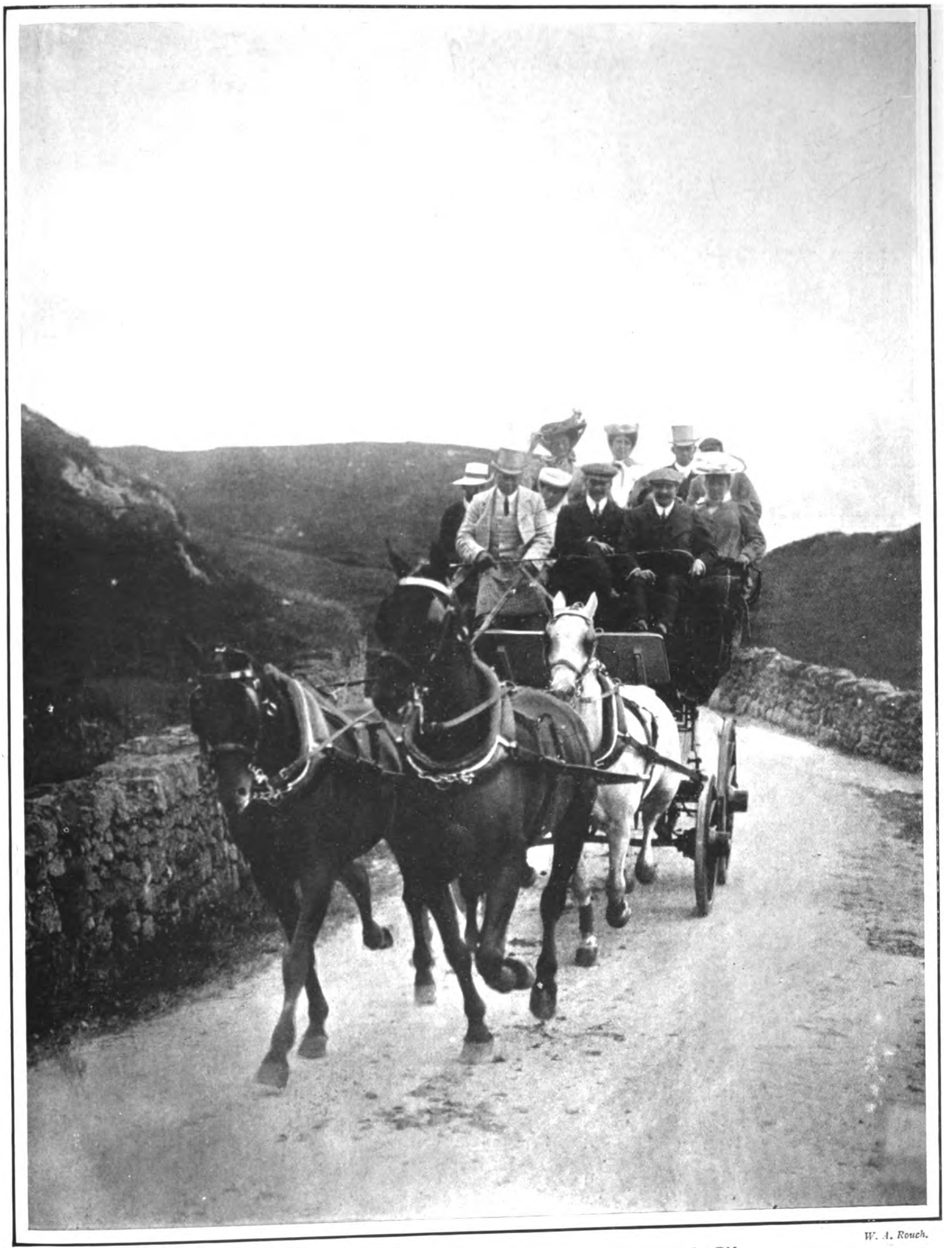
# COACHING IN THE ISLE OF WIGHT.



*W. A. Rouch.*

## FROM SANDOWN TO BLACKGANG CHINE, BY COACH.

There is no finer way of seeing the beauties of the Isle of Wight than from the top of a coach, with four fine horses drawing the vehicle along at a good pace. Despite the advent of the motor-bus in the Island, the visitors remain faithful to the older form of locomotion. At Windy Corner, which is shown in the above illustration, there is a magnificent view down to the sea, which lies almost sheer below, while on the other hand is a steep hill, almost bare of vegetable life.



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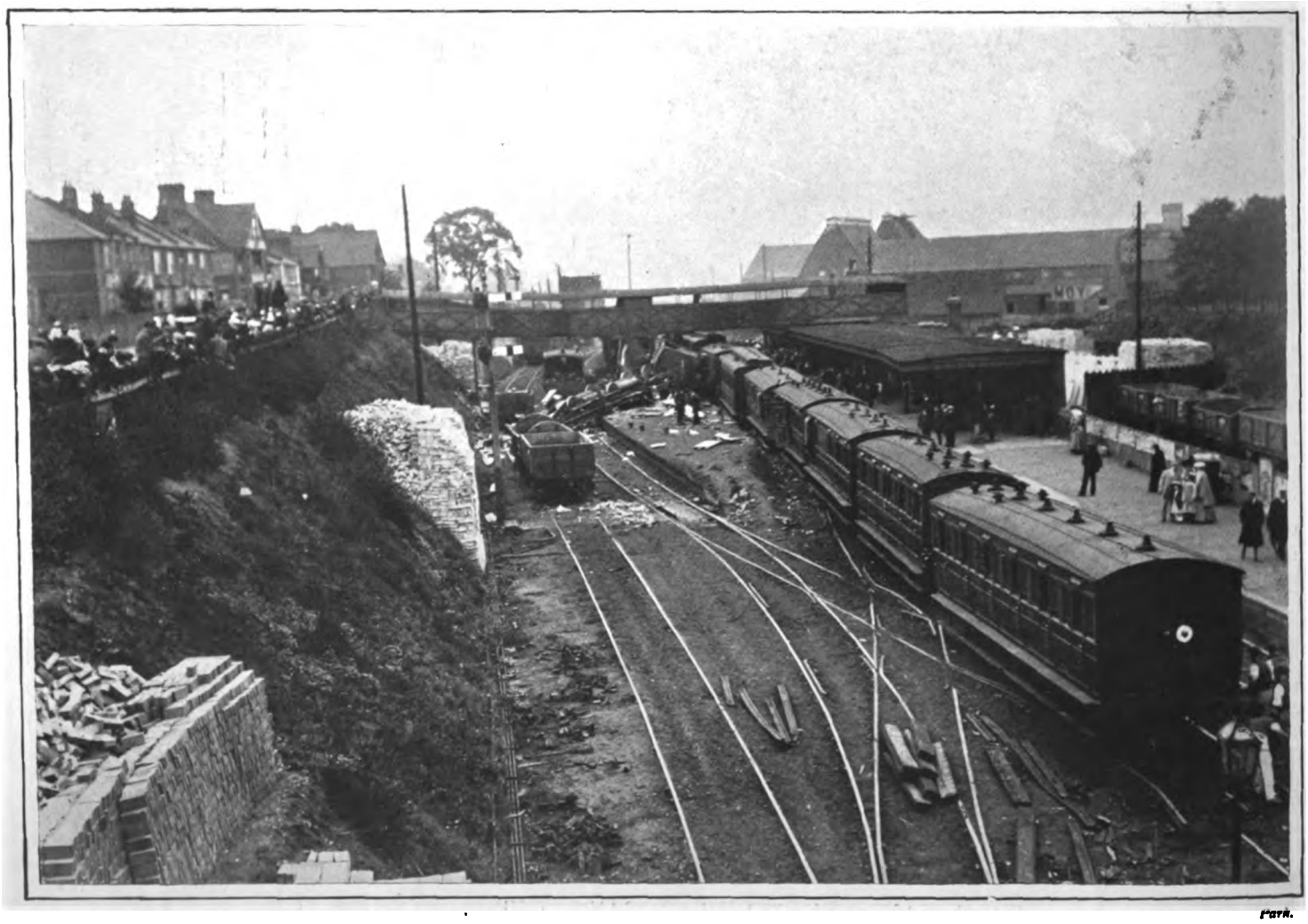
# THE DISASTER AT WITHAM.

*Spalding, Chelmsford.*

THE WRECKED CROMER TRAIN ON THE PLATFORM.

The unique feature of the accident at Witham last week was the manner in which portions of the wrecked train were piled upon the platform. Hundreds of sightseers visited the scene of the accident on Saturday and Sunday.



*Farr.*

WITHAM JUNCTION AFTER THE ACCIDENT TO THE CROMER TRAIN

In all ten people were killed and twenty injured by the accident, and an inquest has been opened to enquire into the matter. In addition a Board of Trade enquiry will be held. No cause has been found for the accident up to the present, though several theories have been advanced.



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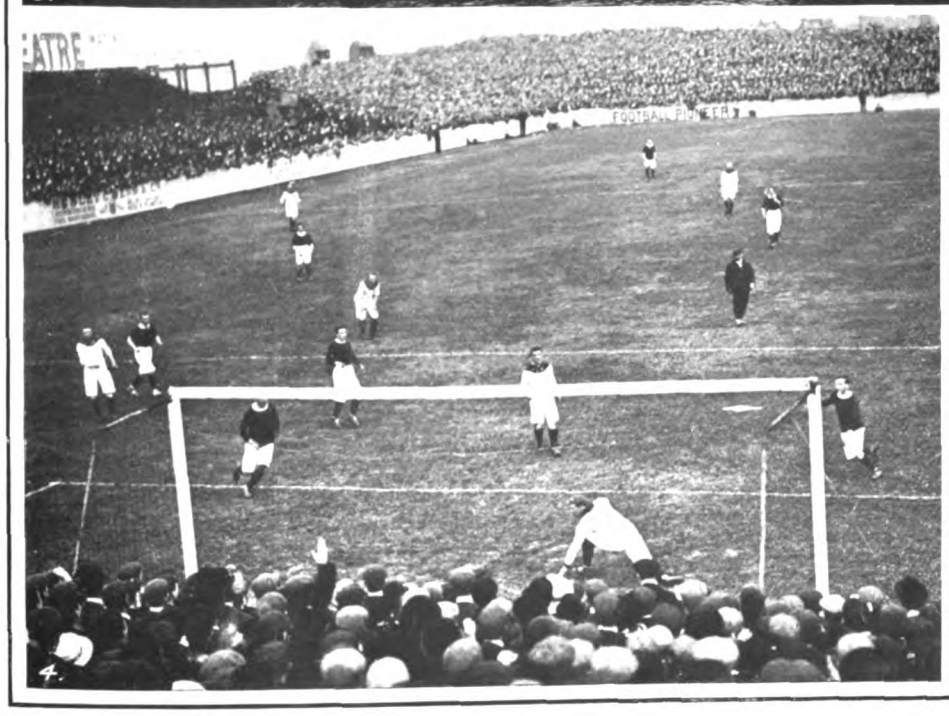
# SPORT AND PASTIME.



(1) The last bather at Trouville. The close of the seaside season. (2) Lady bathers at Southsea. (3) Otter-hunting in Ireland. Captain Reynolds's otter-hounds at Woodbridge, County Wicklow. The season opened last week, and several packs were out all over the country. (4) The opening of the football season. Last Saturday saw the beginning of another football season, and several matches in the principal leagues drew large crowds. Our illustration shows the match between Woolwich Arsenal and Liverpool at Plumstead. (5) Croquet at Clifton. Miss Wilemann, winner of the Ladies' Single at the tournament at Clifton last Saturday.

*(From photographs by W. A. Rouch, the Topical Press Agency, and Chusseau-Flaviens).*



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# THE CRABBE CELEBRATIONS AT BATH.

UNVEILING THE MEMORIAL AT THE ROYAL LITERARY AND SCIENTIFIC INSTITUTION.

On Saturday last a bronze tablet, erected to the memory of the poets George Crabbe, Thomas Moore, and William Lisle Bowles was unveiled by Professor Rêné Huchon of the University of Nancy, France.

THE LUNCHEON IN THE GUILDHALL.

After the unveiling ceremony the guests were entertained to luncheon by Mr. George Gregory, to whose initiative the inauguration of the tablet is mainly due. In connection with the ceremony also there was an exhibition of Crabbe rariora. The Hon. H. M. Sewell, representative of Bath in the State Legislature of Maine, U.S.A., was amongst those present at both ceremony and lunch.

*(From photographs by W. G. Lewis, Bath.)*



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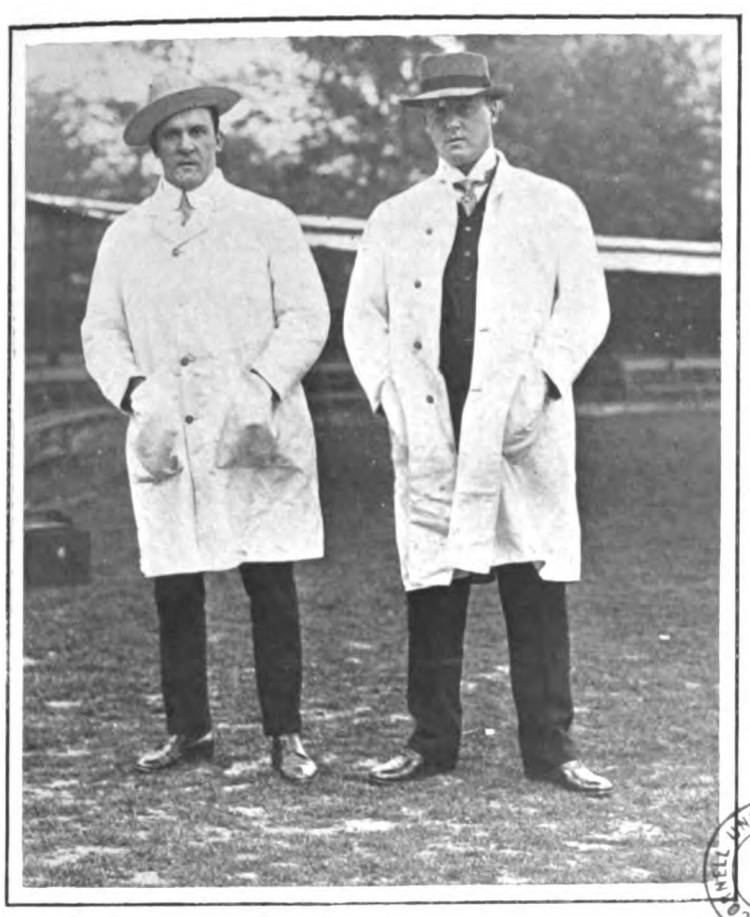
# THE MARCH OF EVENTS.



ACTORS *versus* JOCKEYS AT LORD'S.

(1) Mr. G. P. Huntley and Mr. Beresford, the umpires at the theatrical cricket match at Lord's on Monday. (2) Mr. Rutland Barrington, who is now playing in "The White Chrysanthemum" at the Criterion, and Mr. George Edwardes, the popular theatrical manager, who is a very keen golf player as well as a cricketer.

THE CHANNEL FLEET'S VISIT TO THE BALTIC

The banquet given at the Kurhaus, Swinemünde, in honour of the arrival of Sir Arthur Wilson and his Fleet at the German port. The Admiral and fifty of his officers were the guests of the Municipality, and were most hospitably entertained.



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# The Motor: On Highway and Seaway.

AN enterprising motor firm has inaugurated a scheme which is likely to commend itself to the very large number of owners who have a well-founded objection to entrusting their cars to the ordinary repairer. A travelling workshop has been built and fitted with a lathe, forge, and as complete an outfit of tools and spare parts as the dimensions of the vehicle will permit. In charge of a couple of competent mechanics it will tour the United Kingdom, calling when requested at the houses of the firm's customers, who will thus be able to have practically any repair or replacement carried out at their own doors. There is much to be said for this novel idea, and, always supposing that a reasonable scale of charges is fixed for its services, the travelling repair shop is likely to prove exceedingly welcome in the country. At present, the owner whose car stands in need of attention beyond the scope of skill and appliances of his own driver, is faced with the alternative of entrusting it to a local firm, or forwarding it to the makers, or to some big and expensive establishment in London. There are often serious objections to either course, such as lack of faith in the skill of the local man, or the fear of a bill of inordinate length coupled with weeks of unnecessary delay if a fashionable firm is patronised. Henceforth the owner in difficulties will be able to turn his own motor-house for a time into a fully-equipped repair shop, and have his car refitted under his own eye. The utility of the scheme, for which, by the way, Messrs. Du Cros are responsible, is perhaps less apparent in the case of repairs that require urgent attention, than as a method of enabling a car to be periodically overhauled and tuned up by experts. In any case the travelling workshop is likely to become a popular institution, and Panhard owners will probably not remain for long the only class of motorists who are able to enjoy its advantages.

Of the sixty-two entries for the Tourist Trophy Race nearly a dozen have already been withdrawn for various reasons, but it is probable that at least forty cars will face the starter on September 14. The race will take place over the Eliminating Trials Course in the Isle of Man, and the competitors will be required to make four complete circuits, being a total distance of 208½ miles. There will be no controls, but regulations have been drafted for the purpose of ensuring a reduced speed through the villages. It is difficult to see the necessity for this, as the roads will presumably be closed to traffic. Different drivers are likely to take widely varying views as to the meaning of the order "Drive slowly," which will be signified by a red flag stretched across the road, and unless a fixed limit of speed is imposed through the danger zones, and each car timed at the beginning and end of the stretch in question, a plan which would enormously complicate the running of the race, disputes and protests are sure to arise. Nine a.m. is the time fixed for the start, and the cars will be despatched at 2-min. interval each. The fuel will be supplied by the club, but the competitors will be allowed to choose their own brand. A huge advertisement therefore awaits the distiller who has the luck to provide the spirit for the winning car.

No announcement has yet been made as to the exact quantity of petrol which the cars will receive. As a guide to the makers, it was stated on the conditions that the allowance would be calculated on the basis of one gallon to twenty-five miles of dry, average road—an "average road" being taken to signify that between Oxford and London, *viâ* High Wycombe. Careful experiments have been made by the club, in order to ascertain how the Isle of Man course compares with the standard road, and an announcement as to the precise fuel allowance will probably be made on the eve of the race. It must not be supposed for a moment, however, that the Tourist Trophy contest is merely a glorified consumption trial. The object of the promoters is to provide a competition which will tend towards the improvement of the ordinary touring car in every respect. A race pure and simple was considered more likely to attract the interest of the public than any other form of contest, but it was obviously essential to restrict the speed to a reasonable and safe average. It is hoped that the limitation of the fuel allowance, and the imposing of maximum and minimum weights for both the chassis and the body, will exclude all the unduly high-powered cars and ex-racers, and give the victory to the vehicle which is most suitable for everyday use, granted always that it is driven with a reasonable amount of skill.

There have been critics in plenty of this year's rules, which are admittedly of a tentative character, but, so far as I am aware, no one has come forward with a scheme which offers a better prospect of success than that evolved by the technical experts of the

*Topical.*

THE RACES AT SKEGNESS.

The specially constructed track which was used by the Nottinghamshire Automobile Club to enable the cars to cross the loose sand on their way to the shore for their race-meeting last Saturday.

*Topical.*

THE EVIAN MOTOR-BOAT MEETING ON LAKE GENEVA.

"Antoinette III.," which created a new record for the 100-kilomètres, covering the distance at a speed of 44-kilomètres per hour (23¾-knots).



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Automobile Club. Fuel limitation and weight restriction might produce a freak, but the maker who won the race with a car which was obviously unsuited to ordinary use would gain little commercial advantage from his victory. Apart from the possible performance of some rule-evading monster, it may be said that the most economical car as regards petrol consumption is likely to be the best in other respects as well. A given quantity of fuel can only produce a given amount of energy, and, therefore, the greater the proportion that is transmitted to the road-wheels, and is thereby utilised for actually driving the car, the lesser the amount that is wasted in work that is harmful to the mechanism. Other conditions being equal, the car which consumes but little petrol should be durable, silent, and free from vibration and smell, all of which are qualities of the highest importance in the ordinary touring vehicle.

A great fuss is generally made in the technical Press when a motor-boat successfully accomplishes an open sea-voyage of a few hundred miles in length. The other day, however, I came across a perfectly-equipped cruising-yacht driven by a pair of petrol motors, which had been in more or less regular use since the year 1899, although no special notice has ever been taken of her wonderful record. She has a comfortable saloon, a large sleeping cabin, pantry, lavatory, etc., amidships, with a roomy well aft, and the usual accommodation for the crew forward. Above the cabins is a promenade deck, on which are placed the wheel and the engine-room telegraph. The two old Daimler engines, which drive her at a speed of about ten knots are fitted with tube ignition, and the owner told me he had never had a breakdown at sea, nor any trouble of a serious nature. With a crew of four — namely, captain, engineer, steward, and deck-hand—he had frequently cruised all along the South Coast, and on two or three occasions he had taken her as far as the West Coast of Scotland. She was kept in the pink of condition throughout, and her neat little engine-room, with its brightly-burnished revolution counters, pump gauges, telegraph dials, and other instruments, was enough to delight the heart of any enthusiastic amateur. She struck me as a thoroughly practical and wholesome type of motor-cruiser, and considering the advances which have been made since the year she was built, the motor-yacht may certainly be regarded as long past the experimental stage. RADIATOR.

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THE AUTO-CYCLE CLUB CONSUMPTION TRIALS.

Last week a number of motor-cycles carried out consumption trials under the auspices of the Auto-Cycle Club, running from Thames Ditton to Hindhead. A Clement 16—22-h.p. car led the way, and the first competitor to start was the Rex tri-car, driven by Mr. Appleby.



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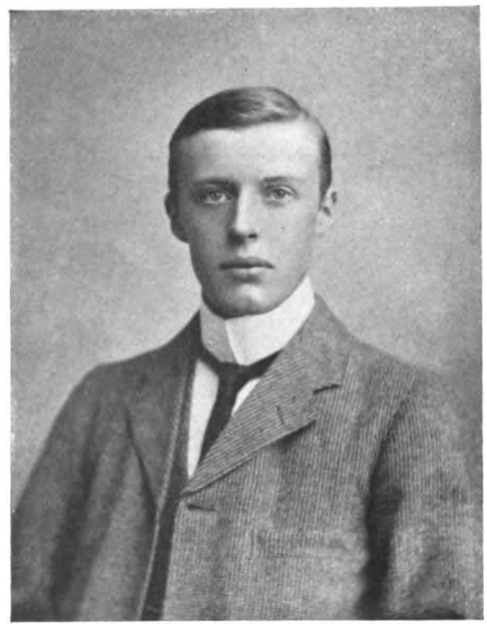
# *On the Links.*

EDITED BY A. J. ROBERTSON.

NO greater surprise has fallen upon the golf world for many a long day than the result of the second match in the International professional foursome at Troon. A substantial lead of twelve holes on one match alone, or a win of fourteen holes out of thirty-six holes played in the course of the day, leaves very little hope that Braid and Herd will ever recover from it sufficiently to make the end of the fight a close one. For one thing, it has to be recognised that Taylor and Vardon were playing just about their normally brilliant and steady game. Each backed up the other so effectually that there was no room for Braid and Herd to trust to the weakness of the other side for winning a hole. If either player on the Scottish side made an indifferent stroke, the hole was looked upon as being practically lost. That remark about sums up the situation—a badly-hit shot at any point of the game meant a lost hole for Braid and Herd.

* * *

The scores of the English side prove that this was the case. Taylor and Vardon were round in 73 and 72 strokes for the two rounds, while it took Braid and Herd 80 and 81. These scores certainly do not represent the high-water mark of Scotland's playing form, though on ordinary occasions they might have been good enough to make a fairly close match of it. The truth, of course, is that Troon seemed to suit Taylor and Vardon better than St. Andrews. The greens at St. Andrews were hard and glossy; those at Troon were much stiffer. Consequently they suited both Taylor and Vardon better in pitching up as well as in putting. Where Braid and Herd fell behind was in the uncertain driving of Braid and the weak putting of Herd. Braid did not play the game which was seen at St. Andrews off the tee and through the green. He pulled and sliced at Troon, and by landing the ball in the rough he was always making his side, so to say, "strain at the collar" in order to recover lost distance and bad direction. Taylor and Vardon kept straight on the line, and by doing so always got good lies for the intermediate shots, while Taylor's deadly pitching on to the stiff greens showed that characteristic part of his game to greater advantage than it has probably ever been displayed before.



THE WELSH CHAMPIONSHIP.

Mr. J. Duncan, jun., the winner of the Welsh Championship played last week.

* * *

Mr. J. Duncan, jun., the winner of the Welsh Amateur Championship for 1905, is a journalist on the staffs of the *South Wales Daily News* and *South Wales Echo*, of which newspapers his father, Mr. John Duncan, J.P., of Dros-y-Mor, Penarth, is one of the proprietors. He is twenty-four years of age, and has only been a keen golfer since he left Oxford, where his sport was Rugby football, and doubtless he would have gained his "blue" as a centre three-quarter had he not volunteered for the South African War. He served in Roberts's Horse, and received a medal with four bars. His sister, Miss Blanche Duncan, is a leading golfer, and was runner-up for the Welsh Ladies' Championship of this year.

## *My Lady of the Links.*

By Dr. Macnamara, M.P.

SHE is either a golfer or she is out to display a wonderful white jersey with large gold buttons and a gossamer veil. Usually the latter. You will know for certain if you find a sand model of Mount Ararat on the first tee—scale an inch to the mile.

In this latter, which is by far the more frequent case, all golfing operations may cease upon the course for the time being; for her ladyship is at large. She will lose a ball at every other hole; and, after a protracted and hysterically-directed search, will gleefully pounce upon the first ball that catches her eye and proceed gaily on her devious and

Downie, St. Andrews.

THE HOME HOLE AT ST. ANDREWS.

A view of the last putting green at St. Andrews during the professional foursome, showing the bay beyond and a portion of the crowd watching Herd putting.



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# *On the Links.*

wayward pilgrimage. Especially if that ball happens to be a brand-new "Kite." Like her wonderful jersey with the big round gold buttons, her lace stockings, her brown shoes—ah, me! for the havoc those heels of hers work on the greens—her tailor-made skirt, her exquisitely tied gossamer veil, and her artistically-turned Panama, her Caddie-bag is entirely "just so." It is neat and trim of white canvas with newly-minted leather bands. (She always carries for herself, being of the opinion that so to do is to proclaim one's self a golfer without fear of challenge.)

Curiously enough, however, her balls are always horribly hacked, horribly dirty, and of the prehistoric gutty order. If, perchance, you see her playing a new "Spalding White," be sure she has, somewhere or other on the course, played the wrong ball. Indeed, it would have to be a pretty lonely course on which she could not perform this simple operation once or twice in any given week. And as with her balls so her clubs. They are, as a rule, rusty to a degree, and at least one of them is sure to be loose at the head. It is passing strange that in these two particulars she should depart so widely from her general scheme of carefully-thought-out appropriateness.

The rules of the game trouble her but very slightly. She has the coolness and the nerve of an operating surgeon of the R.A.M.C. If she does not cut pits as gashes in her ball with nearly every other stroke, she makes up for the oversight by performing the operation upon the turf. The circumstance does not make her angry. Quite otherwise. She sails sweetly on, strewing her path with the green scalps of victory, and the vivid execrations of the mere male golfer who is following her from afar.

She makes her own local rules to fit the incidents of her game as they arise. A bare patch is, naturally enough, a rabbit scrape, out of which she lifts with avidity but without penalty. The details of her policy of lifting need scarcely be followed, because whenever she lifts—as she does with some little frequency—she always claims to do so without penalty. She has also a very full and generous list of the circumstances under which she is entitled to tee the ball.

THE INTERNATIONAL FOURSOME AT TROON.
A view of the putting green at the end of the Troon links, near Prestwick, Vardon putting

"HER FIRST GOLF LESSON."

But it is upon the putting green that she is the most engaging study. Here her attitude is strictly determined rather by the felt presence of an invisible photographer than by any necessity to sink the ball into the hole. And when the many vicissitudes of her amazing excursion from the tee to the hole are at length ended, and the pin is once more replaced—which, by the way, is a little finale which she very often indeed fails to perform—then commences a long and ardent conversation with her partner. They have been yelling comments across at each other all through the greens. But the really well-sustained debate only commences on the putting green. Out comes a sweet gem of a gold pencil-case, and down goes a dainty little figure—too little, now and then, truth compels me to relate. The debate opens this wise:

"Let's see, I had a short drive and then an iron. That's two!"

"Excuse me, dear," interrupts her ridiculously matter-of-fact partner; "but you took two on the tee. You missed the first drive altogether!"

"Oh, so I did! So I did! I really apologise," she profusely replies. "Two on the tee, then two with my iron, then a mashie——"

"No, dear," again intervenes her more Babbage-like partner. "You had *three* shots with your iron."

"Oh, no, darling!" she retorts, tartly. "You are really mistaken. My first iron shot landed me down by the hurdles, and my second was just short of the green."

"You are forgetting, dearie," gently but firmly insists her companion. "Your first iron shot took you near the hurdles. Quite right! But you then duffed a shot; and it was your *third* iron shot that landed you just short of the green!"

She bites nervously at her pencil and looks contemplatively down the vista of a far-away future. At length, after a long and marked silence, punctuated only by the tapping of the pencil-case against her pretty teeth, she says slowly and with conviction: "Quite right! *Quite* right! Quite right, darling. How silly of me to forget. Two from the tee, three iron shots—quite right, *three* iron shots—a mashie, and two, no three, yes *three* putts. That's out in nine. Dreadful, isn't it?"

But that beastly partner is relentless. "Not *three* putts, dear," says she, sweetly

THE CROWD AT TROON.
Some of the crowd climbing the hills on the Troon links to see the play in the great professional foursome.



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# *On the Links.*

but severely. "Four! *Four!* Your first putt was not half up. Your second was short. Your third ran past the hole; and it was your *fourth* that you put down!"

"Four?" demands her ladyship in hysterical query. "*Four?* Surely not! My first was short. My *second* ran past the hole; and it was my *third* that I put down!"

"I am sorry," insists the Inexorable One. "Look," she says, walking halfway across the green. "Your first was about here." ("Yes," nods her ladyship.) "Your second stopped short here," continues the prosaic stickler for hard disagreeable truth, walking a yard or two nearer the hole——

At this point the conversation, having now run into some two or three minutes, and being just as far off an amicable conclusion as ever, is rudely interrupted from the rear. A mere male foursome has been held up during the whole period of this animated discussion, and it has now reached the stage of spluttering and incoherent rage. Eight persons in all, players and caddies, have yelled themselves hoarse, and are weary with frenzied wavings of arms, clubs, and bags. One of the players, a retired Anglo-Indian Major, is mopping his forehead and breathing stertorously with all the preliminary symptoms of apoplexy.

"Oh dear, dear," says her ladyship wearily, "those dreadful men, those dreadful men. I suppose we had better get on!"

They pass slowly to the second tee, still discussing the number of strokes and comparing cards. On the second tee they appear from the distance to enter into an enthusiastic discussion on the advantages of muslin over crêpe de chine for garden-party wear, followed by a demonstration of how Lena Ashwell *ought* to have crossed the stage as Leah Kleschna in the Safe-robbery Scene in M. Sylvaine's study. Ultimately and with an air of lofty condescension, her ladyship is graciously pleased to let the scowling foursome through.

But there is, I rejoice to say, that other lady on the links. She plays a game that would give trouble to a good ten man on the top of his form. She has the likeliest and most delightfully balanced clubs you ever handled; and plays the mashie with true artistic skill and insight. As for putting, she sends the ball from the club to the hole with a certainty that would not have disgraced Travis on his greatest day. Her drives are always straight and sure, and never less than 120-yds. Her swing is a dream, and her short game would put most scratch men to shame. She does her eighteen holes in quiet, quick, workmanlike style, from the men's tees, and within the two hours. She has far less of the side and vanity of the average man player, and never—unlike him—applauds her own good play. She sees you mark her card with an 8 at the long hole without a murmur. Would there were more like her. As to dress and personal appearance, her ladyship of the white jersey, the big round gold buttons and the gossamer veil, contumeliously dismisses her as "a fright!" But that is only because she is jealous of her golf.

*J. Patrick, Edinburgh.*

"OLD TOM."

This is the latest photograph of Tom Morris, taken at St. Andrews on the day of the big professional match. Old Tom, who is the sole survivor of the great professional four-some played in 1849, celebrated his eighty-fourth birthday in June last.

*Fairweather, St. Andrews.*

THE INTERNATIONAL FOURSOME.

The four players who are taking part in the match for £100. Herd and Taylor are standing at the back, Braid and Vardon are seated in front.

## *Turnberry Golf Course*

THE old course of Prestwick has already earned for the county of Ayr a reputation among golfers everywhere. But within the past few years there has been added to the long list of excellent courses in that county another course which is destined in the near future to rank as high as any course in the kingdom.

This is the Turnberry Golf Course.

It is situated upon ground that has historical associations. Near the spot where the golfer drives to the sixth, or Lighthouse hole, was lit unexpectedly the beacon that drew Robert the Bruce. Earl of Carrick, then in hiding in the adjacent Island of Arran, to the mainland to begin the second and successful part of his romantic career. His safe crossing, his landing and seizure of Turnberry Castle—now but a ruin almost level with the ground—near the seventh green, his victorious campaign against the English king, culminating at Bannockburn, are matters of little concern to the average golfer: but that this, the latter half of his career, was begun by the lighting of the beacon near Turnberry Castle, invests the golf course with an interest to Scotsmen, at any rate, that few courses have.

Straight out in mid-ocean, rising 1,100-ft. almost sheer out of the water, majestic and grand, like a watchdog of the Firth, is Ailsa Craig, while miles beyond stretches the enveloping arm of Kintyre. To the north is the Island of Arran, whose lofty peaks—outlined on a fine summer day in a deep blue



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# *On the Links.*

THE INTERNATIONAL PROFESSIONAL FOURSOME.

(1) A view of the home green at St. Andrews, showing the club-house. (2) Taylor holing his ball for a win. (3) A view of the picturesque tee at the 12th hole, showing Herd driving off. (4) The crowd round the home green. A bird's-eye view of St. Andrews Links, showing the Golfers' Bridge and the Swilcan burn in the middle distance. Some of the spectators at the home green watching Herd putting.

*(From copyright photographs by James Patrick, Edinburgh, and others.)*



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# *On the Links.*

against the sky—are a commanding feature in the landscape, while further up the Firth are the more gentle slopes of the Islands of the Cumbraes and Bute. To the south nestles in the bay the fair town of Girvan, and beyond the rugged coast-line, generally flecked with white, winds irregularly to Corsewall Point at the head of Loch Ryan. On the horizon out in the Atlantic can be seen on a clear day little dots of blue, the storm-beaten islands of the North of Ireland.

Since the spring of 1901 neither money nor labour has been spared by the Marquess of Ailsa, on whose ground the course extends, to render it attractive to golfers. Something has still to be done in the way of improvement, notably in affording better lies from several of the tees, and in cutting away the undergrowth along

THE LINK AT TURNBERRY.

The tide coming in at the 7th green. Mr. R. McConnell putting, with Messrs Galloway and Jones looking on.

GOLF AT TURNBERRY.

The 7th teeing ground. Mr. Osborne Marshall (Bombay Golf Club) driving, Messrs. McConnell and Galloway (Turnberry) and Jones (Bombay) looking after the ball.

the sides of the stream which meanders through the course. With these exceptions the course is an exceedingly fine one. "Far and Straight" is undoubtedly the motto of the golfer at Turnberry, for the bents at the sides of the course are both long and thick, and the lover of the brassie will find splendid scope for getting away those fine, low, and far-travelling balls that are a delight alike to player and spectator. The course is rich in the variety of its hazards and holes, while giving to the player of a long ball the full reward of good play. Sand bunkers, strangely enough for a course running along the edge of the sea, are not numerous. This is due to the soil, which, though in the main sandy on the surface, appears to have, at least in the incoming half, a substratum only a few inches thick of a marshy consistency. The lies are so good and the turf is so fine that wooden clubs are used by many of the players instead of brassies.

Several of the holes are of great length, especially the eleventh and the seventeenth, both of which are over 500-yds., the "Bogey" score for the latter being indeed given at 7. The eighth green at the northern limit of the course is situated up on the rocks, with the sea lapping it on two sides and surrounded on the other sides by a grassy cone-shaped mound. When the few slight improvements suggested are carried out the course will be one of the finest. These improvements would quickly solidify the body of the turf, which is inclined to be rather spongy, and would give to the otherwise true putting greens a keenness they at present lack. There is at present a commodious club-house,

THE TURNBERRY COURSE.

A view of the 8th teeing ground. Mr. Jones of Bombay driving, Messrs. Osborne Marshall, McConnell, and Galloway watching the ball.

THE TURNBERRY LINKS.

A picturesque bit of the course. Mr. A. Lauder of Tooting Bec, Troon, and Turnberry driving.

and by next year it is anticipated that the light railway from Ayr to Girvan will be finished. As there is to be a station on the railway about 200-yds. from the first tee, and as an hotel of considerable size is being at present erected by the railway company adjoining, golfers, either residing in Girvan or at the hotel, will have facilities for playing over what will be in a few years one of the finest courses in the kingdom. J. A. MARSHALL.

## *FIXTURES.*

**September 9.—Glasgow, Autumn Meeting at Killermont.**
**September 9.—Formby, Autumn Meeting.**
**September 9.—Tantallon, Autumn Meeting.**
**September 13.—Littlehampton, Autumn Meeting.**
**September 13.—Newquay, Lang Cup.**
**September 15.—Newquay, Headland Cup.**
**September 16.—Portmarnock, Gold Medal.**
**September 16—Glasgow, Autumn Meeting at Gailes.**
**September 16-18.—Lytham and St. Anne's, Autumn Meeting.**
**September 18-22.—Le Touquet, Open Meeting.**
**September 21.—Alnmouth, Autumn Meeting.**



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. LX.—Mr. Richard Biddulph Martin, Unionist M.P. for the Droitwich Division of Worcestershire, and one of the Stewards at the Worcester Musical Festival.**

THE Martins were notable burgesses and chief magistrates of Saffron Walden both before and after the memorable year of the Armada, when Sir Richard Martin, citizen and goldsmith, of the Harpe in Cornhill, served the office of Lord Mayor of London. Sir Richard, who became Warden of the Mint, died Father of the Court of Aldermen towards the end of James I.'s reign, and a century later Thomas Martin, a member of the same family, joined forces with Andrew Stone in carrying on the prosperous banking business established by the Duncombes and their early associates at the sign of the Grasshopper, conveniently situated in Lombard Street, between the Unicorn and the Plough, and in close proximity to Change Alley and Garraway's Coffee-house. In 1723 John Martin purchased the fair estate of Overbury in Worcestershire, and eighteen years later the electors of Tewkesbury sent him to Westminster as one of their representatives, the triumph of Martin and Calvert being commemorated by some of the earliest Worcester plates in existence. A few years after that, viz., in 1746, Ebenezer Blackwell, the friend and champion of George Whitefield and the Wesleys, associated himself with the Martins and the Stones in still further promoting the fame and fortune of the Grasshopper, of which one or more members of the Martin family have been the guiding spirits and presiding geniuses ever since. Tewkesbury remained faithful to the squires of Overbury down to the time of its extinction as a Parliamentary borough twenty years ago, its last member being Mr. Richard Biddulph Martin, who entered his father's business in 1861. Between 1750 and 1850 the Martins, in accordance with the spirit of *camaraderie* which prevails amongst great bankers, as well as amongst great brewers, had intermarried with the Barings, the Labouchères, the Stones, and the Thorntons. Quite at the beginning of Queen Victoria's reign Mr. Robert Martin had exchanged the old family house in Lombard Street for a roomy mansion in Eaton Square, then only half finished, and generally regarded as "quite in the country." Here in 1838 was born Mr. Richard Biddulph Martin, the sitting member for the Droitwich Division, the last of his race to perpetuate the old Tewkesbury electioneering cry of "Martin and Calvert for ever!" When not looking after his model cottages and other kindred interests at Overbury, Mr. Martin is to be found in a roomy house on the sunny side of Hill Street, Berkeley Square, the historic thoroughfare associated with the lives and memories of "the Good Lord Lyttelton" and his friend Elizabeth Montagu, the first Lord Malmesbury and the first Lord Camden, Lords de Tabley, Albert Conyngham, and Colborne, all of them enthusiastic picture collectors; Henry Brougham, Admiral Philip Durham, last survivor of the "Royal George," and last, but not least, Lord Cornwallis, who built the abode now occupied by Mr. Martin, in the days when architects believed that thick layers of sea-shells between the floors was an unfailing specific against noise.

Born in the year of the late Queen's Coronation, Richard Biddulph Martin first went to the private school anathematised by Mr. Augustus Hare as "the worst in all Europe." Thence he migrated to Middlemist's House at Harrow, then under the rule of Dr. Vaughan. Amongst his contemporaries "on the Hill" were the Duke of Abercorn, the late Mr. Edward Stanhope, Sir George Trevelyan, and Mr. Percy Thornton. From the sixth form at Harrow—like his father before him—he went to Exeter College, Oxford, where Dr. Lightfoot, the eminent rector, had every reason to be satisfied with his diligence. As soon as he had taken his degree, in accordance with the family traditions, he entered the Lombard Street counting-house, where he soon acquired the business traditions of the Grasshopper.

*Bassano.*

MRS. R. BIDDULPH MARTIN

Wife of the Unionist Member for the Droitwich Division of Worcestershire.

Three years later he married Miss Mary Frances Crozier, the daughter of Admiral Crozier of Freshwater in the Isle of Wight. Mr. Martin has since won many honours and occupied many important posts in the realm of finance. He is a director of the Sun Life and Fire Offices, the Assets Realisation Company, the Debenture Corporation, the Anglo-American Debenture Corporation, and a member of the Council of the Corporation of Foreign Bondholders. He was a founder, and has been president, of the Institute of Bankers, and was for a time chairman of the British North Borneo Company. He has also done good work as one of the honorary secretaries of the Metropolitan Hospital Sunday Fund.

Four years after his marriage Mr. Martin unsuccessfully fought the battle of Liberalism in East Worcestershire in conjunction with the present Lord Cobham. He was not more fortunate twelve years later when he offered himself as a candidate for the City of London; but he scored his first political success during the same year at Tewkesbury, where Thomas Martins, John Martins, and James Martins had found favour in the eyes of the electors for an entire century. The political light of Tewkesbury was extinguished five years afterwards, and Mr. Martin failed to capture Chelmsford as a Liberal in 1885, and in the following year he was again defeated in the Ashburton Division of Devon, where, as a Unionist, he opposed the late Mr. Seale Hayne. In 1891 he won a signal victory in the Droitwich Division of Worcestershire, and was unopposed in 1895. In 1900 he beat Mr. C. B. Harmsworth by a substantial majority. The interests of the agriculturist and the manufacturer are pretty fairly divided in the constituency now represented by Mr. Martin. Salt is, of course, the staple trade of Droitwich itself, but ironworks exist and flourish at Stourport and Stourbridge, and Kidderminster represents the carpet manufacturers of the constituency.

The views of Mr. R. B. Martin on the Fiscal question differ very materially from those of his brother banker, Mr. Felix Schuster. He is in full sympathy with Mr. Chamberlain, and sees no reason why the laws relating to our Fiscal system should be treated as immutable more than any other provisions of the Legislature, nor does he consider that banking has been built up on a basis of Free Trade more than any other business. He regards the policy advocated by Mr. Chamberlain as the only one which can give England the benefits of real Free Trade, and claims for the Government the right to regulate the Fiscal conditions of the country as the occasion requires it. As far as the next General Election is concerned, Mr. Martin is not likely to again present himself as a candidate unless perfect unanimity of opinion and action exists between Unionists and Conservatives.

Mr. Martin was once known as an ardent and accomplished toxophilite. He is also an accomplished artist. Throughout the whole of Worcestershire he is recognised as a model landlord, who has made the health, comfort, and well-being of his tenants and labourers one of the great objects of his life. There are few cottages in England better built or more commodious than those to be seen in the ideal village which surrounds Overbury Court, and are a noticeable feature in one of the loveliest districts of picturesque South Worcestershire.



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# The Parisians of Paris.

## THE RISE OF THE BRASSERIE.

IF a French Rip Van Winkle, after an absence of only twenty years, were to come back to Paris, he would utter a pathetic cry, "What have they done to my Boulevards?" And those who heard him would smile good-naturedly, and explain to him that, whilst he was asleep, the world progressed, and that the Boulevards, like everything else, had undergone improvements.

For all that, poor old Rip's judgment would have been correct, for he would have seen at a glance what the man of the present day fails to notice—that the Boulevards have lost their former *cachet*. They have retained their animated aspect, with their tastefully-arranged shops, their glittering cafés, and the cosmopolitan crowd on its way from the Madeleine to the Rue Montmartre, or *vice versâ*. But a new element has sprung up, an element that did not exist twenty years ago, which has revolutionised Paris life—the Brasserie.

Victor Hugo's famous words, "Ceci tuera cela," can be fitly applied to Brasseries and restaurants. The beer-house, the huge modern monster, is slowly devouring the restaurant, making a plucky fight, but bound to be worsted in the end.

The streets of Paris, more than those of any other capital in the world, reflect the life of its inhabitants, and the physiognomy of our streets plainly shows the curious evolution which has taken place. This evolution is most discernible in the aspect of the restaurants—the pulse of the Boulevards. These famous establishments are beginning to be slowly deserted by the Parisian, and, were it not for their *clientèle* of strangers, would, in many instances, have to close.

Of course, many Frenchmen fond of good living continue to patronise Voisin, Paillard, etc., but the majority of them have gone over to the enemy, the Brasserie. It all came about very naturally, and in a measure messieurs les restaurateurs have themselves to blame, by keeping up their prices at high-water mark. As long as business was flourishing the Parisian did not mind paying dearly for a delicately-cooked sole, or a cutlet done to a turn, but when trade began to fall off, he suddenly discovered that lunching or dining at a first-class restaurant is an expensive pleasure, and he started searching for a place where a good repast could be had at a less exorbitant price. He had to search long, for there was little or no supply to this sudden demand. Between the *gargotte* and the fashionable restaurant there was no middle house. Then the Brasserie sprang into life, and has since become an institution. And it is here that the extraordinary evolution to which I referred is so strongly noticeable.

A well-known French author on his return from England—some forty years ago—wrote how he was nearly poisoned by that horrible beverage called beer, and he expressed the hope that this "Satan's brew" would never cross the Channel and supersede the "bon vin de France." In those days there were just a few beer-houses in Paris, solely frequented by strangers. Twenty years later the French began to take to "Satan's brew," yet steering clear of the beer-house. To-day, however, the incredible has come true. It is the stranger who has invaded the restaurant, and the Parisian who has taken possession of the Brasserie. If an English author wants to study the modern Frenchman, let him spend a couple of days at Pousset's in the Boulevards, where he will get more information—if he be observant—than if he wastes his time on Montmartre or the Latin quarter.

Although there are now many famous Brasseries in Paris, I purposely mention Pousset because it is the most ultra-Parisian. They are doing a tremendous trade—their turnover about £80,000 per year—and the food served is both excellent and by no means exorbitant in price. People at first only used Pousset's as a restaurant, or a place where they could obtain a capital glass of beer. In the course of time, however this Brasserie has become something like the Forum in ancient Rome. All kinds of people assemble there to discuss their affairs, and I dare say that more business is transacted there than on many a public exchange. It is a sort of neutral ground where men of different political creeds meet without coming into collision—the ideal *entente cordiale* on a wider scale. This *entente* is amusing to watch in connection with journalists, who have selected Pousset's as their headquarters. The amount of "copy" that issues every night from this establishment is prodigious. Here we can see the man from the Royalist *Gaulois* seated at the same table as the representative of the Socialistic *Petite République*. They are both busy writing—possibly against one another—but they clink their glasses, and part with a hearty shake hands and an "Au revoir, mon vieux."

MLLE. ANDREE MEGARD

The celebrated actress recently appearing at the Odéon Theatre.

Dramatic critics crowd in after a "first night," and the printer's devils rush to and fro with matter to be set up or proofs to be corrected, and there is excitement around the critics' table when the bourgeois, supping with his wife and friend, finds out that the man with the loosely-tied cravat is M. Catulle Mendès or M. Emanuel Arène.

To see Pousset's at its best, however, you must look in on popular fête days, or on Christmas Eve. The tables are retained in every nook and corner of the big establishment, and have been booked a month in advance. But on this night there is little beer drunk. Champagne of every well-known brand, and of many an unknown one, flows like water, and everybody drinks and is merry "all the night long," as the poet sings.

Brasseries are famous places for umbrellas. Stacks of them are found after the houses close, and, strangely enough, are seldom or never claimed. After a month they become the perquisites of the head-waiters, and make beautiful presents to provincial relations.

FRANCIS KEYZER.



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# AT DEAUVILLE.

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A POPULAR FRENCH RACE-MEETING. *Topical Press.*

The Deauville race week is one of the pleasantest of the Normandy meetings. Many leading members of Parisian Society are to be seen at the races, and participating in the various amusements in the evening. Notable features during the meeting were the victory of Ecots in the Grand Prix de Deauville, and the sale of a yearling by Cyllene for £3,000.



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# Under the Burgee.

THE concluding week of the Solent big-class racing was one of the busiest of the year. As a rule, the two days' racing at Southsea under the flag of the Royal Albert Club brings this series to a conclusion, and yachts have ample time to replenish stores, if necessary, and get down to Weymouth. This year, however, the Royal Southampton stepped in with two days—the Wednesday and Thursday. The former of these had been arranged, while the latter was a postponement from an earlier day in the month, owing to the presence of the French Fleet in the Solent. There was, therefore, only one day on which to get down to Weymouth, after which it has to be borne in mind that there is only the Sunday intervening between that fixture and Torquay for the passage, so that those craft sailing at every regatta have, with the exception of one Sunday, been under way every day from the opening of Ryde Week on the 15th of the month until the close of Torquay on the 29th. When it is further taken into consideration that the period covered by these dates was characterised by a spell of really hard weather, even those unacquainted with the sport can begin to realise that crews of racing yachts get by no means an idle time.

Last week, in these columns, I referred to the many mishaps that had occurred at the Royal Southern Regatta. All necessary repairs to the different vessels had, however, soon been attended to, and nearly all were able to hoist racing colours again on the Monday. More accidents, and some of a more serious character, were, however, in store.

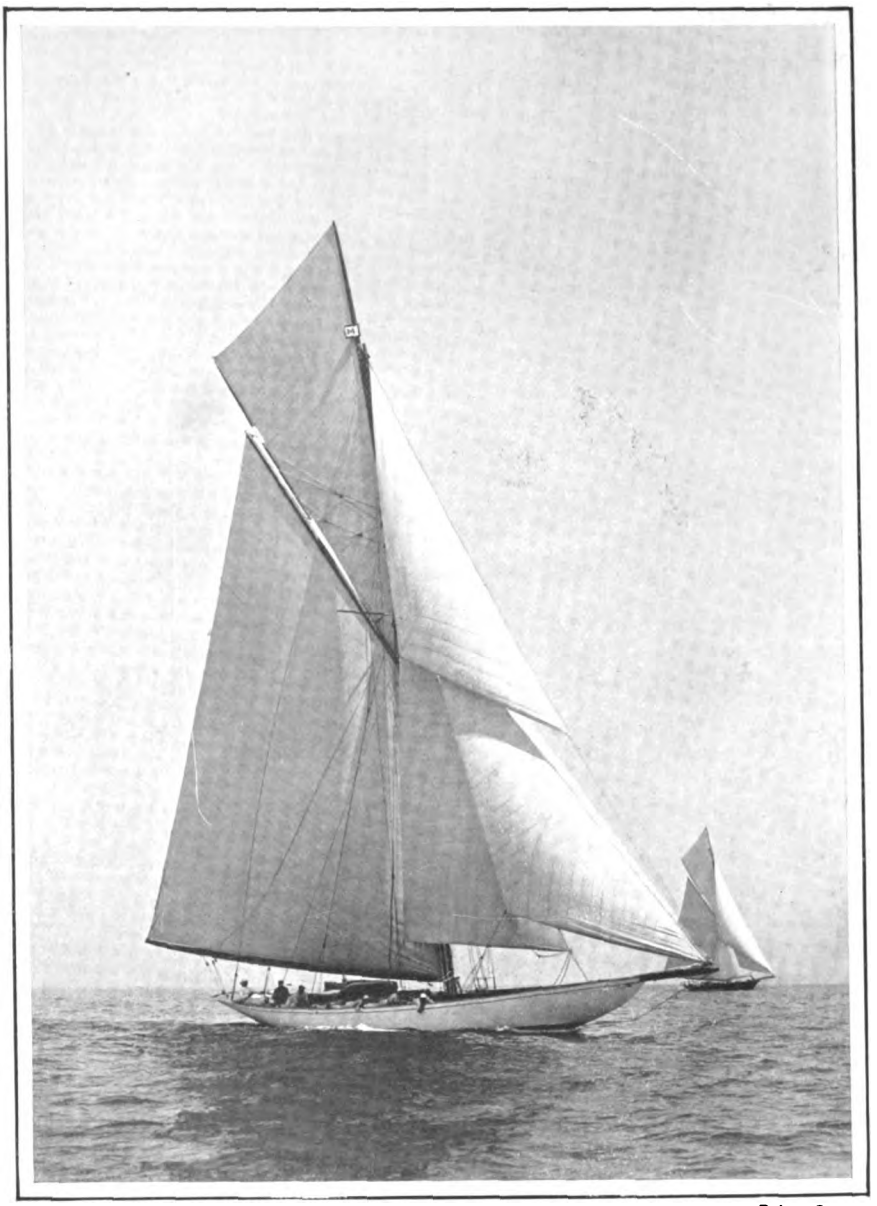
There was a fine breeze at Southsea on the Monday, and, being able to reach from mark to mark all round the course, the competing vessels soon completed their journey in fast times, Dr. Douglas Kerr's yawl, Valdora, securing the Albert Cup in the big handicap, and Maymon, last year's champion 52-footer, carrying off the prize in her class. On Tuesday the wind was fresh, but nearly all the boats ventured on setting jackyarders. There were, however, some hard puffs, in one of which White Heather was completely dismasted, fortunately without injury resulting to anyone aboard. This mishap has, of course, put further racing for her this season out of consideration.

An interesting race on this day was the handicap for vessels between 25 tons and 50 tons Thames measurement, and as there was no class race for the 52-footers, two of these entered for the handicap. Only one—Britomart—started, and her chief opponents were the older boats of her own class. She was, of course, scratch boat, and it was amusing to see how carefully she was watched by the others, several in turn giving her a weather bowing as they beat to the first mark. While Britomart was engaged with these, Senga got clear away with a long lead. Britomart, when she ultimately got clear, soon commenced to reduce Senga's lead. She overtook her, and had the barren honour of finishing first, the prizes going to others that saved their time from the scratch boat.

The Southampton Club races were started from Calshot. On the opening day there was a hard wind, and all the vessels sailed under reduced canvas. Moyana and Maymon in the 52-ft. race got aground, and Britomart beat the American boat Sonya by 2-min. Britomart has been none too successful during this, her first season; but from her performances in the Solent one almost concludes that she is the hard-weather boat of her class, which is somewhat remarkable when it is considered that she is an extreme type. The second day at Calshot was a very soft one, and racing was tedious. The finish of the 52-footers was interesting. After having been widely separated, three of them closed up and finished within a few lengths of each other, Britomart repeating her success of the preceding day.

The hardest weather of the week was, however, reserved for Weymouth on Saturday. Vessels commenced racing with jackyarders aloft, but later in the day had bare topmasts. The course at Weymouth is a very fine one, and vessels are always within sight. The racing was watched with interest by large numbers of people assembled on the pier and on the Nothe, and there were plenty of exciting incidents. Twenty-one vessels started in the four events of which the programme was composed, but only ten completed the course, the retirement of the others being due in many instances to mishaps of a more or less serious nature. In the big handicap, Vendetta, which might have been expected to do well on such a day, broke her gaff quite early in the race. In the second round a bad smash happened between Lorna and Rosamond. The former was well within her time from all her opponents at the end of the first round, and need not have troubled about any boat in particular, but in overtaking Rosamond on a reach, she elected to try for her weather. Rosamond naturally luffed. Lorna, an older craft, is probably slower on her helm than Rosamond; at any rate, she did not respond smartly to the latter's luff, and ran her bowsprit right across her, with the result that Rosamond lost her bowsprit and had her bulwarks smashed, as well as two of her topside planks split. Brynhild sustained her reputation as a hard-weather craft, and won this race handsomely.

Sonya, in the race for 52-footers, beat Maymon by 20-sec. The other two of this quartette gave up, Moyana with her crosstree carried away. In the handicap for the Weymouth Town Cup, Japonica easily saved her time. This vessel will be remembered as the Herreshoff 20-rater Niagara, which, under Mr. Howard Gould's flag, made such a fine record in the early nineties. CORINTHIAN.



*Beken, Cowes.*

**MAYMON**

Winner of the second prize in the race for yachts of the 52-ft. class at the Royal Dorset Yacht Club Regatta at Weymouth. Built at Fairlie, from W. Fife's design, for Mr. S. Butler, Maymon is now in charge of A. Hogarth, who sailed Shamrock I. in the 1899 Cup races.

## *REGATTA FIXTURES.*

**September 9.—Royal Corinthian Yacht Club; Matches.**
**September 9.—Orwell Corinthian Yacht Club; Handicap Match.**
**September 16.—Minima Yacht Club, Surbiton; Match.**
**September 23.—Royal Corinthian Yacht Club; Matches.**



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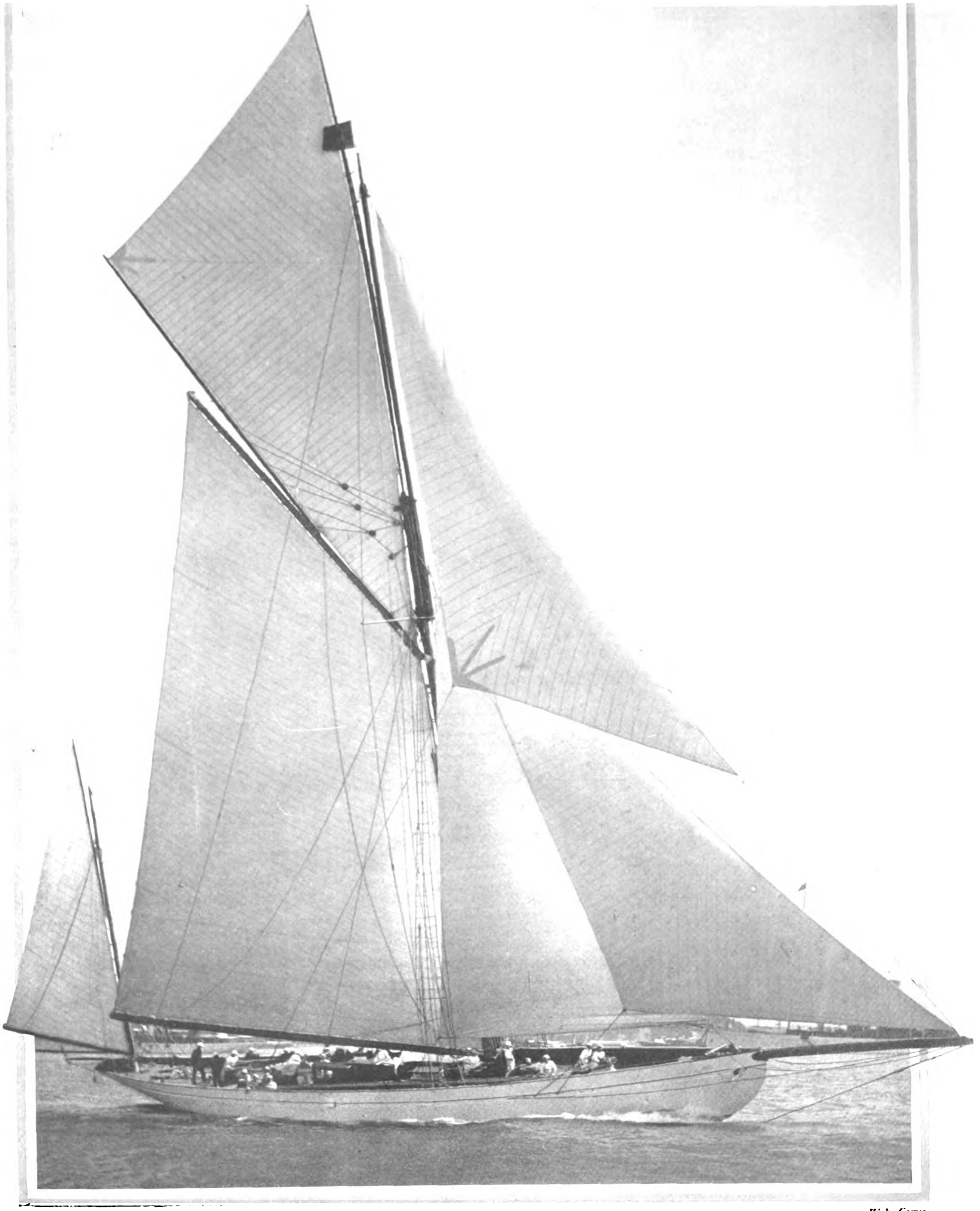
# YACHTS OF THE YEAR.



*Kirk, Cowes.*

## BRYNHILD

153-ton yawl, owned by Sir James Pender, Bart. Built by Nicholson of Gosport. She is a splendid vessel in hard weather, won the Cowes Town Prize at the Royal Yacht Squadron Regatta, and finished her racing for this season by winning the principal race at Weymouth in almost half a gale, when she was one of three to finish out of seven starters.



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# The Worcester Musical Festival.

## SEPTEMBER 10—SEPTEMBER 15, 1905.

GEORGE III.
From an engraving by Benoist.

THERE are few more interesting or picturesque cities in the Empire than "Ever Faithful Worcester," which, under singularly happy auspices, is to be the scene next week of the 182nd Annual Meeting of the Three Choirs of Worcester, Hereford, and Gloucester, "for the benefit of the Widows and Orphans of Clergymen of the Three Dioceses." The King and Queen, the Prince and Princess of Wales, the Duke and Duchess of Connaught, as well as the Archbishop of Canterbury, accord their "especial patronage" to this always-important Festival, while, for the first time, the president and the preacher at the opening service next Sunday is Bishop Huyshe Wolcott Yeatman-Biggs, who brings to his new sphere of work in historic Worcester that earnestness and energy which have long made his name a household word in South London. Amongst the stewards figure the names of Lords Coventry, Beauchamp, Cobham, Lifford, Windsor, and Hampton, together with the Deans of Worcester and Hereford, and many of the Parliamentary representatives of the three musical counties, including the Hon. George Allsopp, Sir Frederick Godson, Mr. Alfred Baldwin (the newly-elected chairman of the Great Western Railway), Mr. H. Whiteley, and Mr. Richard Biddulph Martin, the subject of the "Political Pen Picture" in the present issue of THE KING. There are a number of lady stewards, headed by Lady M. A. Winwood Hughes, while Worcester's popular Town Clerk, Mr. Samuel Southall, once more discharges (as very few men can) the arduous duties of hon. secretary. The connection existing between Worcester and music in the past has been long and eventful. The "Ever Faithful" city claims amongst its worthies of the present that most illustrious *maestro*, Sir Edward Elgar, Mus.Doc., LL.D., who, as might be expected, takes a deep personal interest in the Annual Meetings of the Three Choirs. On this occasion he has given signal proof of his goodwill by arranging the words from the Holy Scripture which form the libretto of the beautiful cantata, "The Hymn of Faith," composed by Mr. Ivor Atkins, the able and popular conductor of the Festival, for production at the afternoon performance of Tuesday next.

QUEEN CAROLINE
The consort of George III.

MME. MARA
The principal female vocalist at the Musical Festival at Worcester in 1788.

FANNY BURNEY
Who has given us in her diary an amusing account of the Worcester Festival of 1788.

The story of the Music Meetings of the Three Choirs from their commencement in 1724 was told by Daniel Lysons, and his work has been recently brought up to date and republished. Many of the most interesting and important of these gatherings have taken place in Worcester. It was there that the philanthropic phase of the "Meetings" was thought out and perfected, and that the beautiful and accomplished Miss Linley (the future Mrs. Sheridan) made her first appearance as a professional singer. This was in 1770, and three years later it was also at Worcester that, as Mrs. Sheridan, she made her last curtsy to an adoring public. Up to the last moment the question of her fulfilling the promise of the programme was a matter of doubt; but Lysons tells us that "Mr. Sheridan, much to his honour, acquiesced in her benevolent intention of singing at the Meeting, and presented the sum of one hundred guineas, which was to have been the remuneration of her transcendent talents, to the charity." In 1777 an Italian opera by Signor Rauzzini of Bath was produced at Worcester, and for a lengthy period from 1785 the sweet-voiced Mme. Mara occupied the highest place in the list of singers.

The publication since last year's Meeting at Gloucester of Mr. Austin Dobson's new and admirable edition of "The Diary and Letters of Mme. d'Arblay" cannot fail to intensify the interest felt in the memorable Festival of 1788, when "Good" King George, "the dear Queen," "the sweet Princesses," with the lively Fanny Burney, Colonel Digby ("Mr. Fairly"), and Colonel Goldsworthy, came by coach from Cheltenham to see the sights and enjoy the fine music, in happy unconsciousness of the coming storm, which, at the time of the threatened

BISHOP HURD
Bishop of Worcester at the time of George III.'s visit to the city.



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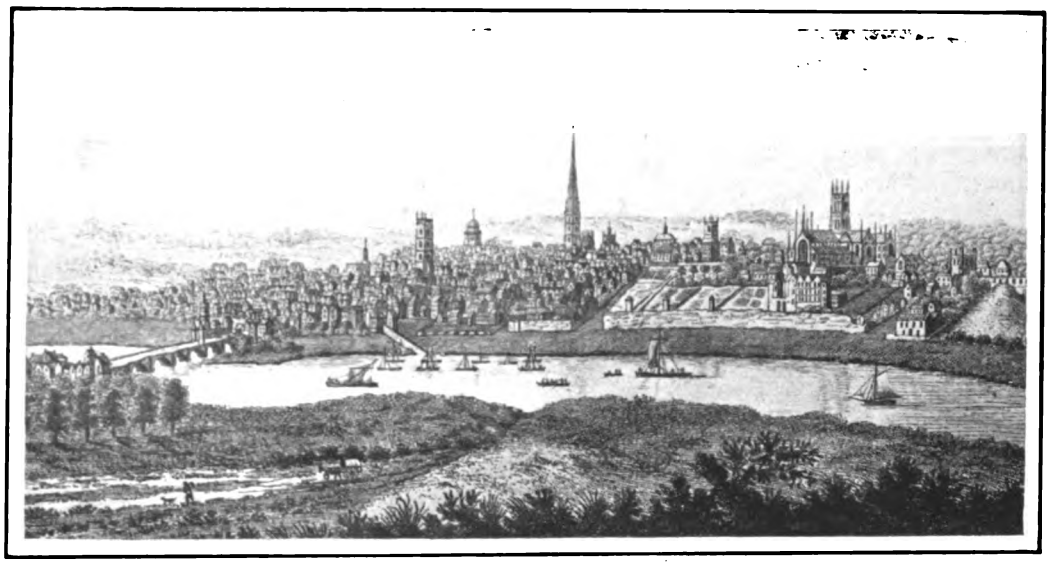
invasion of England by the troops of Bonaparte, narrowly missed making Worcester the temporary metropolis of England, and a place of refuge for the fugitive Royal family. The fourth volume of Mr. Dobson's interesting book tells the whole story of the famous trip to Worcester, from the huzzas of the mob (with one cheer more for the Maids of Honour) and the list of fine company at the episcopal palace, down to impressions of the Dettingen "Te Deum," the frequent mistaking of "poor Lord Courtown with his star" for the King, and Lady Harcourt's inopportune attack of influenza.

That most adroit courtier, Bishop Hurd, proved an excellent host, and so minute is the description given that Bishop Yeatman-Biggs, who now occupies his throne, will have no difficulty in identifying the bedroom in the palace overlooking "Fair Sabrina" ("thick and muddy") occupied 117 years ago by the keen-sighted diarist, who died at Bath in 1840, and whose funeral was performed by her great nephew, the still-living Archdeacon Burney of Croydon! "My bedroom," writes Mme. d'Arblay, "is pleasant, with a view of the distant country and the Severn beneath it, but it is through that of the Princess Royal, which is an inconvenience her Royal Highness submits to with a grace that would make me ashamed to call it one to myself. The parlour for our eating is large and dark and old-fashioned. I made tea in it to-night for Lord Courtown and the two Colonels and Miss Planta, and was so much better for my journey that I felt the influenza nearly conquered." Mme. d'Arblay has much to say about "the very long and tolerably tedious performance, consisting of Handel's gravest pieces and fullest choruses, and concluding with a sermon on the institution of the charity," the inspection of King John's tomb, the evening concerts, the Queen's kindly peep at her bedroom, and the amiability of the Princess Royal, who shared the orgeat prescribed for her own influenza with the convalescent history-maker. Fanny Burney admits that Mara "sung finely," but adds that she was no "favourite of the heart." For that reason the great Gertrude Elizabeth found little favour in the eyes of one who was all heart and sentiment, and Mr. Dobson adds a footnote to the effect that fourteen years later a writer in *The Times* exclaimed, "How we are ruined! Bruni, the new singer, has 1,400 guineas, Mara 1,000 and a benefit, and Millerd 1,000 for the present opera season." "In the evening the Royal family determined to gratify the Worcester City by appearing at the concert (very Handelian, though not exclusively so), and we (the ladies-in-waiting) were to attend it also, and obliged to make up caps, forsooth, on the occasion, there having yet been none which required any dress without a hat. . . . The box for the Royals was prepared upstairs and made very handsome, but there was no sort of resting-place considered for the attendants, who were forced to stand particular the whole

*Harris.*

WORCESTER CATHEDRAL

Where the services in connection with the Festival will be held. The orchestra will be accommodated under the west window.



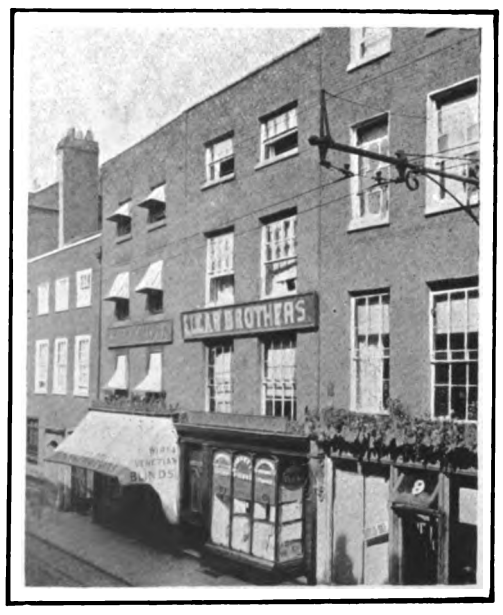
WORCESTER IN 1788.

A south view of the city at the time of the visit paid to it by George III., Queen Charlotte, and the Royal Princesses.

*Harris.*

SIR EDWARD ELGAR'S BIRTHPLACE.

The Firs, Lower Broadheath, Worcester, where the famous musician was born. Lady Elgar is also a native of Worcester, being the daughter of the late Sir Henry Roberts.




*Harris*

"ELGAR BROTHERS."

Sir Edward Elgar's father was an organist, and the composer lived in an atmosphere of music.



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*Elliott and Fry.*

DEAN FORREST

Who has been Dean of Worcester since 1891, and is a keen lover of music.

*Elliott and Fry.*

THE BISHOP OF WORCESTER

The Right Rev. H. W Yeatman-Biggs, who became Bishop of Worcester this year.

*Bennett.*

MR. SAMUEL SOUTHALL

The Town Clerk of Worcester and Secretary of the Worcester Musical Festival.

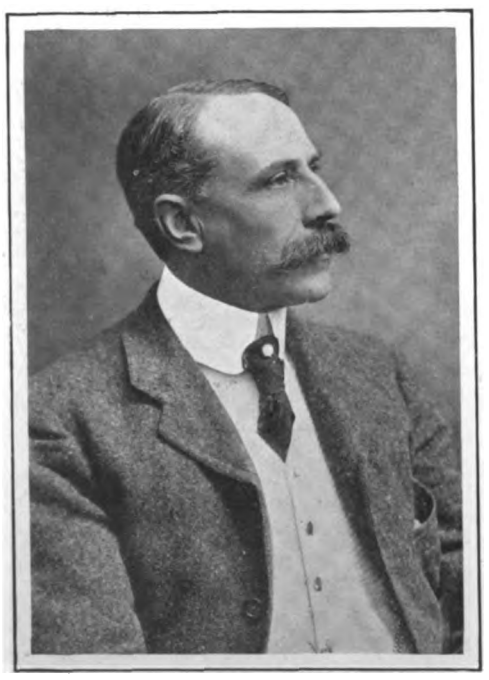
time." Mme. d'Arblay might have told us that the King wore his blue and gold uniform, and the Queen and Princesses Royal purple gowns, with silver tissue petticoats. Her Majesty's head-dress was a cap decorated with purple ribands, studded with beads of polished steel, no less brilliant than the finest diamonds. The hair of the "sweet Princesses" was ornamented very gracefully with gauze and flowers, and their slippers were adorned with the polished steel rosettes lately invented by Bailey of Gloucester. George III. held a sort of informal levée in the ancient Guildhall, still almost in the same state that it was on its completion "in the Italian style" towards the end of 1723 by Thomas White, a successful Worcester architect, who had been a pupil of Sir Christopher Wren.

Sovereigns on several occasions have feasted in the Guildhall, the portals of which are guarded by effigies of the two Charleses, on whose account Worcester streets were so often dyed with blood. They are surmounted by a statue of Good Queen Anne. Prior to the Royal visit to the Guildhall of August 8, 1788, the Mayor, Charles Trubshaw Withers, was knighted at the Bishop's Palace. When the King arrived in the long Assembly Room (where the present Mayor and Mayoress, Mr. and Mrs. H. A. Leicester—the latter a connection by marriage of Sir Edward Elgar—are to entertain their guests during the coming Festival) his Majesty "took a Queen-cake, and said that, though he had never drunk a glass of wine any morning in his life, he must then take one, which he did, and drank 'Prosperity to the City and Corporation of Worcester.'" A number of Quakers were present, who, without removing their hats, bade his Majesty adieu, with the words "Fare thee well, Friend George." The King took it in excellent part, and afterwards, in compliance with the request of the Recorder, sent to Worcester the portrait which next week will look down benignly on the hospitality of Sir Charles Withers's worthy successor.

Nearly half a century rolled by, and Royal guests once more honoured the Annual Meeting at Worcester with their presence. This was in 1830, when the divine Malibran (whose brother, a centenarian, still lives), Mr. and Mrs. W. Knyvett, Mr. Braham, Miss Marian Cramer, Miss Paton, and Signor De Begnis were the "stars." Princess Victoria (then a girl of eleven) and her mother, the Duchess of Kent, came over from Malvern, and were solemnly conducted to their seats by the Bishops of Worcester and Rochester. The Dettingen "Te Deum" was sung, as usual, and at the special request of the Duchess, "Luther's Hymn" was given by the first and finest interpreter of "The Death of Nelson." Quite apart from the magnificent music, it is difficult to imagine any pleasanter autumnal excursion than a pilgrimage to Worcester, with a visit to the verdant valleys of the Severn and the Wye, never more beautiful than in September, or a run through Shrewsbury and Chester to the woods and waterfalls of North Wales by way of a sequel.

Worcester and its Cathedral provide the traveller with an epitome of English history, and you quit it regretfully in perfect accord with the lines in "Boscobel," which declare most truthfully that "it would be difficult to find in the whole realm a city that can vie with Worcester in cheerfulness, prosperity, or beauty of situation. Its inhabitants are as loyal as ever, and ready to fight the old battles o'er again." *Floreat semper fidelis civitas*

A. M. B.



*Russell.*

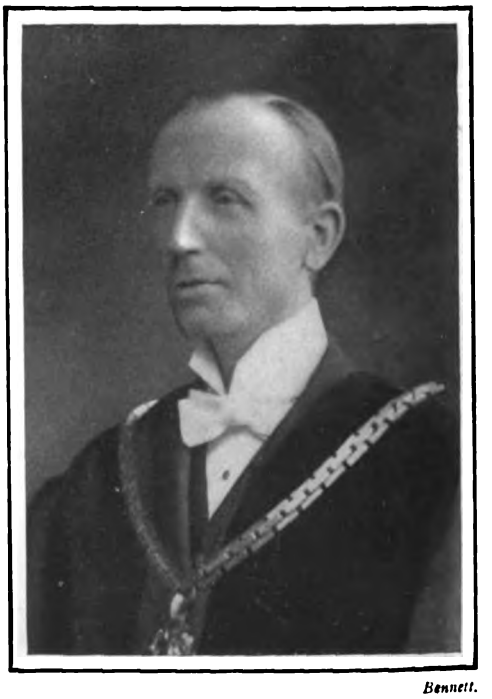
SIR EDWARD ELGAR

The prominent composer whose "Dream of Gerontius" will be performed at this year's Worcester Musical Festival.

*Bennett.*

MRS. H. LEICESTER

Mayoress of Worcester, who will act as hostess at the reception on the occasion of the Worcester Festival.



*Bennett.*

MR. H. LEICESTER

Mayor of Worcester, and a relative by marriage of Sir Edward Elgar, who is himself a native of Worcester.



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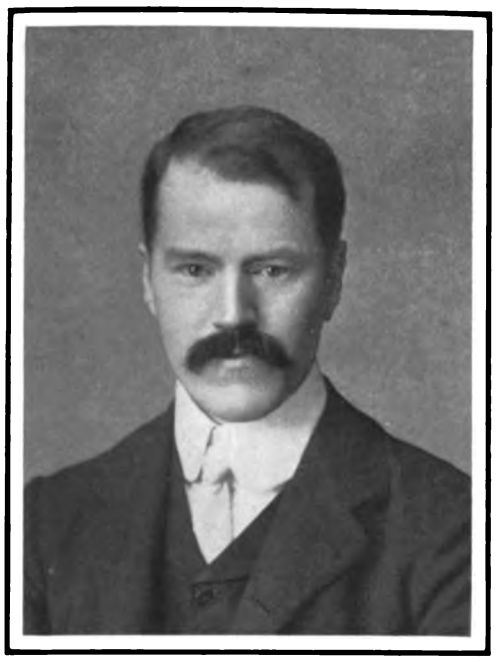

*Russell.*

MR. IVOR ATKINS
Musical conductor at the Worcester Festival.

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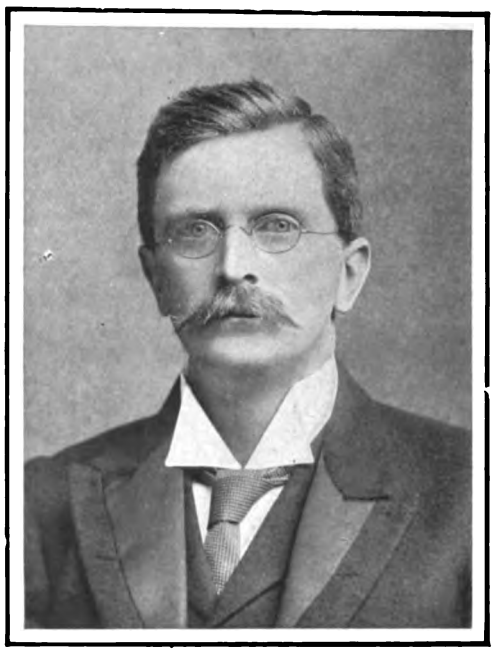
MME. ALBANI
Principal soprano soloist at the Worcester Festival.



*Russell.*

DR. A. H. BREWER
Organist at the morning performances.

*Purdy.*

MISS MURIEL FOSTER
Contralto soloist at the Worcester Festival.

*Hoisted.*

MISS AGNES NICHOLLS
Soprano soloist at the Worcester Festival.

*Connell.*

MME. LUISA SOBRINO
Soprano soloist at the Worcester Festival.

*Bassano*

MR. JOHN COATES
Principal tenor soloist at the Worcester Festival.

*Ellis & Walery.*

MISS EDNA THORNTON
Contralto soloist at the Worcester Festival.

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MR. ANDREW BLACK
Principal bass singer at the Worcester Festival.



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# The Traveller.

## WHAT TO SEE IN AND AROUND WORCESTER.

*May, Malvern.*

THE IVY SCAR ROCK, MALVERN.

This point is one of the favourite resting-places on Lady Mary Talbot's Walk, and commands fine views of the Church and Abbey Gateway. The path extends from the valley near Shrubbery House to the end of North Hill.

THE more fact that the ancient city of Worcester is on the eve of celebrating its 182nd Annual Musical Festival should prove in itself a sufficient inducement for some thousands of pilgrims to direct their steps thither during the coming week. Having dealt at some length with the history of this important event in the preceding pages, the object of our present article is to show in what other directions the visitor can amuse himself during his stay in the "Faithful City." Conveniently served by the Great Western expresses from the East and West, and by the Midland line from the Midlands and the North, the ancient city—for such it is, since the period to which it owes its origin is actually unknown—lies in the heart of the Severn Valley, surrounded by a rich and fertile country, famous for its apple orchards and vast hop-yards. The Malvern Hills, including the lofty heights of the Worcestershire and Herefordshire Beacons, form a bold background, while the scenery in the immediate vicinity is, perhaps, unsurpassed for rural beauty and simplicity.

Known to the present generation as Worcester, it has successively been termed Wygraster, Wyrcester, Wearcester, Wurster, and even Hooster. Mention occurs in the Domesday Book of Wirecestre, which, in the year 1080, was an important city, possessing a mint of its own. It is also on record that when England was invaded by the Danes, Worcester was one of the cities which they plundered and laid in ashes. It was not, however, until the reign of Richard I. that its first charter was granted.

The early history of Worcester tells of many a hard-fought battle and determined siege, the last having occurred in the reign of Charles II., resulting in the defeat of the King by the combined forces of Cromwell and Massey on September 3, 1651—just 254 years ago. Charles, who was compelled to fly for his life, escaped north to Boscobel. In his hasty retreat it happened that a waggon of hay blocked the entrance to Sidbury Gate. The King was obliged to dismount and crawl under the waggon, where a fresh horse was

*Photochrom.*

WORCESTER CATHEDRAL FROM THE BANKS OF THE SEVERN.

A picturesque view of the wonderful old building in which the 182nd Annual Musical Festival is to be held during the coming week. The Cathedral occupies the site of the original Norman church, of which some interesting traces remain.



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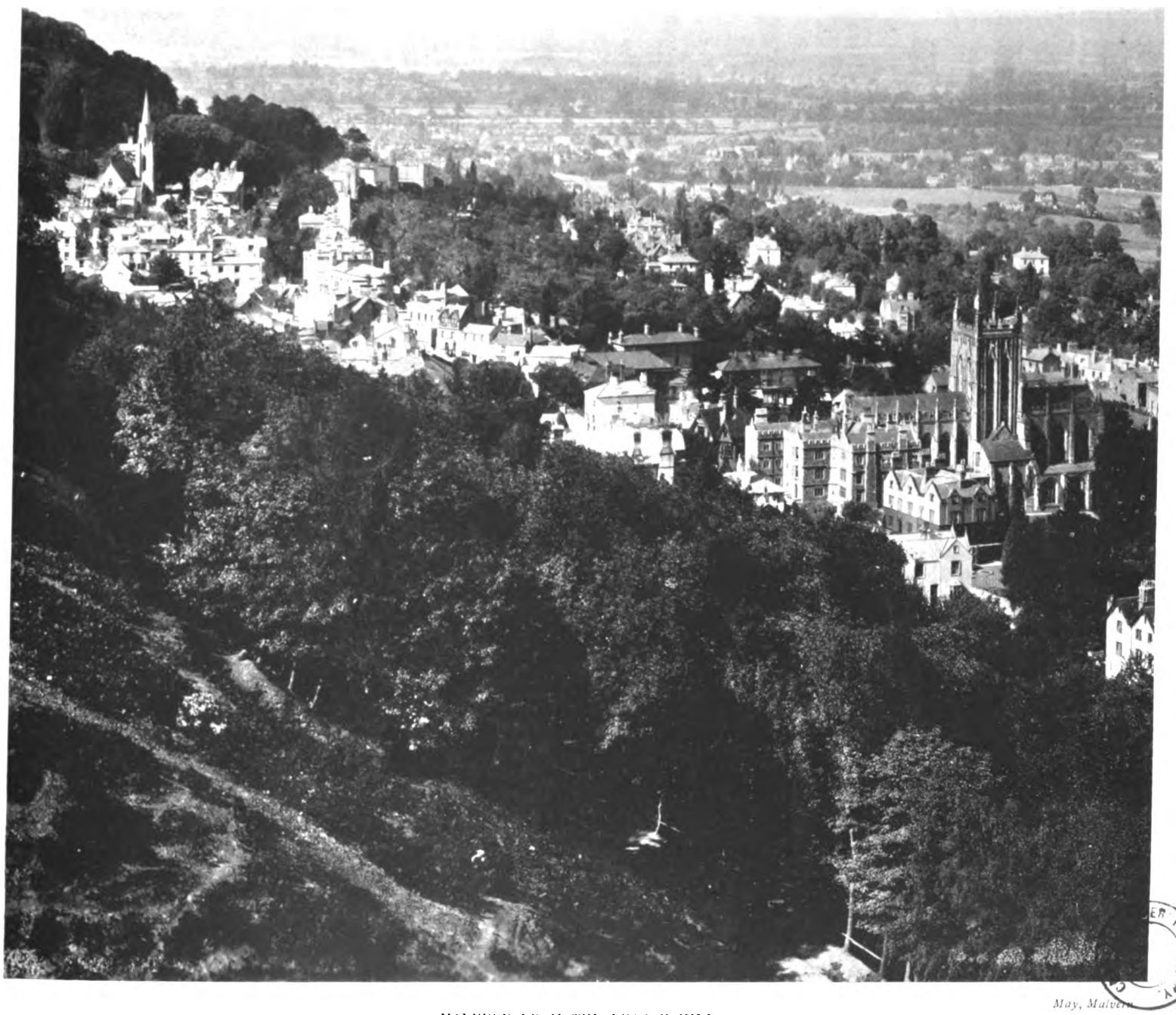
procured on the other side, enabling him to get clear away.

The chief object of interest to visitors at the present time is, of course, the Cathedral, ascribed to Wulstan, who, nearly a hundred years after his death, was created a saint by Pope Innocent. Every year a special service is held in the Cathedral in memory of St. Wulstan, one of its founders. The great square tower of the Cathedral, upon which Charles I. is said to have held a council of war, forms a notable landmark for many miles around. Charles II. was likewise a frequent visitor to the "Faithfull Citie," and from the famous tower watched the defeat of his army by the Cromwellian forces in 1651. In Sidbury Street can be seen an interesting relic of old Worcester, in the Commandery founded by St. Wulstan in 1085. Succeeding years have naturally wrought many changes in the buildings, though the Minstrel Gallery, the open timber roof, and the fine diamond-pane windows still remain in good preservation. Application for permission to view the interior should be made to Mr. J. Littlebury, the courteous keeper of the Commandery.

Worcester Castle has long since disappeared; its site was in Castle Street. The only remaining relic is the ancient gateway, with embattled tower, called King Edgar's Tower. Here are kept the charters and wills of the diocese, also the marriage contracts. It is perhaps not generally known that so interesting a relic as the marriage contract of William Shakespeare and Anne Hathaway, dated 1582, is in the keeping of the registrar. An entry also occurs in the register recording the death of Mrs. Shakespeare in 1623. This by no means exhausts the many objects of interest which the city of Worcester offers to antiquarian and historian. On no account should a visit be omitted to the famous Worcester



May, Malvern

MALVERN FROM THE BEACON HILL.

A general view of this celebrated health resort, showing the celebrated old Priory Church, dedicated to St. Mary, and formerly the church of a Benedictine Abbey. The building, which in the early part of the nineteenth century was almost in ruins, was carefully restored by the late Sir Gilbert Scott, R.A. The Priory Gateway is interesting as being the last remains of the ancient monastic building.



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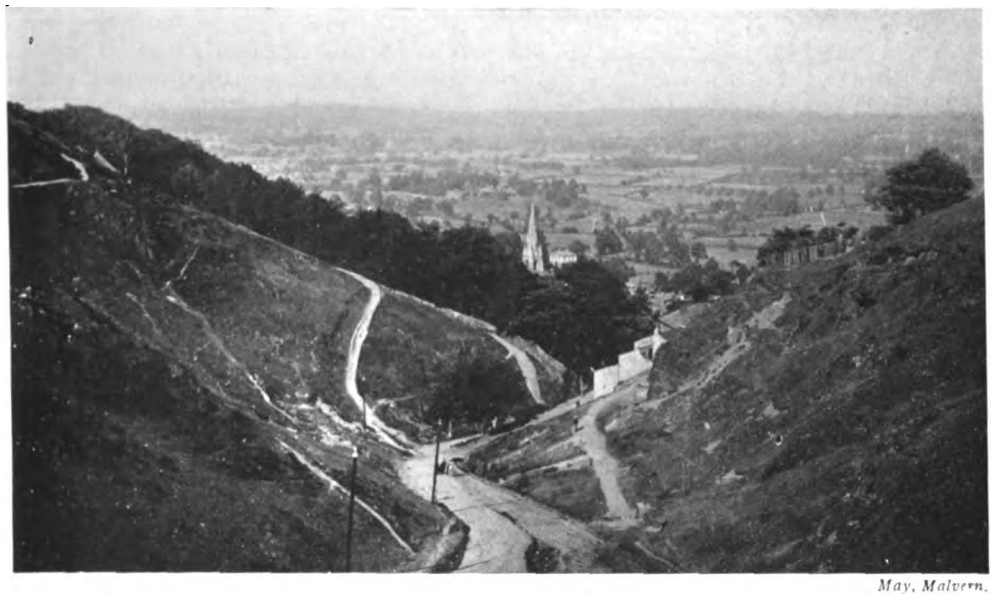

*May, Malvern.*

A VIEW OF MALVERN CHASE

Formerly known as the great Forest of Malvern. The views from these hills are very extensive, including more than nine counties, with the Cathedrals of Worcester, Gloucester, and Hereford.

Royal Porcelain Works, of which we give an account elsewhere. Among other industries are the glove factories of Dents' and Fownes', where every conceivable kind of covering for the hand is made, and the works of Messrs. Lea and Perrins, whose famous sauce has earned a world-wide reputation. The "ancient city" has many other features of interest, notably the nurseries of Richard Smith and Co., among the largest in the kingdom.

Situated on the banks of the silvery Severn, almost in the centre of the county, the city of Worcester has many advantages as a centre for the excursionist.

Among the places that will repay a visit, and which are within an easy day's journey, are Malvern, Droitwich, Cheltenham, Gloucester, Evesham, Tewkesbury, and the lovely Severn Valley. The eight-mile drive to Malvern takes us through some delightful scenery. The country is largely given over to fruit-growing, while the miles of hop-fields remind one very much of Kent. A feature of this part of the country is the quaint old half-timbered cottages, with their white-washed walls, which lend a distinctly old-world appearance to the scene.

*May, Malvern.*

THE BRITISH CAMP ON HEREFORDSHIRE BEACON.

There are few more interesting spots to be found among the Malvern Hills than the British Camp, where Caractacus is reported to have entrenched himself during the Roman occupation.

*May, Malvern.*

HEREFORDSHIRE BEACON.

One of the two loftiest heights of the Malvern Chain of hills. From the summit, an elevation of 1,370-ft., can be seen the whole extent of the ancient Malvern Chase.

Of the town of Malvern itself, with its grand old Priory Church, which can be seen for many miles from the surrounding heights, volumes might be written. The town is most picturesquely situated in the centre of what was formerly the Royal Forest, afterwards the Chase of Malvern, and surrounded by hills. Dr. Nash in his excellent description of Worcestershire says: "It is beyond the power of an antiquary to describe the beautiful prospects from this hill (Malvern). If a distant view delights, here you may see the counties of Monmouth, Hereford, Radnor, Brecknock, Salop, Worcester, Gloucester, Stafford, Warwick, etc., and the three Cathedrals of Worcester, Gloucester, and Hereford, together with many market towns. If you are pleased with a nearer view, the pear trees of Worcestershire when in bloom furnish such a scene as the world cannot equal. On the western side the apple trees of Herefordshire, with their purple hue, make an agreeable diversity; add to this the varied ground, the beautiful little hills, and rich woods which improve the Herefordshire prospect. If to the beauty of the situation we add the purity and salubrity of the air, we may venture to report that, at least for summer months, Malvern is as desirable a residence as any in England."

The country for many miles around Malvern is most interesting from the sightseer's point of view. Ripple, with its twelfth century church, is alone worth visiting, if only for the sake of seeing its quaint old square of houses, with ancient preaching cross in the centre.

Starting from Worcester, one has the choice of numberless excursions both up and down the Severn. There is a daily service of steamers from the bridge to Holt Ferry, while Stourport, Tewkesbury, Gloucester, and Sharpness are all within the compass of a day's journey by water. For the convenience of those who decide to spend a holiday in this interesting district, it may not be amiss to mention that comfortable hotel accommodation may nearly always be relied upon. For example, in Worcester there are the Star Hotel, Hop Market Hotel, and Unicorn Hotel; in Malvern one can choose between some half-dozen of the best hostelries; in Droitwich the Raven and the Worcestershire, both being equally accessible to the Brine Baths.



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# PLAYS AND PLAYERS.

*H Walter Barnett.*

MISS ELEANOR ROBSON

Who is at present playing in America in "Merely Mary Ann." It is announced that when next Miss Robson visits this country it will be to appear in the *rôle* of a Salvation Army girl in a new play which Mr. Bernard Shaw is writing. The heroine will be a "Major" in the famous missionary army.



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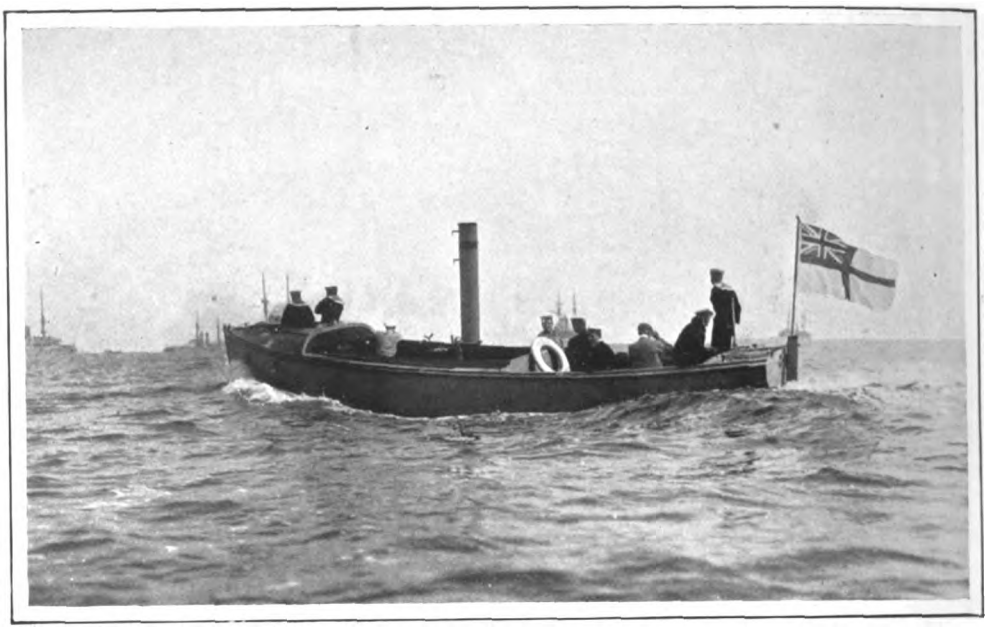
# THE SERVICES.

THERE is, the writer of these notes understands, ground for the belief that the authorities really "mean business" in regard to the present movement as to expenses in the cavalry. The harmful thing about previous pronouncements of the same sort was not only that nobody took them seriously, but that too often they were publicly turned into ridicule. In one well-known case which occurred a good many years ago, the fiat had gone forth that champagne was no longer to be given at inspection luncheons. Shortly afterwards a Royal personage went down to inspect a certain very swagger corps commanded by a well-known officer. At lunch the latter remarked to his illustrious guest, "I am sorry, your Royal Highness, that we cannot offer you champagne, as it's against the regulations, but I can recommend the mess ginger-beer." The latter, which, of course, was champagne, was duly served, and H.R.H. partook of it without a murmur, remarking what capital ginger-beer it was. Regulations thus more honoured in the breach than in the observance could do little good. Still more deplorable was the state of things which led to such doubtful tricks as the keeping of a double set of accounts, a private one in addition to that produced when required for the general's inspection. The plainness of speech with which the Army Council has denounced this system is significant. Still more significant will be the official action if the new regulations are not most rigidly adhered to. The belief is prevalent that still some commanding officers will not realise the situation. In such cases there is not much question of risk involved. It is a practical certainty that short shrift awaits the commanding officer, however popular and well thought of, who makes the mistake of not taking the Army Council seriously in this matter.



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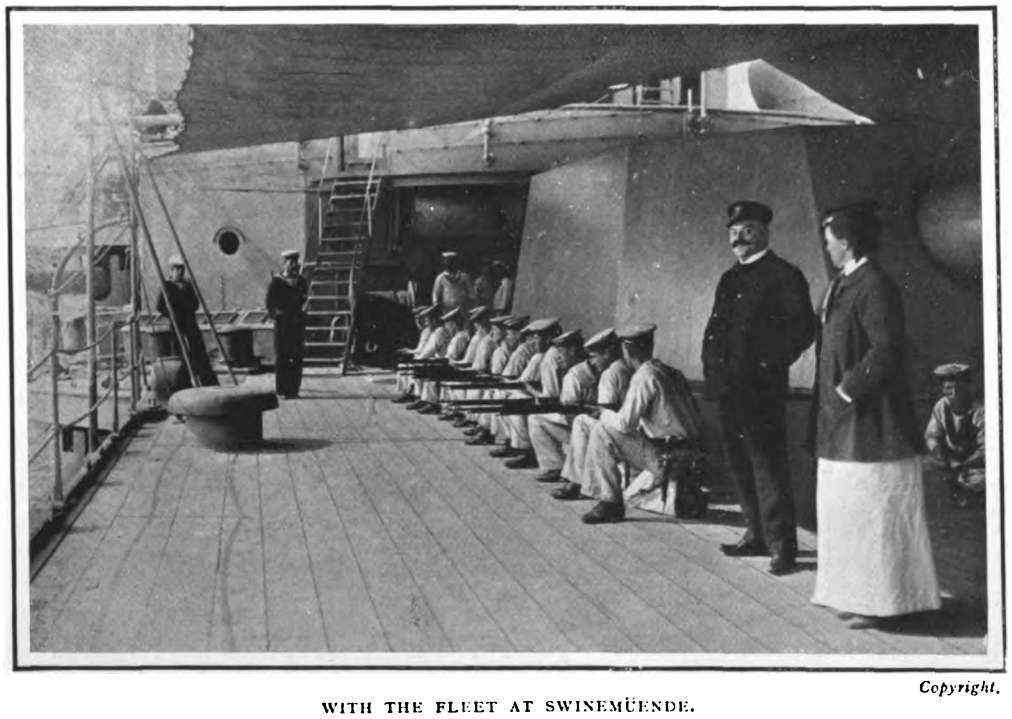
WITH THE FLEET AT SWINEMÜENDE.

An English picket-boat taking officers to the German ships.



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WITH THE FLEET AT SWINEMÜENDE.

Members of the German Navy League on board H.M.S. "Triumph."

MAJOR-GENERAL SIR E. G. BARROW, whose name has recently been prominently before the public in connection with the resignation of Lord Curzon, is such a well-known and highly-distinguished soldier that any recapitulation of his career would be superfluous. But, as one who worked with him many years ago, and who has since watched his rapid advancement with great interest, the writer may express a doubt whether Mr. Brodrick and the Home Government did not attach unnecessary importance to General Barrow's association with the *régime* from which it is intended to make such a striking departure. For he stands on a somewhat different plane from the half-dozen or so better-known officers who have been closely identified with the Military Department of the Government of India, in that he is really much more a fighting soldier than an office man. It is true that he was for some years in the Military Secretariat; but he had an excellent previous record of war service, and has since last January held command of the Peshawur Division, distinctly a fighting general's post. As Military Supply Member of the Viceregal Council, General Barrow would have furnished a combination of capacity and experience which might well have compelled consideration and respect even from his redoubtable colleague, the Commander-in-Chief.

THE Army Council has doubtless acted wisely in abandoning its intention to abolish the rank of Brigadier-General, and to appoint officers as "Brigadiers" instead. But the latter rank is of very respectable antiquity. It may not be generally known that it was at one period in our history held by an officer second only in combatant importance to the Commander-in-Chief. This was in the reign of Charles II., when for a short time the few thousands of troops which constituted the British Regular Army were under the chiefship of James Duke of Monmouth. The latter had under him as his "eldest brigadier of foot" the man who was afterwards largely responsible for smashing Monmouth at Sedgemoor, namely, of course, Colonel John Churchill, later Duke of Marlborough.

CAPTAIN THE HON. ROBERT FRANCIS BOYLE, recently appointed to the "Leviathan," and as Flag-Captain to Rear-Admiral Lambton, was a "middy" in the "Minotaur" during the Egyptian War of 1882, and he also wears the General Africa medal with the clasp for Gambia, 1904, for services rendered on the West Coast in the expedition against the slave-raiding chieftain Fodi Silah. He was Lieutenant of Admiral Bedford's flag-ship, the "Raleigh," at the time, and landed with the Naval Brigade at Bathurst. In the course of the operations he was dangerously wounded and obtained a mention in despatches. Captain Boyle is the second son of the Earl of Shannon, who sits in the House of Lords as Baron Carleton. He has two younger brothers in the Navy, both Commanders, one the Hon. Algernon, who is in the "Isis" on the North American Station, the other, the Hon. Edward, who is Commander of the "Repulse" at Chatham.



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# The Distribution of Wealth.

## THE STORY OF A WORCESTER ENTERPRISE.

IN books on Political Economy there is an ever-recurring phrase: "The Distribution of Wealth." It is a phrase which sums up very tersely the essential factors to national well-being. A country may have a goodly number of millionaires, it may have an opulent aristocracy, but not the less it is a poor country if the people are driven to live at a low standard of comfort. The wealthiest nation is that which best succeeds in distributing its natural products and its manufactures among all classes of the people. The foundation of statesmanship is to foster a just distribution of wealth. It should, too, be the aim of every good citizen to play his part, in the first place, by taking his share in the nation's work and, in the second place, by a wise and judicious expenditure of his earnings, with the view of promoting the happiness and comfort of his family, and of maintaining his self-respect in the circle of friends among whom he moves.

### The Futility of Petty Meanness: A Plea for Common-sense.

Hoarded wealth is wasted wealth. The miser who stores up his gold is a useless member of society. Thrift is only a virtue so long as it is not allowed to degenerate into avarice and petty meanness. Let a man by all means make due provision for his future, but that he should starve to-day in order that he may feed fat to-morrow is an act of supreme folly; it is bad hygiene and bad economics. A man of sense is he who reasonably enjoys life as he travels along the path of years, who takes care to have a reserve for the proverbial rainy day, but who never allows a craven fear of the future to numb or deaden the natural and healthy desire to be happy. As a man sows, so he reaps. If he sows a youth and middle age of stunted ambitions, timid doubts, and small-minded economies, he reaps an old age of morbid discontent, of despair of wasted years—wasted because he has neglected till too late the faculty of being happy and of making other people happy.

### The Circulation of Money: A Basis of Society.

Every man aids in the better distribution of wealth by wisely circulating the money which he earns. When, for instance, a man makes a purchase for himself, he circulates so much money among those who manufacture and sell; when the good wife buys something for the home she circulates so much money amongst those who produce household goods. Society is built up upon the countless little services of this character which we daily render to each other, and which cause what is known as the circulation of money. None of us is self-sufficient; we are all dependent one on the other. The more we can buy of other peoples' products (consistently with our earnings, and with insurance against illness and old age) the more useful we become to society. It should be the aim of every citizen not only to earn good money, but also to spend it well, and thereby indirectly aid his fellow-workers. It is aid of the most practical kind, far better than the so-called "charity" which too often degrades the recipient.

### A Fair Day's Work: A Fair Day's Wage.

In Great Britain wealth is as evenly distributed as in any civilised country. By the even distribution of wealth is not meant the idea—commonly, but erroneously, presumed to be held by Socialists—that one man should have just the same weekly money as his neighbour, and that no man should be allowed to have one penny more. That childish bubble was pricked long ago. The even distribution of wealth means that most men in this country get a fair return for their labour. There are, and there always will be, different classes of labour—unskilled labour advancing by grades to skilled labour, and skilled labour in its turn advancing also by grades till we arrive at the labour of the master-mind and the genius. According to the grade of labour, so the pay. And, on a broad estimate, a man in this country of ours gets a fair return for his labour according to its grade. We are not, of course, living in Utopia, and as a country we have many serious problems to contend with, the chief of which is the sad fact of the unemployed.

### Education: The Standard of Comfort.

Happily, however, the wage-earners of this country are in the great majority, and the standard of comfort of their lives is high, and is ever advancing. Perhaps the two great factors towards the prosperity of the working classes have been Free Education and Trade Unions. Education has broadened our minds and enlarged our aspirations, with the necessary sequel that we have sought the means to gratify those aspirations. And Trade Unions, whatever objections may be lodged against them in certain details, have incontestably been of great value in enabling workmen to obtain a fair and living wage. The callous craze for cheapness is so deep-rooted in society, that but for the Trade Unions fixing a minimum wage, and thereby putting a check on "sweating," the wage-earning class in the bulk might still be waiting for a fair and living wage. At any rate, be the causes what they may, the solid fact remains that the wage-earners of to-day regulate their lives by a high standard, and that what to a workman fifty years ago would have been almost an affluence, is to-day merely a competence, accepted as in the ordinary run of affairs.

### Transport Facilities: Of Primary Importance.

With the raising of the standard of living there have come, of course, the means by which that standard can be attained and maintained. Among these means is the method of distribution of goods. This is closely related to the distribution of wealth, about which political economists are so concerned. Transport facilities by rail and sea are of primary importance. Those facilities our tight little islands fully enjoy, their very tightness enabling merchandise to be expeditiously radiated from a given centre. That great State monopoly—the Post Office—also does excellent work in distribution. The Parcel Post system is an excellent distributive agency of which we may well be proud. The Press, too, helps by advertising all over the country the latest productions of our factories and mills. The channels of distribution are various and complex, and organisation is constantly tending to improve them.

### In Touch with the Heart of Things.

When all is said and done, however, we come to the source which feeds these channels. Throughout the country there are many great distributive stores which throw out their tendrils like a generous vine, and keep outlying districts in touch with the heart of things. A notable and very interesting example of one of these stores will now be described. The story deserves to be read both because it is an inspiring lesson in successful enterprise, and because it may be of material value to the reader in the matter of his household economy. The store now under review is that of Messrs. Kay and Co., Limited, of Worcester. It supplies practically every article manufactured, exclusive of provisions, and affords a noteworthy instance of the truth of the saying that "Nothing succeeds like success." Each year brings to it increased business, a greater number of customers, and, therefore, increased employment in producing the variety of goods in which the company trades. The company has a capital of £100,000, and the shareholders are so satisfied with their investment that it is very rare for any exchange of shares to take place. The chairman of the company is Mr. Kilbourne Kay, J.P., and ex-Sheriff of Worcester, whose genius for organisation has brought the business to its present magnificent proportions, and, like many other firms, the company finds from experience that a provincial city is infinitely better as a distributing centre than a London house. For this reason the firm, some time since, relinquished their London establishment.

### A Few Words about Worcester: The New and the Old.

Worcester is a city of great interest and charm, in which the new and the old are happily blended, the kind of town which our cousins in the United States, so unaccustomed to the mingling of ancient and modern, regard with envious admiration. It dates back at least to the seventh century, when its beautiful cathedral was built by certain monks who enjoyed a placid, if primitive, existence on the banks of the Severn. Its quaint traditions have accumulated through the centuries, and the Worcester citizen of to-day, hard-headed business man though he be, has always a sentimental corner in his heart for the city in which he dwells, and for its historical association, which he will relate to you any day with pride. The county of Worcester ranks as one of the best in the kingdom for beauty of scenery, well-timbered acres, undulating and delightful hills and valleys, and rich fruit-growing orchards. The historical fame of Worcester and its cathedral is dimmed in the eyes of an outsider by its success in commercial enterprise. It is, firstly, the great seat of the English glove trade. Messrs. Dent and Co. and Messrs. Fownes Brothers—household names at every hosier's—have large factories in Worcester, where some thousands of workpeople are employed. The city also boasts the largest railway signal works in the world. It is also the home of the beautiful Royal porcelain, to which it gives its name. "Royal Worcester" is known wherever Art is appreciated. Worcester, too, has an unique title to succulent fame, for where in the wide world is the *bon vivant* who does not know Messrs. Lea and Perrin's Worcester Sauce? Finally, among the many commercial honours to which the city lays claim, a high place must be reserved for Messrs. Kay and Co.'s truly remarkable store.



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### An Honourable Record of Success: One Steady Progress.

The foundation of this well known firm dates back to 1780, and the present proprietors are naturally very proud of their long record of business success. There are always distinct advantages in dealing with an old-established firm, for it cannot fail to be influenced by the honourable traditions which gained for it in the past a wide circle of clients. It is obvious, for instance, that a firm with such traditions will not risk a well-earned reputation by selling goods of indifferent quality, or by tampering in other ways with the faith of its customers. Messrs. Kay and Co.'s success is no mere meteoric brilliancy. The business has acquired its present strength by a constant but gradual increase of trade year by year. Never once has the business gone back; its history has been one steady progress. In a limited sense, therefore, the business is conservative, but that is only a rather stilted way of saying that it is safe. Conservative in the sense of being behind-date, Messrs. Kay and Co. certainly are *not*. Enterprise, enterprise, enterprise has been the keynote of their success. No firm could merit better the praise of being up-to-date.

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VIEW OF AN ORDER OFFICE, KAY'S UNIVERSAL STORES, WORCESTER.

Some of Messrs. Kay and Co.'s clerks dealing with a morning's correspondence in the "Shopping by Post" department.

### The Method: Simple and Straightforward

Messrs. Kay and Co.'s method of doing business is a triumph of organisation. Their travellers reconnoitre the country, and are the scouts of the business. They visit every town and village in the British Isles, and are daily promoting the interests of the business. The life of a successful traveller is at the best of times one of strenuous endeavour, and he must always be prepared to meet unexpected difficulties. No matter what may be the general state of trade, he is expected to make progress, and in this respect Messrs. Kay's are splendidly served by a highly-efficient and loyal staff of workers, between whom and the firm the most cordial relations have always existed, and who participate in the prosperity of the firm upon a profit-sharing basis. The firm deal exclusively among the better-class artisans, and have what they may honestly term a splendid connection throughout the kingdom. The basis of the system is very simple. To those who wish to buy upon the instalment system Messrs. Kay and Co. supply goods at catalogue prices, while to those who wish to pay cash down they give discount at the rate of 1s. in the £. In other words, the firm only charge 5 per cent. for deferred payments. Nothing could be fairer to all concerned. As the company only deal with the better class of artisans, they would just as soon supply upon the instalment system as for cash down.

### An Army of Agents: Half a Million Clients.

The Agency Department of the business was established about twenty-five years ago by Mr. Kilbourne Kay, the chairman of the company. Many of the present agents started with the company the first year this branch was opened, while there are thousands who have been representing the company for periods ranging from five to fifteen years. A better proof of the conduct of the business could not be given; it is striking testimony to the permanent place it has taken in our home trade. When the business was formed into a company, many of the successful agents became shareholders, thereby acquiring a double interest in promoting the welfare of the concern. To hundreds of agents, their duties are a source of regular income, in addition to affording them a capital training for more important positions in commercial life. At the present time the company have about 500,000 customers and 10,000 agents on their books. These figures are eloquent of the widespread nature of the business. Agents and customers come from all parts of the United Kingdom. The turnover runs into hundreds of thousands of pounds, enabling the firm to take the best advantage of market conditions, and to sell their goods at bedrock prices.

### The Instalment System: Based on Sound Financial Principles.

A little time ago the Instalment System, or, as *The Times* calls it, the "Deferred Payments System," was sneered at by some people. The adoption of the system by *The Times* (the national paper, of which we are all so proud, and the conduct of which is world-famed) for



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the sale of "The Encyclopædia Britannica" opened the eyes of these prejudiced folk. As a matter of fact, the Instalment System is based on sound principles, and is found most useful in practice. It is the old story of "giving a dog a bad name." The Chancellors of the Exchequer of every civilised country borrow money and repay it by the instalment method. Municipalities and joint-stock companies borrow in precisely the same manner, and distribute their repayments over a series of years. The operations of building societies are another illustration in point. The method is an accepted article of sound finance. Then why not extend the system so as to apply to individual incomes? The question finds a practical answer in accomplished facts. The advantages of the system are so obvious that people readily avail themselves of it. *The Times* adopts the system for the sale of all its large books, and other firms, in addition to Messrs. Kay and Co., are assisting people to obtain their immediate requirements by this simple expediency, the only cardinal essential of which is that the customer be honest. Further, the habit of paying by regular weekly or monthly instalments conduces to a systematic outlay of income to the best advantage possible. It discourages expenditure on needless trifles and forces expenditure into a useful groove.

### Shopping by Post: Creating New Trade.

A month or so ago, a big London firm announced with a flourish of trumpets that it had decided to deliver all parcels carriage paid. The London Press hailed the decision as though it were a startling innovation. As a matter of fact, London was behind Worcester. Messrs. Kay and Co. have for twenty-five years delivered parcels carriage free to all parts of the country, both by post and rail. They have been the pioneers of shopping by post, just as they were among the pioneers of the "Payment by Instalment" system. From wide experience extending over many years, and as a result of dealing with several millions of customers, they have gained unique knowledge of the requirements most in demand for personal and household use among the wage-earners of the country. The bulky catalogue is a complete guide to buyers. In these competitive days, it is not enough merely to supply a "want"; one must go further, and *create* the "want" which one is prepared to supply. Messrs. Kay and Co. create business. It is impossible to look through their catalogue without finding some article that one would like to possess, although until one had seen the illustration of it, the "want" was merely vague and indefinite.

### A Splendid Catalogue: A Warehouse in Miniature.

It is the company's catalogue which enables the "Shopping by Post" to be so successfully conducted. A copy of this extraordinary publication (now in its 13th edition) is in the hands of each agent, whose customers can always refer to it. It is a monster publication of over 300 pages, profusely illustrated on art paper. A description of every article stocked by the company is to be found in its pages. It is, so to speak, a Liliputian representation of the warehouse itself, and the customer studies the catalogue as a Brobdingnagian would study the actual warehouse. The illustrations are produced from photographs of the articles, another instance of the straightforward character of the business. There are many advantages in purchasing from an illustrated catalogue of this character. A variety of goods can be—for all practical purposes—inspected from an armchair, and a choice made without the fatigue of walking from shop to shop. Nor is there any risk of being served with a shop-soiled article. Goods are delivered straight from the factory, free from soil or blemish. The book is illustrated with many beautiful views of Worcester, reproduced from copyright photographs. The compilation represents the work and thought of many months on the part of the managers of the various departments, working in conjunction with the designers and printers. They have their reward in the great request there is for the book all over the country. With the advent of Christmas and the New Year there comes a great demand for novel and appropriate presents. Messrs. Kay and Co.'s catalogue shows a range of thoroughly useful articles at moderate prices. "What shall I give?" is generally a difficult conundrum to us all at Christmas-time. This catalogue will be found to offer many solutions.

### Clothing Made to Measure: Pride in Personal Appearance.

In the early history of the firm watches and jewellery were alone dealt in. As the business developed other branches were added, notably tailoring, drapery, boots, and household furniture, and the output of these departments has become so great that watches and jewellery have taken secondary place in the list of articles sold by Kay's. It is in clothing and drapery that the company have during the last five years made great strides, and are now employing many hundreds of workpeople in the various factories associated with the business. Separate catalogues are constantly being issued from these departments. Their success is in great part to be ascribed to the company's system of "making to measure" all suits and costumes. No ready-made garments are kept, except workmen's "overalls" and a few similar articles which are invariably sold ready-made. To-day nearly every man who takes any pride at all in his personal appearance has his clothing "made to measure." Messrs. Kay and Co. have taken great care in meeting this demand, and no little of the success of their drapery and clothing departments is the result of the well-fitting garments made for ladies and men. "To Fit" is the watchword, and the departments do not fail to obey it.

### Fourteen Hundred Parcels a Day: Promptness and Accuracy.

The firm's chief distributing centre is at Shrub Hill, Worcester. A visit to this depôt cannot fail to interest anyone who has a taste for organisation. He sees here a remarkable demonstration of "shopping by post." Every mail brings its shoals of letters, and a special staff is seen busy opening and classifying the contents of the firm's correspondence. The clerks in this department begin work an hour before the others come, with the result that a proportion of the day's letters are in every deparment of the warehouse ready for prompt attention at a quarter before nine in the morning. It is an interesting study to look over the list of towns represented among one day's parcels. The list includes towns and villages scattered between, say, Penzance in the South and Aberdeen in the North. In one day Messrs. Kay and Co. have sent out as many as 1,400 parcels. This gives some indication of the firm's popularity. The pivot upon which this great Business Machine turns is Organisation. Everything is systematised to perfection. The offices are large and airy, and every possible labour-saving device has been introduced for the purpose of ensuring promptness and accuracy. Stock is always ready for immediate despatch, and almost all goods are sent the same day on which the order is received. The only exception to this rule is clothing.

### No Order Too Difficult: Great Distributive Power.

The company's business is not confined to any one particular county or district. In fact, their great distributive power justifies their claim that their goods are sold in almost every town and village of the United Kingdom. They even go further afield, and do business in the Colonies and British Possessions. Quite recently they received an order from the Cape Government Railways for a supply of station clocks. More interesting still, they lately carried out a large order of brilliantly-coloured silk scarves for the native population of such out-of-the-way places as Adjuah, Tarkwa, and Axini on the Gold Coast of West Africa. No order is too difficult for them. As an illustration of their ability to deal with large orders, it is on record that on one occasion when the demand for English Lever Watches was altogether greater than the company's own workpeople could meet, an order was given to an English manufacturer for no less than 10,000 English Levers, all of one price and pattern. These were duly delivered and sold.

### Future Developments: No Stagnation.

So firmly established and prosperous has the business become that, although the offices now occupied by the company are of a most spacious character, giving ample room for nearly 200 clerks, the ever-growing trade demands a larger building. It is intended to acquire a site for the erection of an entirely new block of offices and warehouses. In the new building a very interesting development will be the establishment of a post office on the company's premises. It has come to this, that Messrs. Kay and Co. need their own private post office. Parcels and letters will then be despatched straight from the warehouse, to the advantage alike of the business and of the ordinary traffic at the local postal depôt. There can be no stagnation in a business of this character. It cannot stand still; it must either go forward or fall back. Messrs. Kay and Co. have always gone forward; they are still going forward, and they intend to continue going forward. New developments are always being planned. The proposed new building is typical of the spirit which dominates the management.

### A Good Work Well Done: Common Aim Towards Common Welfare.

This article is a roughly-outlined sketch of the progressive Worcester business of "Kay's," one of the largest distributing firms in the country. To fill in the details and to complete the picture would be to write a book. Enough has been written, it is hoped, to fire the imagination of the reader, to appeal to the admiration of a "good work well done," and to suggest, maybe, a practical hint in personal and household economy. A great success in commercial enterprise deserves praise equally with a great success in art or literature. It means—to return for a moment to the opening paragraph of this article—the better distribution of wealth, for commercial success is always in exact ratio to benefits conferred upon the people. Any firm which brings within the reach of the great mass of the people the products of the arts and crafts well merits not only the profit it gains—"the labourer is worthy of his hire"—but also the admiration of thinking men and women. The very success of "Kay's" is evidence of a practical effort in the good cause of common aim towards common welfare, which is the ideal Socialism.



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# Motoring Notes.

GENERALLY speaking, motor-car races and reliability trials can scarcely be reckoned among the most exciting forms of sport—at least, that is the more common impression of those who are mere onlookers. The forthcoming race for the Tourist Trophy, which is to be decided next week in the Isle of Man, is likely to prove a noteworthy exception, and some really good sport should be the reward of those who attend the event. The course chosen is to be the same over which the Eliminating Trials took place in the spring, and the cars will be required to make four complete circuits; in other words, a distance of about 208½ miles. There are, probably, few people who understand exactly in what way this competition will tend towards the improvement of the ordinary touring car. Thus it has been left to our worthy contemporary, the *Automotor Journal*, to explain at length its *raison d'être*:

"The really important advantage of low consumption to the car-owner is that it effects a far greater saving than is represented by the mere value of the fuel. We refer to the ill-effects produced by any wasted power. A brief consideration will show that there cannot be much power available for doing harm if nearly all the energy that the fuel can give is turned into useful work; but, on the other hand, high fuel consumption is sure to be accompanied by some detrimental effects. It may be that only a part of the fuel is consumed, and then the remainder is liberated to contaminate the air, and, incidentally, to feed the anti-motorist. It may be that some of it is used in unduly heating the cylinders or the exhaust passages, and then the valves are apt to suffer, and, indirectly, the engine is called upon to expend more power in operating and propelling the heavier cooling apparatus; or, most serious of all, it may be that a good deal of the power developed by the engine is expended in wearing away the bearing surfaces of the transmission mechanism, and then just that fatal depreciation which is so impossible to detect in most short-duration trials is in reality taking place on the car."

Notwithstanding the withdrawal of several entrants, there should be between thirty-five and forty starters at the least, including the following makes: Rolls-Royce, Napier, Daimler, Speedwell, Orleans, Wolseley, Siddeley, Thornycroft, New Simms-Welbeck, Spyker, Star, Argyll, James and Browne, Cadillac, Maudslay, Vauxhall, Beeston-Humber, Swift, Rykneild, White Steamer, Clement, Standard, Gladiator, Whitlock-Aster, Dennis, Bristol, Scout, Darracq, Dixi, Peugeot, Rover, Enfield, Mors, Vinot, and Arrol-Johnston. Up to the time of closing for press, we learn that the following cars have been withdrawn: Deasy, Spyker, Star, Renault, Crossley, and Germain.

* * *

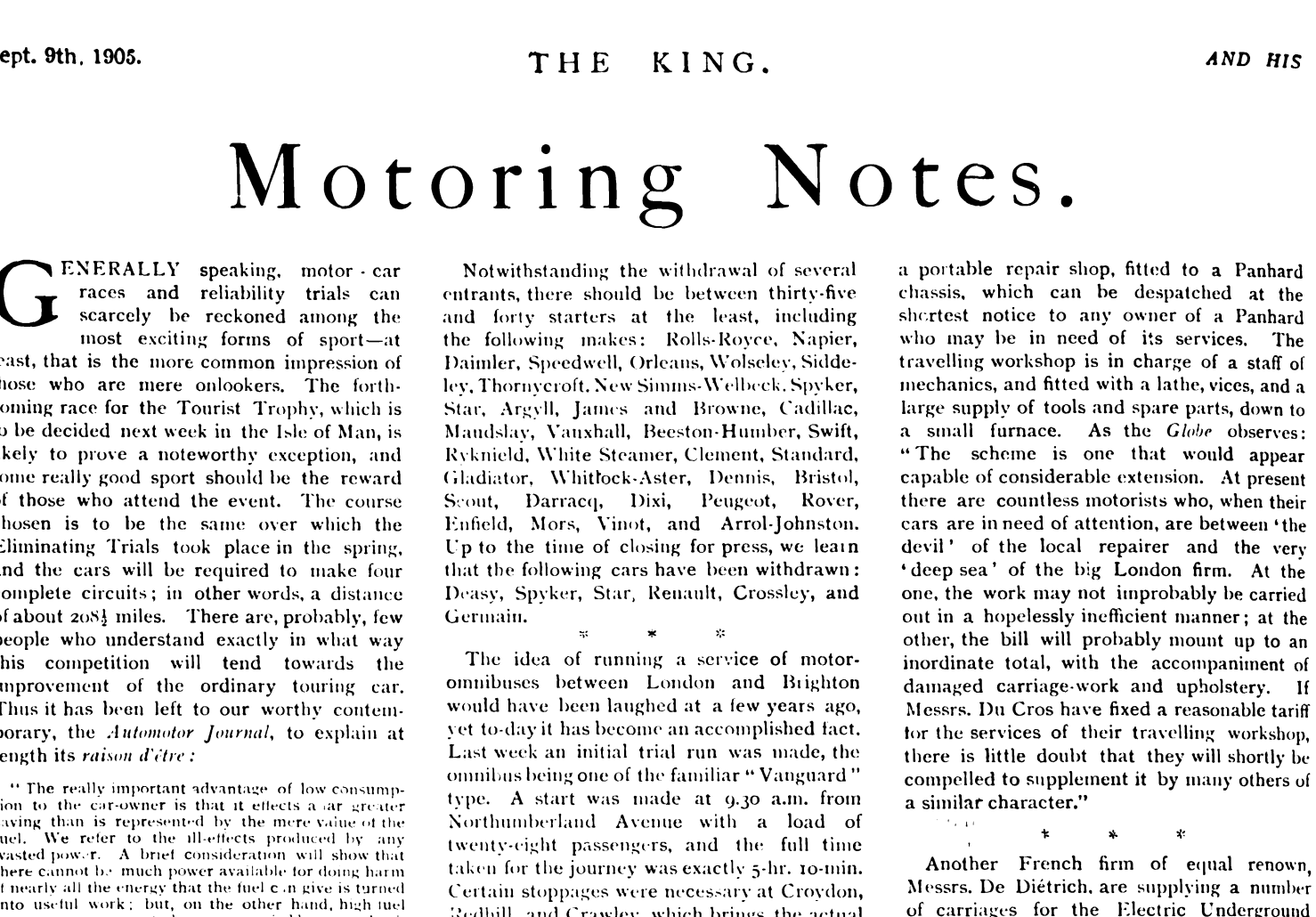
The idea of running a service of motor-omnibuses between London and Brighton would have been laughed at a few years ago, yet to-day it has become an accomplished fact. Last week an initial trial run was made, the omnibus being one of the familiar "Vanguard" type. A start was made at 9.30 a.m. from Northumberland Avenue with a load of twenty-eight passengers, and the full time taken for the journey was exactly 5-hr. 10-min. Certain stoppages were necessary at Croydon, Redhill, and Crawley, which brings the actual running time down by nearly an hour. For those who can spare the time, surely no more enjoyable, or indeed novel, way of reaching this popular watering-place could be devised. Doubtless some time must elapse before the company will be in a position to compete with the railway.

* * *

The latest enterprise of Messrs. Harvey du Cros, whose name has for so long been associated with the famous firm of Panhard, is a portable repair shop, fitted to a Panhard chassis, which can be despatched at the shortest notice to any owner of a Panhard who may be in need of its services. The travelling workshop is in charge of a staff of mechanics, and fitted with a lathe, vices, and a large supply of tools and spare parts, down to a small furnace. As the *Globe* observes: "The scheme is one that would appear capable of considerable extension. At present there are countless motorists who, when their cars are in need of attention, are between 'the devil' of the local repairer and the very 'deep sea' of the big London firm. At the one, the work may not improbably be carried out in a hopelessly inefficient manner; at the other, the bill will probably mount up to an inordinate total, with the accompaniment of damaged carriage-work and upholstery. If Messrs. Du Cros have fixed a reasonable tariff for the services of their travelling workshop, there is little doubt that they will shortly be compelled to supplement it by many others of a similar character."

* * *

Another French firm of equal renown, Messrs. De Diétrich, are supplying a number of carriages for the Electric Underground Railway in London. These District Railway cars are built entirely at Luneville, in the same works as the De Diétrich cars, with the exception of the electrical apparatus, which is fixed in England. The cars are completely mounted at the works, sent on rails to Rotterdam, and shipped thence by steamers, eight at a time, to London. Messrs. De Diétrich have already delivered fifty-two of these vehicles, and are now finishing sixteen more, which will be delivered shortly.



A NEW 20-H.P. ARIEL.
This car is a sister to the one which gained the gold medal in the recent Scottish Reliability Trials.



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# LITERARY NOTES.

WE mentioned last week the coming celebration of Crabbe and two other poets at Bath on September 2. Particulars are now to hand of the more elaborate festival which is to take place at Aldeburgh in Suffolk to commemorate Crabbe alone. The poet was born there in 1754. He was mainly self-taught. He worked in a warehouse for his living, and became servant to a country doctor, and practised himself in a small way without success till 1780, when he came to London. He published "The Candidate" that year; and being befriended—almost rescued from starvation, in fact—by Edmund Burke, was enabled to publish some of his poems, which won him fame and sustenance. He took orders and held various curacies and livings, leading a strange eccentric life till his death in 1832. Time was when he was far more widely read than he is at present. Then came a period of something not far from oblivion; and quite recently the publication of Canon Ainger's life of him in the "English Men of Letters" Series reintroduced, so to speak, to the public a poet who had been forgotten by all but a few real students of English poetry. It is good that his memory should be honoured, and good that his works should be read. They are rugged, wilful, and quaint; but there is the force of true genius beneath their homeliness. Crabbe studied the men about him, and went to Nature at a time when convention was all the fashion in poetry and in life.

**George Crabbe.**

* * *

THE programme of the celebration arranged for Saturday to Monday, September 16 to 18, is full and interesting. All the local powers are taking part, and the list of patrons includes a number of distinguished names of men and institutions in many nations. Aldeburgh itself will be thoroughly examined, including its church and its vestry books with their references to Crabbe; and there will be drives to Saxmundham, where the poet lived, and other places connected with his life and work. On Saturday, September 16, there is to be a meeting in the Jubilee Hall at Aldeburgh, at which M. Huchon, the French critic, who is also taking part in the proceedings at Bath, will read a paper on "Crabbe's Aldeburgh"; Mr. J. Groves will discourse on Crabbe as a botanist, and Mr. Clement Shorter has been chosen to talk about the poet's place in our literature. One of the most important features is to be a loan collection of Crabbe relics, which will include portraits of the poet by H. W. Pickersgill, R.A., and Millington of Trowbridge, unpublished poems from Belvoir Castle (the seat of the Duke of Rutland, who is taking an active interest in the celebration), and certain letters and autographs. The interest of the neighbourhood is enhanced, also, by its association with Edward FitzGerald, who, as will be remembered, was a great friend of later generations of the Crabbe family.

**The Crabbe Celebration.**

* * *

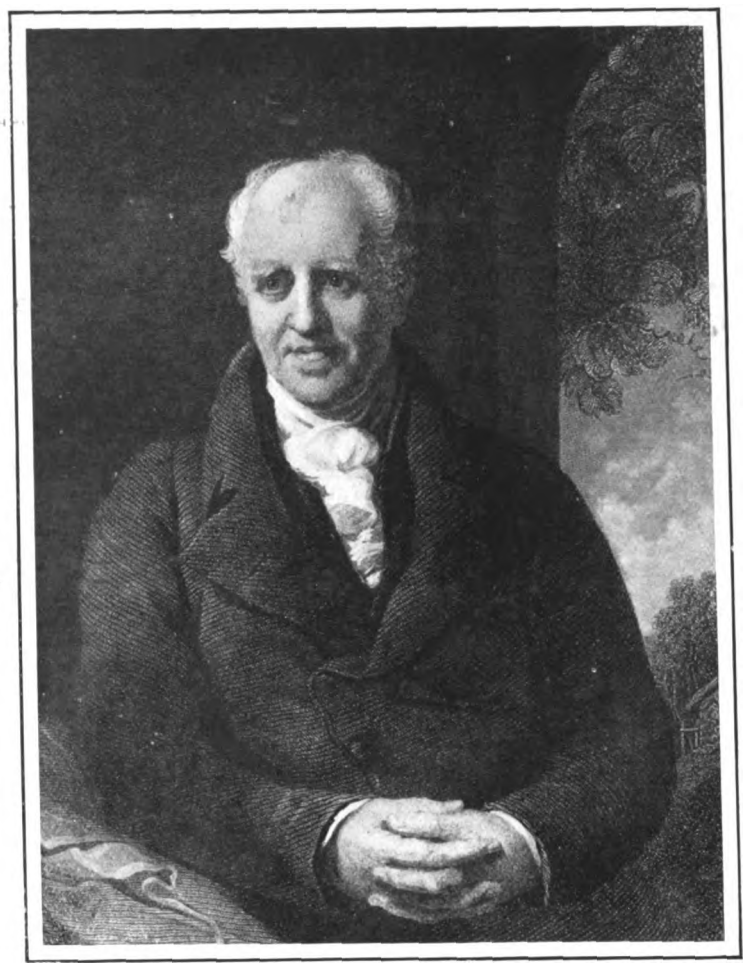
BY his study of Disraeli, Mr. Walter Sichel established his claim to be reckoned as a biographer of no small ability, and it is interesting to learn that Messrs. Constable are intending to celebrate "Nelson Year" by publishing a new life of Emma, Lady Hamilton, on which he has been engaged for some time. The book promises to be of some historical importance. Much new material has come to hand of recent years, and of this Mr. Sichel has availed himself, not only in the discussion of Emma Hart's earlier years, but in the greater issues of her influence on politics. It will be remembered that Lady Hamilton claimed to have rendered no small services to the British Nation and Fleet at Naples and elsewhere. The Government stiffly refused to recognise these services, but Nelson, infatuated or not, believed in them, and we understand that Mr. Walter Sichel will show that Nelson was right. In any case, he has a fascinating subject to write on. In Emma's life there were all extremes of wealth and poverty, joy and grief. She was the beloved of Nelson, the friend of a Queen; and yet, as we write, we call to mind a contemporary caricature of her—grossly indecent and contemptibly cruel. If so much romance is found joined to serious historical investigation, Mr. Sichel's book should be of rare interest. It is to be published early next month, and will be illustrated from a hitherto unknown oil-sketch by Romney, and by other portraits, all of which will be reproduced now for the first time.

**A Life of Emma Hamilton.**

* * *

WE are glad to hear that Messrs. B. and J. F. Meehan of Bath intend shortly to produce a second series of their "Famous Houses of Bath and District." The few fortunate possessors of the first series will know what a mine of information it is on the associations, literary, artistic, political, military, and social, of a city which had the honour of a long and excellent article to itself in the *Edinburgh Review* for August. Among the topics to be dealt with in the second series the most interesting are the Coronation of King Edgar at Bath in 973, Robert Southey at Bath and Corston, Major André and his family connection with Bath, John Wesley, who came and preached there, as will be remembered, and faced Beau Nash and beat him, Nelson and Bath, General Wolfe and Bath, and the Abbey House. These are only a small selection from a large number of subjects, and, as before, the volume will be sumptuously printed (by the Ballantyne Press) and illustrated, and issued in a limited edition. The introduction is to be the work of Mr. Egerton Castle, who has shown in more than one novel that he knows his Bath.

**Bath and its Neighbourhood.**



GEORGE CRABBE

Surgeon, parson, and poet, who is the subject of commemorations at Bath and Aldeburgh.

MESSRS. HUTCHINSON AND CO. will shortly commence the publication of one more of their handsome and valuable large works on the world in general, as they might be called. The new one, which has been in preparation for many years, is entitled "The Living Races of Mankind," and is to be issued in twenty-four fortnightly parts at 7d. net each. The work comprises a popular account of the customs, habits, pursuits, feasts, and ceremonies of the races of mankind throughout the world, and contains over eight hundred photographic illustrations from life, with twenty-five coloured plates and maps. The text of the book has been written by eminent travellers and specialists, including Sir Harry Johnston, G.C.M.G., Professor R. Lydekker, F.R.S., Professor Keane, Professor Longford, and Dr. R. W. Shufeldt. It will be printed throughout on English art paper.

**Living Races of Mankind.**

* * *

WE have received from the publisher, Mr. Sidney Appleton, a handsome volume called "The Book of the Motor-Car," by Mr. R. T. Sloss, a practical work devoted to the history, construction, care, and use of motors. Any notice of it will come more fitly in our motoring columns, and it is enough for the present to say that the work is American in origin, that it has an introduction by Mr. Dave Hennen Morris, president of the Automobile Club of America, and that it is copiously illustrated with diagrams and from photographs. To this we may add a mention of Messrs. Methuen's "The Motor Year-Book, 1905," which is divided into six sections: "Recent Developments in the Automobile Movement," "The Races of 1904," "The Shows of 1904-5," "Tricars," "The Law of the Motor," and "The Cars of 1905-6," all written by authorities on the subject. This, too, is well illustrated.

**Motor Books.**

* * *

SINCE Mr. and Mrs. C. N. Williamson took to motoring, they have made good literary use of their experiences. "The Lightning Conductor" and "The Princess Passes" have been widely read and enjoyed; and now we have "My Friend the Chauffeur" (Methuen), which is full of fun and sentiment and "go." The idea is good and original. A young Irishman, with a courtesy title, has lost all his money at Monte Carlo. Nothing is left but his motor-car, and that he is persuaded by a friend to turn into a means of livelihood by taking rich American ladies for a tour at so much a head. The scheme works well, and makes a most entertaining book. There is travel in it, love, and movement as rapid as that of Lord Terence Barrymore's own motor. But we do not like the illustrations.

**A Motor Novel.**

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## *BOOKS TO READ.*

Shakespeare's Christmas, by "Q" (A. T. Quiller-Couch). (Smith, Elder.)
The Passport, by Richard Bagot. (Methuen.)
The Patient Man, by Percy White. (Methuen.)
Because of Jock, by E. L. Haverfield. (Allen.)
Tongues of Gossip, by A. Curtis Sherwood. (Unwin.)
Green Cliffs, by Rowland Grey. (Hutchinson.)
Gretna Green and its Associations, by "Claverhouse." (Paisley: Gardner.)
A Wanderer in Holland, by E. V. Lucas. (Methuen.)
Great Batsmen, their Methods at a Glance, by G. W. Beldam and C. B. Fry. (Macmillan.)
The Cities of Umbria, by Edward Hutton. (Methuen.)
Parisians Out of Doors, by F. Berkeley Smith. (Funk and Wagnalls.)



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Large Mail Steamers with every modern comfort and convenience leave Great Britain for New Zealand fortnightly. Duration of direct journey, 40 days; via Suez and Australia, 44 days; via Canada, 32 days; via San Francisco, 28 days.

The best time to visit New Zealand is during the summer months, from November to April.

ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS. Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer Fares, Settlement Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

HAULING KAURI LOGS THROUGH BUSH, KAURI FOREST, NORTH AUCKLAND.

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The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

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The WEST COAST FIORDLAND is indescribably wild and picturesque. Here are lakes of great size and depth—canyons that surpass the greatest of other lands—dense forests with a tropical profusion of ferns and flowers—innumerable waterfalls—monoliths of granite many thousands of feet in height—glaciers, snowfields, and the peerless Sounds, with their 400 miles of inside sailing distance.

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HOT SPRINGS AND SANATORIUM HOTEL.

**One of the finest Health Resorts in the Thermal District.**

**The first place of interest en route to Rotorua, New Zealand.**

Delightful **NATURAL HOT MINERAL BATHS**, free to Guests. Sufferers from Gout, Rheumatism, Sciatica, Lumbago, Affection of the Eyes, Skin Diseases, etc., are often permanently cured by these waters.

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The drive from Okoroire to Rotorua is one of the **most beautiful in New Zealand.**

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**Manager.**

## NEW ZEALAND.

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*Patronised by T.R.H. The Prince and Princess of Wales.*

**THE HOTEL** is in the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

W. J. LEES, Manager.

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**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

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**CHAS. E. NELSON, Proprietor.**




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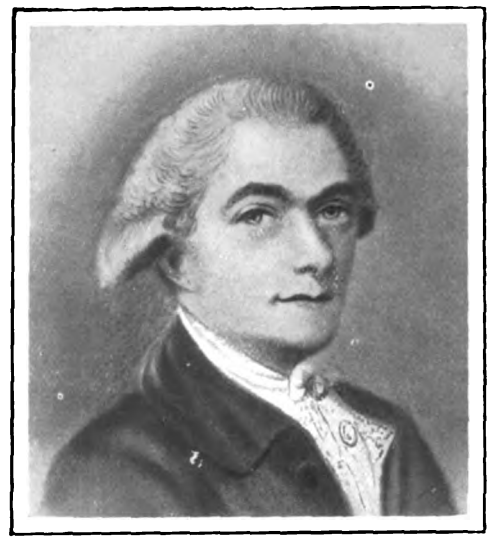
# Leaves from a Collector's Note-book.

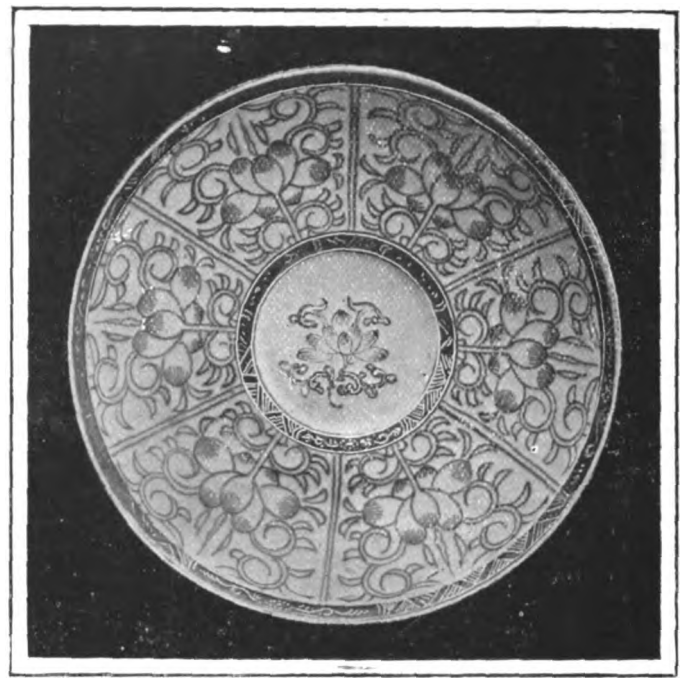
No. LVII.—*THE HISTORY OF WORCESTER CHINA FROM 1774 TO 1800. THE PORCELAIN WORKS AND THEIR ROYAL AND DISTINGUISHED VISITORS.*

DR. JOHNSON is credited with an unsuccessful attempt to manufacture china at Chelsea. The results were by no means as satisfactory as those he achieved as a brewer of strong beer on Bankside. He passed through Worcester in 1774, but contents himself with a bare record of his visit to the "china warehouse." Two years later Dr. Wall died, having, as Mr. Binns tells us, seen "the exotic which he had so carefully planted and fostered grow into the stately tree, striking its roots deeper and deeper into the soil, and acquiring so strong a constitution as to enable it to outlive all its contemporaries." In 1783 the entire property was bought by Mr. Thomas Flight, an enterprising London merchant, the portrait of whose son Joseph, for whom the works were purchased, is now reproduced in these pages. The price he paid for it was the modest sum of £3,000. The change of proprietorship involved the secession of Messrs. Chamberlain and Son from the business, to the material prosperity of which their skill had largely contributed. The porcelain trade, however, had now obtained a firm hold in the city, and Mr. Binns, with legitimate pride, records the fact that "the quality of the ware was acknowledged, and from the number of apprentices taken on from time to time, the citizens generally had an interest in its perpetuation." New premises were rented at Nos. 33 and 45, High Street, and it was here on the afternoon of Tuesday, August 6, 1788, during the progress of the sixty-fifth "meeting of the three choirs of Worcester, Hereford, and Gloucester," that Messrs. Joseph and John Flight were honoured by a visit from George III., Queen Charlotte, and the Royal Princesses, attended by Lady Harcourt, Lords Harcourt, Oxford, and Courtown, Colonels Goldsworthy and Digby, and last, but not least, the sprightly authoress of "Evelina," who proceeded on foot to "the elegant china shop in High Street, where they remained almost an hour, and greatly admired the beautiful porcelain, and gave orders for an extensive assortment of it." On the Saturday following (August 9), "their Majesties, the Princesses, and several of the nobility went to the china factory, and saw the whole process of china-making, at which they expressed great satisfaction, and the King was pleased to leave ten pounds for the workmen." Mr. Binns informs his readers that "the King was so much gratified with what he saw that he condescended to recommend the proprietors to open an establishment in the West End of London, and at the same time granted his patent, thus giving to Worcester the honour of having the first Royal Porcelain works within its walls." The outcome of this paternal advice was the erection of the once well-known china "repository" at 1, Coventry Street, which was immediately "liberally patronised by the nobility and gentry throughout the kingdom." The early history of the Worcester China Factory is, by a strange coincidence, mixed up inextricably with the annals of the Festivals of the Three Choirs. It was on the occasion of the thirtieth annual "music meeting" of September 20, 1752, that the newspapers first announced the sale of the "new manufacture," with great variety of ware, and, it is said, at a moderate price; it was the sixty-fifth "meeting" which brought Dr. Wall's enterprising successors that powerful patronage which soon made the making of Worcester china a national as well as a local industry. A very interesting token was cast to commemorate the Royal visit, and amongst the accompanying illustrations will be found reproductions of an old print showing the manufactory as it was in 1788, and of a specimen of the "Royal lily" pattern breakfast service chosen by George III. and Queen Charlotte.



MR. JOSEPH FLIGHT

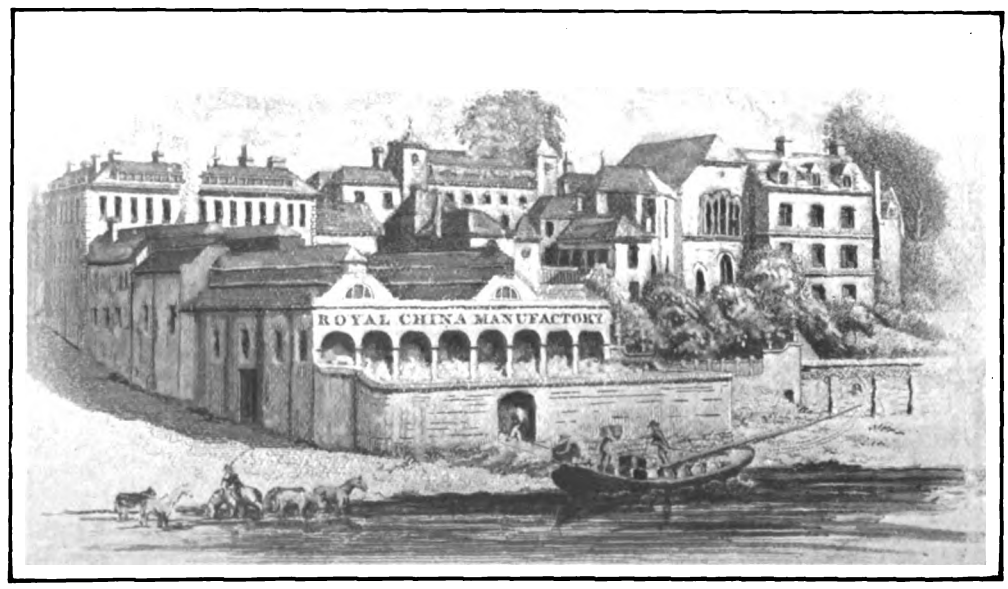
Whose father, Thomas Flight, purchased the Worcester China Works in 1783. It was Thomas and Joseph Flight who received the Royal family.



LILY PATTERN WORCESTER PLATE.

It was this pattern that was selected for a breakfast set by George III. and Queen Charlotte.

In 1789, and again in 1791-92, Messrs. Flight and Barr were honoured with "commands" to make dinner services for the Duke of Clarence, afterwards William IV. Queen Charlotte's breakfast service is typical of Messrs. Flight's early patterns, which are described as "very simple, many of them consisting of blue painted and printed flowers, and a blue band with or without sprigs, more or less richly decorated with gold. The round fluted cup was the shape most in favour; but there was also used a straight-sided cup without a foot, copied from a well-known Sèvres model." The "blue lily" pattern is copied from a Chinese model, and when known as the "Royal lily" at once became popular with the old nobility. It was not till the following March that the Brothers Flight received their appointment "as Worcester Porcelain China Manufacturers to His Majesty." It can still be seen occupying a place of honour by those patrons of the 182nd meeting of the Three Choirs who follow the example set them by George III., more than a century ago, and visit the Royal Porcelain Works, carried on with signal success by those who have inherited the traditions of Dr. Wall and the Brothers Flight, and with the fine taste and discrimination which characterised their famous predecessors and founders of the works. B.

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# THE RACING SEASON.

JUST a hundred years ago the York August Meeting commenced on a Monday, there was racing every day in the week, and the sport came to a conclusion on the Saturday with a match for 500 guineas, over two miles, between Colonel Thornton's Pegasus (9-st. 6-lb.), ridden by Mrs. Thornton, and Mr. Bromford's Allegro (13-st. 6-lb.), ridden by the famous Buckle, who was beaten by the lady in the run home. It is often claimed that the race-horses of to-day would be incapable of running over the same distances as their ancestors; but even the heroes of the past did not seem to quite relish the long races in which they had to take part. Looking at the card of the York Meeting for 1805, we find it noted that the Duke of Hamilton's colt by Walnut broke down in running for His Majesty's Plate over four miles, and also that in the race for the Gold Cup, over the same distance, a similar fate befel Mr. Mellish's Diddler. A curious side-light is thrown upon the racing of the "good old days" by a commentary written in a corner of the old pages to the effect that "the racing was very severe, and there were many horses which did not eat their food for many days."

Although the attendance at the York August Meeting of this year was hardly as numerous as usual, the meeting may be said to have been a successful one; but the executive might, perhaps, do well to remember that in these go-ahead days it is not altogether wise to rely upon a past reputation as a means for gaining future favours. No one could complain of a want of excitement on the first day of the meeting, for in a fairly long experience I cannot remember seeing four races in succession won by a short head, three of these close finishes going in favour of Lord Derby's representatives, a sequence which commenced with the victory of Verdiana in the Middlethorpe Welter Handicap, was continued when the filly by Persimmon out of Canterbury Pilgrim carried off the Lonsdale Handicap, and completed when Kilruddery, 8-st. 4-lb., got the best of a tremendous race with Ulalume, 9-st. 5-lb., and Norman Mint in the Prince of Wales's Plate of 890-sovs. The spoils went to Lord Derby, but the honours of the contest clearly belong to Sir Edgar Vincent's daughter of Gallinule and The Message. Only three runners could be found for the Yorkshire Oaks, and speculators must have had a rare fright, for they laid 6 to 1 on Costly Lady, who only just scrambled home a short head in front of Koorhaan. Beyond noting that Lady Dandy won the Bradgate Park Selling Handicap, and that Croisette placed the Badminton Plate to the credit of Mr. L. de Rothschild, the remainder of the day's racing does not call for comment.

The second day of the autumn racing at York witnessed the decision of the Ebor Handicap, which is to York much as the Cup Day is to Ascot. None of the top-weights held their ground, and their defection caused 11-lb. extra to be carried by the twelve horses who came out for the race. Mr. J. C. Sullivan was deprived of the services of War Wolf, last year's winner, but he found an excellent substitute in The Page, 7-st. 6-lb., who, very nicely ridden by Higgs, got home a neck in front of Bibiani, 7-st. 4-lb.; with Bitters, 8-st. 9-lb., beaten into third place by three-quarters of a length. It was somewhat curious to notice that seven of the twelve runners wore the "rogue's badge," and as the race was run one cannot help thinking that it was the penalty incurred by Bitters at Haydock Park which prevented her from winning this race for Mr. Alexander. Only three runners came out for the Duke of York Stakes, but there was some speculation as to whether Rouge Croix could give 4-lb. to Polymelus, and finally 11 to 10 was the price offered again t either of the two. Lord Crewe's colt was not long in solving the riddle, for as soon as Morny Cannon asked him to do so, he came out and won cleverly by three-quarters of a length.

Sugar, by Symington out of Sweetie, had won the Rous Selling Plate earlier in the day, and to the same sire belongs the credit of Satira (8-st.) out of Satyrica, who, with a considerable advantage in the matter of weight, won the Convivial Produce Stakes of 540-sovs. by a neck from Cythera (9-st. 2-lb.), and Bridge of Canny (8-st. 9-lb.).

Quite a feature of the racing on the last day of the meeting was the riding of Maher, who rode four winners, beginning with Stealaway in the Stand Selling Handicap Stakes, and following it up by a short head victory on Donnetta in the Harewood Handicap, after a desperate finish with Melayr, who, I think, had none the best of luck in the race.

Everyone was glad to see Tankard, owned by the Duke of Westminster, trained by John Porter, and ridden by Morny Cannon, win the sixty-third race for the Great Yorkshire Stakes, and by the shortest of heads, in the very last stride. Mondamin and Dionard were second and third respectively. Neither Black Arrow nor Admirable Crichton put in an appearance for the historic Gimcrack Stakes; but Mr. W. Hall-Walker had a very efficient substitute in Colonia (9-st 4lb.), who gave the weight and a half length beating to Gingal (8-st. 7-lb.), with Mary Theresa (8-st. 4-lb.) third, a length and a-half away. It is probable that when Mr. Hall-Walker responds to the toast at the Gimcrack Dinner, he will have something to say which will be well worth listening to.

CAURIE.

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THE WINNER OF THE GREAT EBOR HANDICAP.
Mr. J. C. Sullivan's The Page, by Winkfield—Annora.

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THE YORK AUGUST MEETING.
A view of the enclosure, showing the rings and course.



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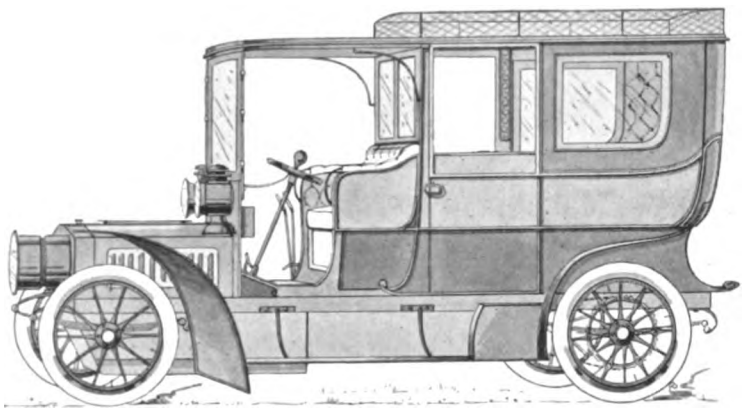

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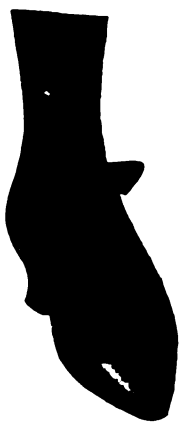

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# *Fashions of To-day & To-morrow.*

THERE is still no movement as regards definite autumn novelties in the world of fashion. Parisian modistes and milliners are devoting themselves at the present moment to the American visitors, who are preparing for their return journey, and eager to take back all the latest creations which are being carried out for their benefit. Our season will then start, and we shall have weeded out the exaggerations, and found the happy medium.

I saw some very quaint-looking head nets for night wear, and was told they are largely patronised now. These are netted in coarse silks with a full frill, and a ribbon run round the crown and tied in a saucy bow at the right side. They are made in pale colours to correspond with the ribbon insertions of the dainty American night-dresses, now such general favourites with everyone. Some of these, by the way, are so luxurious that it seems criminal to wear them. I was shown to-day a trousseau that was just finished, and was "on show" before being sent out to India. There were night-dresses in this particular make in the most delicate flesh-coloured silks of the very finest and softest quality; the American yoke was of a lovely design of real lace. Others were most beautifully embroidered on the shaped empiècement of silk Indian muslin, the full elbow sleeves finished with very fine Valenciennes. But the practical ones captivated me most, which were made of French nainsook, finely hand-embroidered Swiss muslin constituting the shaped upper portion. The "cache-corset and knicker skirt" combinations were simply charming, and just the very things for the climate. I am told there has been such a run on this particular garment that the manufacturer has been unable to execute the orders fast enough. There has never been a time when underwear has been so extravagantly worn as during this last season. There is an absolute craze for these American novelties, and really they do look so thoroughly fascinating, and are such comfortable and becoming wear, that it is an extravagance with which I quite sympathise. Besides, with the tight-fitting modes they are necessities now. Here is the description of a very charming home dress which is illustrated, one of the models of Mme. Paula of Regent Street. It is of ivory white crêpe de ninon. The skirt has twelve flat tucks all of the same width, with here and there large diamond-shaped incrustations of lace, outlined with primrose and amethyst plaited ribbons. Two deep flounces, also edged to correspond, finish the skirt trimming. The high bodice has a novel yoke, of strapped ribbons in the same two colours, which connects the lace neck-band with the lower portion, headed by a waved lace insertion. The dominant note of the skirt is carried out here also. The sleeves are full to the elbow, where the deep lace outer sleeve falls gracefully apart. This model is most beautifully cut, and is quaintly original.

A MORNING COSTUME IN WHITE CREPE DE NINON.
(Mme. Paula, Regent Street, W.)

The latest in waist-belts is the leather, or rather soft kid, band, with deep Swiss point worn in the front, the back being much narrower than has been seen for some time. The ribbon belt tightly swathed around the waist and finished by a small cut steel or jet buckle is likely to be more worn as the season advances.

The new broadcloth sac coats will all be very much trimmed with heavy embroideries in the same shades as the cloth, stole fashion, or else appliquéd in raised designs in contrasting tones. Those who have old-world stores of silks and trimmings will do well to go through their treasures this season, for anything antique will be quite the correct thing. Chenille-shaded embroideries on satin, I hear, are to be introduced by some of our leading houses. Above all, overhaul your old laces, especially the very fine makes, or the heavy guipures, for both of these will play their parts, the former for the soft full jabots, to be worn with the Directoire coats and bodices, and the latter for the adorning of evening coats.

The fancy for white, which has been so universal in dress, is now being transferred to table decorations, where everything is colourless and of extreme simplicity, although it is a very costly simplicity; the only relieving tone permissible is in the low silver table ornaments, which are perfectly plain, antique shapes being chosen in preference to any others. White chrysanthemums and white winter roses are the favourite floral decorations just at the present moment.

Messrs. Charles Lee and Son of Wigmore Street have such pretty evening and theatre blouses, also some new "Leewig" petticoat flounces for early autumn, and a most advantageous smooth skin caracul coat, which can be worn open or closed, and is lined satin, is to be had for the moderate price of 79s. 6d.

R. D.

*(From a photograph specially taken for this paper at the Dover Street Studios.)*



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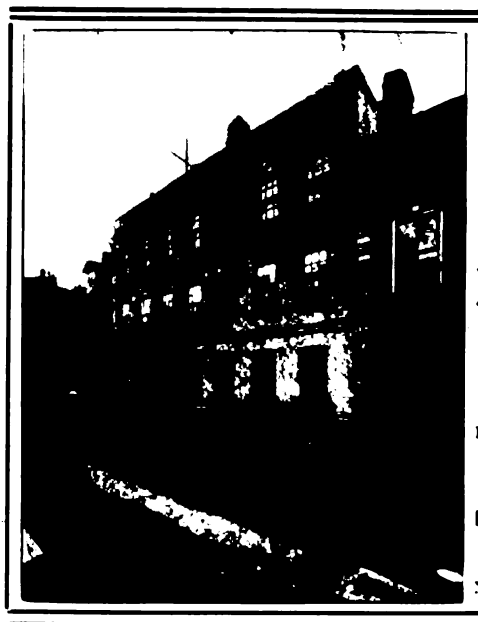

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# THE KING'S MENU.

## FILETS DE HARENGS.

When it is desired to simplify service both in kitchen and dining-room, these can be cooked and served in a fireproof china dish as follows: Fillet the herrings and free from bones, then pour a little warm freshly-oiled butter over them, and leave while preparing the following mixture: Rub together a teaspoonful of French mustard, half one of English mustard, a dessertspoonful and a-half of the Escoffier chutney, a pinch of coralline pepper, and a dust of salt and freshly-ground black pepper. When this mixture is smooth, spread a thin layer of it on each fillet, then roll these up securely, arrange these little rolls on strips of hot buttered toast, one for each person, sprinkle with browned bread-crumbs, cook for twelve minutes or so in a moderate oven, and serve garnished with seasoned watercress. Also, after filleting, they can be laid in a buttered baking-tin or fireproof dish, with a little lemon juice and white pepper, covered with a buttered paper, and baked for about ten minutes, then served with maitre d'hôtel, tomato, piquant, raifort, or mustard sauce, to which has been added a teaspoonful of Escoffier chilli vinegar, and a spoonful of minced capers for each half pint of sauce.

## POULET AU KARI.

To the cultivated palate there is surely no more enticing dish than the curry in whose concoction French science has combined with Eastern inspiration to produce a perfect whole. The cooks of both nations know that time is an indispensable factor in curry-making, also a complete mastery of the art of stewing. For these reasons an English cook is rarely or never a successful curry-maker, and even with a good recipe and an *exigeante* mistress it is difficult to impress her with the fact that for a curry of meat to be good it must have long, slow simmering, instead of the quick gallop which is her idea of stewing.

These remarks will show that the casserole is the utensil *par excellence* for the preparation of a good curry, for it can be set on a trivet (that there may be water between the bottom of the casserole and the stove top or oven slide) in an outer pan of hot water in a slow oven or on the side of a moderate stove, and the contents thus subjected to long gentle heat.

Then a properly-made curry is even better on its second appearance than its first, provided it be carefully reheated, preferably au bain-marie, and that in the first instance it has been left to get cold in an earthenware pan; a metal one is, for this purpose, really dangerous, remember, and may result in ptomaine poisoning and death for those who partake of it. Thus it will be seen that the remains of a curry made and served in a casserole can be set aside in this just as it is till next day, then reheated in it, au bain-marie, for its last appearance.

And now for a skeleton recipe, whereby my readers can curry a pound of any fish, flesh, or fowl to taste. Rub a delicately-clean saucepan over with a cut clove of garlic, then melt in it an ounce and a-half of butter, and fry in this four ounces of finely-minced shallot or onion till a golden yellow, cooking it very slowly and stirring, that it may be evenly coloured. Now add a tablespoonful of curry powder and a dessertspoonful of curry paste (failing this last, one or two extra teaspoonfuls of the powder can be added in its place, but use paste if possible). Now cook the powder and onions together steadily for another fifteen minutes, adding a little more butter if necessary from time to time. Some cooks and writers recommend seven minutes' cooking only after the curry powder is added,

**MENU.**

CREME D'ECREVISSE.

FILETS DE HARENGS.

POULET AU KARI.

ROAST PARTRIDGE. SALADE.

EPONGE DE FRAMBOISES.

CHOUX AU PARMESAN.

but the quarter of an hour's steady cooking of it will give much nicer results to most tastes, and does away with that raw crudeness which spoils so many English-made curries, and which is simply due to the insufficient cooking of the powder. Now stir in a pint of stock made from the bones, etc., of whatever meat or fish is to be curried—chicken bones and giblets to-day of course. If a thick sauce is desired, this stock should first be thickened with a dessertspoonful of crème de riz. The sauce is then brought to the boil and simmered for fifteen to twenty minutes. Now if the meat or fish is ready cooked, all that is necessary is to have it cut into small neat pieces, lay these in the casserole or chafing-dish, pour the hot sauce over, and let them heat through without ever coming to the boil, and soaking it thus for from one to two hours; then serve. Should the meat be uncooked, however, cut it into neat, small squares and fry it with an ounce of minced shallot in an ounce of butter—very hot, mind, before the chicken and onion are put in—in the casserole. As soon as the chicken is nicely coloured add the pint of curry sauce, and stand aside for an hour in the larder. Now put it in the oven or on the stove and simmer very gently till the fish or meat is done. If the chicken is young, as it always should be for curry, preferably not full grown, in fact, it will be done in about half-an-hour. While it is simmering add the tamarind pulp, or whatever acid gelatinous substance, such as tomato, is used, and then at the last, just before serving, add a gill of cocoanut or other nut milk, for which I give directions further on. For the tamarind pulp, rub half a small pot of the pulp through a fine hair sieve, mixing it with a little boiling stock—whatever kind was used for making the curry sauce—before rubbing it through, then mixing this purée into the sauce before the chicken or meat is cooked. A teaspoonful of green ginger—procurable at Covent Garden or the Stores—pounded to a paste with a little butter, together with a little lemon juice, can also be added to the curry at this stage of the proceedings. With a mutton curry many native cooks use as much as a dessertspoonful of the grated green ginger to the pound of uncooked mutton, sprinkling it over the raw meat before this is marinaded in the sauce, as already described. For the nut milk, this must not be the liquid found on opening a cocoanut, but an infusion made by soaking the finely-grated white meat of the cocoanut in boiling water, and this infusion, when well flavoured, squeezed through muslin and used. When fresh cocoanut is not available, Brazil nuts or almonds can be used in the same way, or a mixture of almonds and cocoanut is liked by many people, in the proportion of two ounces of cocoanut to a dozen sweet almonds; while, when these are used alone, use one bitter one (pounded) to every four ounces of the sweet ones (pounded) to a cupful of boiling water.

In some curries half a pint of this nut milk is used in place of that quantity of stock in making the sauce—*i.e.*, half a pint of the milk and half a pint of the stock are used for the sauce for a pound of meat—but a gill or so more of it must be added towards the last pint of this sauce, as much of the flavour of that used at the start for the sauce will evaporate during the preliminary cooking and marinading.

Of course, the recipe given to-day is for only one of many forms of curry; but the proportions of powder, paste, etc., are small, and it is one generally preferred by European palates to the many more highly-seasoned varieties of curry.

The fresh chutnies known as sambals, which should always be served with a curry, I must deal with when space permits in a future issue.

FILETS DE HARENGS.

(*Specially prepared and photographed for this paper.*)

## ANSWERS TO CORRESPONDENTS.

LITTLE MOULDS OF COLD HAM CREAM WITH FILLETED CHICKEN, ETC. (Ashby).—I think this is what you mean: Mix together a jar of Lazenby's potted ham, a gill of stiffly-whipped cream, two tablespoonfuls of liquid aspic jelly, a drop or two of carmine to make the mixture a delicate pink, and whip them together for a few minutes; then use the mixture to fill some little cutlet moulds, previously lined with aspic jelly. When they are set, turn out, and arrange the moulds alternately with the fillets of a fowl, masked with any nice white chaud-froid sauce, or masked with mayonnaise aspic or cream aspic. Fill the centre with peas or asparagus points tossed in mayonnaise. The chicken fillets should properly be cut from the uncooked fowl, and then be cooked in a buttered tin, with a little lemon juice, in the usual way; but for ordinary occasions they can be cut from the breast of a cold cooked fowl. When celery comes in a delicious dish is made by making an oyster and celery mayonnaise, and arranging round it the ham cream cutlets and the chicken fillets, masked with aspic cream. Another version of these little ham creams is obtained by lining little moulds with aspic jelly, garnishing them with cold cooked peas, then filling the moulds with alternate layers of the pink ham cream and aspic cream. Any nice potted fish, game, poultry, or foie gras can be used for these creams, and if used alone for a simple little cold entrée, either with or without a salad to taste, roughly-chopped prawns or shrimps, or fine flakes of lobster or foie gras, can be mixed with the cream mixture. If very small, round moulds are used, the creams can be mounted on seasoned artichoke bottoms, arranged round a salad dressed with mayonnaise. Yes, cold entrées are, as you say, a great help when rather short-handed during the rush of dishing up, and are generally liked at this time of year.

SYBARITE



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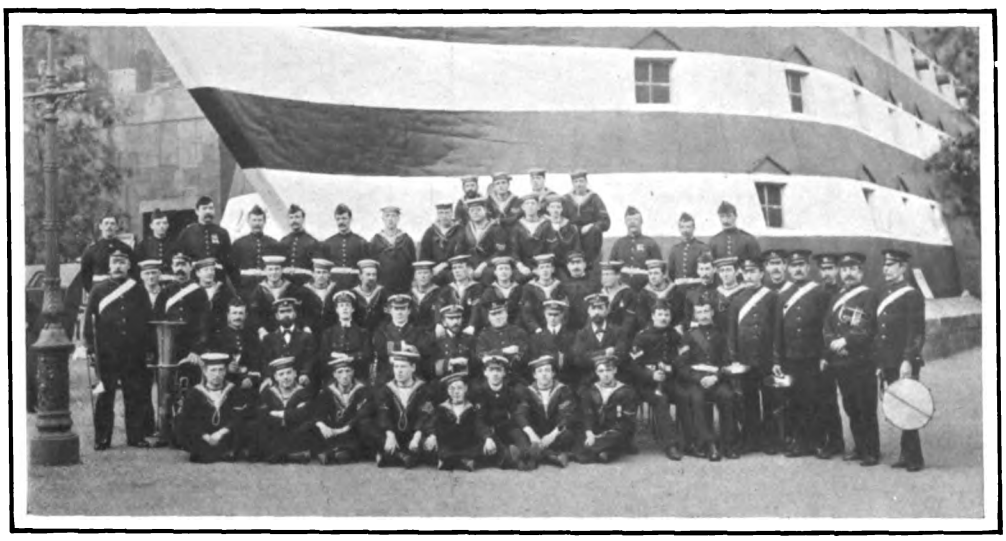
# Here, There, and Everywhere.

THE little folder published by John Wilson's Successors, Limited, the well-known damask and lace house at 188, Regent Street, London, will be found indispensable by Americans, Canadians, and travellers generally. It is styled "Dollar Equivalents," and shows at a glance the equivalent in English and French money of any amount in dollars. Wilsons' will send it to any applicant, or give it to any caller.

THE season at Spa has been the most successful known for many years, and English visitors are once more well to the fore in the Ardennes. To complete the satisfaction of the present go-ahead burgomaster Spa has won the Grand Prix at Liége against all competing mineral waters.

AFTER a twelvemonth's absence, during which she has been the star of an exceptionally brilliant revue at the Folies-Bergère, Mlle. Anne Dancrey has returned to the Alhambra. Mlle. Dancrey will be found to be admirably suited in her latest creation, which she calls "Maxixe." At the Hippodrome, too, there are many novelties, and the Oxford just now is presenting a very strong bill. The new Military tattoo at the Coliseum, with its symbolic picture of the arrival of Peace, is a striking production worthy of the standard which the management of this popular house have set themselves to maintain.

A LARGE number of people are (according to temperament) chuckling over or smarting under the finale of one of the most surprising of newspaper hoaxes. Tales of the cruise of a mysterious black craft with a dare-devil crew of piratical tendencies were periodically sent to the newspapers on the Continent and in England, and from all accounts fishermen were bordering on panic, and at last made up their minds to sink the boat on sight. The terrible tragedy culminated with a challenge to "Luigi Caro" (the pirate), to meet "owner of 'Irene'" on the Clarence Pier, Southsea, and as there was the possibility of a deadly combat, a large number of people congregated. They did not see a duel, however, but their time had not been wasted, as they noticed a yacht with the injunction to use "Cook's Soaps" writ large on her mainsail. It is more than likely that the good advice which Messrs. E. Cook and Co., Limited, have gone to such expense to give, has had the effect of introducing their excellent soaps to a large number of people.



THE OFFICERS AND CREW OF THE "PYTHON"

The third-class "cruiser" in the Empress Hall, which is the most popular feature at the Earl's Court Exhibition this year.

WORCESTER SAUCE is popular all over the world, and the receipt of an order at the offices of Courtenay's Worcestershire Sauce Syndicate for fifty barrels for America or one of the Colonies is no uncommon event. In the manufacture of real Worcester Sauce wholesomeness of material and proper mixing are very important, and careful maturing subsequently is a *sine quâ non*. Courtenay's Sauce is always kept for eighteen months or two years before being put on the market, and the result is that it has delicious flavour, and as an appetising delicacy is unapproached.

LANDSCAPE photography nowadays is a fine art, and the many beauty spots around Malvern and Cheltenham have received adequate treatment at the hands of Messrs. Norman May and Co.—some of whose photographs are reproduced in this number—the leading photographers and stationers of the neighbourhood.

IN connection with the Worcester Musical Festival, it has been decided to present the freedom of the city to Sir Edward Elgar, Worcester's famous son. The casket in which the freedom will be presented has been designed and executed by L. Cassadis and Co. of Worcester. The casket is of massive silver, standing on an ebony plinth, and on the obverse are three panels, containing views of Worcester Cathedral and the Guildhall, with an emblematic design in the centre showing a scroll of music and conductor's baton ornamented with palm and laurel. On the reverse are panels showing incidents in his two great works, "Gerontius" and "The Apostles," and on the lid of the casket are the city arms and motto and the recipient's monogram.

LADY OMMANNEY, widow of Admiral Sir Erasmus Ommanney, has presented to the museum of the Royal United Service Institution in Whitehall a small collection of relics of Sir John Franklin, the Arctic explorer. These are specially interesting, as they were the first traces of the winter quarters of Franklin's ships discovered in August, 1850, by Captain E. Ommanney, as he then was, of her Majesty's ship "Assistance." The relics include an old clay pipe, a tiny glass bottle, two pieces of Polar bearskin, and a small painted china plate.

ON Tuesday, the 12th inst., a trophy is to be presented at Portsmouth to the armoured cruiser "Hampshire," by the ladies of that county. It consists of a silver replica of King Arthur's Round Table, now hanging in the great hall at Winchester Castle; while the gift to the wardroom will be a very handsome and artistic silver bowl. The presentation is to be followed by a luncheon, and afterwards the ship will be open to the inspection of visitors.

BROCK'S annual benefit at the Crystal Palace always draws a big crowd to the Sydenham pleasure garden, and it is safe to assume that the gathering this week for the event will be as large as ever. A special attraction is promised in the shape of a reproduction of the firework display at Portsmouth on the occasion of the visit of the French Fleet.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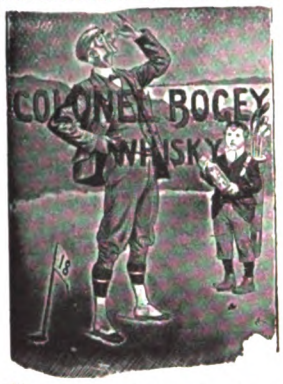


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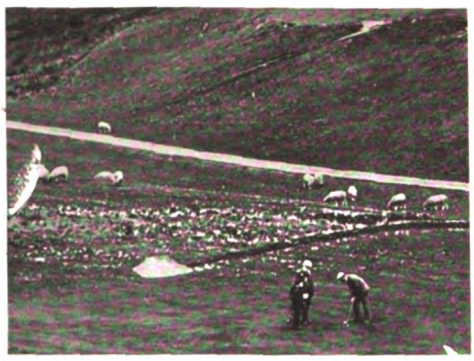

THE LINKS, BOURNEMOUTH.

**BOURNEMOUTH.**

## HOTEL MONT DORE.

WITHIN TWO MINUTES' WALK OF GOLF LINKS.

**TUNBRIDGE WELLS.**

## THE SPA HOTEL,

FOR COMFORT, CONVENIENCE, AND LUXURY.

Surrounded by its own Park of 65 acres and with splendid views over the Common. One hour from London.

**BATHS**
of every description, including
**TURKISH, SWIMMING, AND ELECTRIC LIGHT.**
*MASSEURS and MASSEUSE.*

1 minute's walk from **Golf Links.**
**Handsome Public Rooms,** including
**2 LOUNGES and BIJOU THEATRE.**

Garage. Lift. Tennis Courts, Croquet Lawns and Bowling Greens. Warmed to a temperature of 60° in Winter. Postal Telegraph Office in Hotel. Telephone 56.

Terms from MANAGER.

**CLEVEDON (Somerset).**

## SEASIDE HYDRO HOTEL.

Holiday, Health, and Pleasure Resort. Near Golf Links and Pier. Good centre for excursions by road, rail, or sea. Resident Physician. Fine Baths. Liberal Table.

SECRETARY, Hydro, Clevedon, Somerset.

**LELANT, ST. IVES BAY, CORNWALL** (close to golf links and station).—Furnished HOUSE, with plate and linen, to LET for Summer months; two large sitting rooms, six bedrooms, one dressing room, bathroom.—"T.B.H.," "Evelyns," Uxbridge.

**SOUTHWOLD** (best position on the Common; close to Golf Links).—To be LET, well Furnished, for September, the pretty and artistic HOUSE known as "Link's Cottage," containing square hall, two sitting and large recreation rooms, servants' sitting room, seven bedrooms (fourteen beds), bathroom; electric light and telephone.—Apply to Mrs. ROBINSON, on Property.

ON THE BOURNEMOUTH LINKS.

**LLANGAMMARCH WELLS, Breconshire.**

## LAKE HOTEL.

The Hotel, standing about 700ft. above the sea level, is situated on the Eppynt Hills, looking down one of the most beautiful valleys in Wales. The Golf Links of the Llangammarch Wells Golf Club, the lake, two miles of river fishing, splendid scenery and picturesque woods, are within the Hotel grounds and Estate, which cover an area of about 600 acres. Shooting over thousands of acres is reserved for visitors, pheasants are reared. Visitors are welcomed by the Golf Club, a professional being constantly in attendance. The Barium Springs give relief in cases of Chronic Disease of the Heart, Gout, Rheumatism, etc. The Hotel is ten minutes from the Llangammarch Wells Station, L. & N.W. Ry., and can be reached from Shrewsbury and Swansea in two hours, Liverpool and Manchester in four-and-a-half hours, Birmingham and Potteries in five hours, and London in five-and-a-half hours. Friday to Tuesday Tickets at reduced fares.

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## THE SUSSEX HOTEL.

Alight at West Marina or West St. Leonards Stations. High-class Hotel for Families and Gentlemen. Due South, facing Sea. Most select and quiet part of Promenade. Comfortable Public Rooms, consisting of Coffee Room, Reading and Drawing Room, Smoking and Billiard Room. Perfect Sanitary arrangements. Hydraulic Passenger Lift. Electric Light throughout. Warmed in Winter. Table d'Hôte, Separate Tables, at 7. Nearest Hotel to New Golf Links. Motor Car Stabling. Petrol supplied.—Under the personal supervision of PROPRIETOR.

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## ROYAL HOTEL.

This Old Established Family Hotel has been greatly Enlarged and entirely Re-modelled.

THE DECORATIONS, ELECTRIC FITTINGS, AND COMPLETE RE-FURNISHING, by MAPLE & Co., of London.

A Spacious New PALM GARDEN for Outdoor Luncheons and Dinners.

Golf Links within easy distance. Fishing in the Broads. Tariff extremely moderate.

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Delightfully situated on Sea Front, two minutes from Golf Links.

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New Entrance Lounge. Billiards; Electric Light; Separate Tables. Thoroughly comfortable Smoking Room. Private Suites, with Bathroom, at moderate terms.

*Week-End Tickets, including 1st Class Return Railway Fare, Hotel Accommodation, and Full Board,*

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Resident Proprietress, Mrs. GIBSON.

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First-class Family Hotel, stands on the Esplanade and commands an uninterrupted view of the whole of the magnificent bay between Berry Head and the Bill of Portland; recently rebuilt, new heating arrangements, sanitation perfect; good sea and river fishing, golf, tennis, and croquet. Within five minutes' walk of the railway station, four hours and a quarter from Waterloo. Special terms for Winter visitors. Two putting greens in the Hotel Garden; Badminton played in the Hotel during the Winter.

Misses E. A. and C. C. SMITH, Proprietors.

**BEXHILL.**

## THE SACKVILLE.

WELL-PREPARED GOLF LINKS OF 18 HOLES CLOSE TO HOTEL.

SPECIAL TERMS TO GOLFERS.

*Magnificent Coast & Marine Views from Hastings to Beachy Head.*

For particulars of through train service to the Midlands and the North see Great Central Company's Time Tables, which can be consulted at this Hotel.

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THE GOLF LINKS, CHERTSEY.

**LEIGH-ON-SEA (Essex).**

## GRAND HOTEL.

Standing within its own Grounds, and facing Sea. Close to the Rochford Golf Links. Lawn Tennis Courts. Large Ball Room for Banquets and Wedding Breakfasts. Large Billiard Saloon (two of Burroughes & Watts' best tables). Bathrooms on every Floor. Under the patronage of the Earl of Onslow, and the Hon. Rupert and Lady Guinness. Within 45 minutes of London, and within easy distance of Westcliff-on-Sea and Southend-on-Sea. Healthy, Bracing Air. Good Bathing, Fishing, Shooting, and Yachting. Good Landau, 2s. 6d. per hour. Good Stabling. Board and Residence: Terms, 2 guineas per week, according to room. Week-end, 1 guinea. From 30s. Winter Months. Our Carriages will meet all trains on receipt of Wire from intending Visitors. Telegraphic Address: "Grand, Leigh-on-Sea, Essex."—W. J. PARTRIDGE (late of the principal Goldfields of the World). No expense has been spared to make the Sanitary arrangements perfect.

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Within easy access of London.

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Moderate Tariff. Special Week-End Terms for Golfers, inclusive of table d'hôte dinner. Saturday until Monday morning, **£1 1s.** The Golf Links (nine holes; eighteen will be opened very shortly) are beautifully situated, two miles from the town, are very quiet and secluded, and always playable, being on sand.

## DEVONSHIRE'S DELIGHTFUL DRINK.—

**The very best beverage for GOLFERS is WHITEWAY'S PURE CYDER.** Refreshing, cooling, and a panacea for Gout, Rheumatism, and Obesity.

Booklets free from WHITEWAY'S, The Orchards, Whimple, Devon, and 22 and 23, Albert Embankment, S.W. Telephone 173 Hop.

Rates for advertising in the above can be had on application to the ADVT. MANAGER, GEO. NEWNES, LTD., 5-12, Southampton St., Strand, W.C.




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# THE GOLFERS' GUIDE.

THE GOLF LINKS, MUNDESLEY-ON-SEA.

## PNEUMATIC GOLF BALL

TEN ROUNDS WITH ONE BALL.
YOU CANNOT CUT OR GASH IT.
DRIVES FURTHEST. APPROACHES SUREST.
PUTTS DEADEST.

**2/- each, plus postage.**

**VULCAN WORKS, ST. THOMAS ST., S.E.**

SUNNINGDALE GOLF LINKS.

**ASCOT.**

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SOUTH ASCOT.

*Among the Pines (Green and Warm in Winter and Cool in Summer).*

"'Is it a Private House or an Hotel?' is the question I asked myself. Our rooms were not only twice the size of ordinary hotel bedrooms, but were furnished and appointed as only rooms are in the famous Country Houses of the best people—sumptuous, elegant, and in perfect taste, with fine genuine old furniture, and flowers and dainty linen. The whole house, with its grand staircase, its lovely terrace, its well-rolled croquet and tennis lawns, its beautifully kept gardens, orchards, kitchen gardens, glasshouses, and 30 acres of lovely pine woods, its model farm (perfect in its way), is an ideal home, and perfect in every detail. The cooking and service are the best I have ever met with in England. There is no charge for billiards, or baths, or lights, or attendance, and yet the charges were much less than at most of the best hotels."

The above is not exaggerated. It is the desire of the proprietors to make a new departure. "The Berystede" is quite remarkable in every way. It is a most beautiful country house, situate in most beautiful country, near the Sunningdale Golf Links, a few minutes' walk from the station, with excellent hunting, and one hour from Town.—For further particulars apply to the MANAGERESS, The Berystede Hotel, Ascot. Telephone 29, Ascot.

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Haskell and other Cored Balls re-covered equal to new, and guaranteed at

Returned in 7 days. **PER 8/- DOZ.** Post Free.

**RE-COVERED** HASKELLS, ARLINGTONS, or WIZARDS

Post Free. **PER 14/- DOZ.** Post Free.

We guarantee all Balls re-covered by us, and will replace any that may burst or crack in fair play.

SPECIALLY PREPARED GUTTA for Re-covering Supplied. Terms: CASH WITH ORDER. SPECIAL TRADE TERMS ON APPLICATION.

**A. MACKINTOSH & CO.,**

**Golf Ball Manufacturers,**

1, BURNT ASH HILL, LEE, LONDON, S.E.

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THE LINKS, WHITLEY COMMON.

**CHERTSEY.**

## CROWN HOTEL.

Under Patronage Chertsey Golf Club, and Headquarters Chertsey Trout Re-stocking Association. "Old Times" Coach stops. Ordinary daily. Telephone No. 0196 Chertsey.

H. R. COX, New Proprietor.

**BOSCOMBE.**

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WINTER GARDEN, 300ft. long.

MAGNIFICENT GOLF LINKS.

Most Moderate Tariff, specially revised, on application to Manager, or to the BURLINGTON and BUCKINGHAM PALACE HOTELS, LONDON.

*Telephone 750.*

**BOURNEMOUTH CENTRAL.—Brinklea,** Residential Hotel.—Beautiful Grounds. Nearest to Golf Links. Most Central, top of Richmond Hill, on now favourite East Cliff. Swimming Bath, Covered Fives Court, Tennis, Croquet, Library. Billiards. Moderate Terms *en pension*. Separate Tables. Tariff on application.—Mrs. C. M. CARRELL. Telephone, 01052.

**DEAL, adjoining Sandwich.**

## SOUTH EASTERN HOTEL.

The Deal Links adjoin the Sandwich Links, which together are the finest in England. Combined Rail and Hotel Tickets are issued by the S.E. and C. Railway Co. from their London Stations to Deal as follows:—

| | First Class |
|---|---|
| Friday to Monday ... ... | £2 12 6 |
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| Saturday to Monday ... ... | £2 0 0 |

These tickets are available by any train on days mentioned, from October to June inclusive, Christmas, Easter, and Whitsuntide excepted. Please write for Special Daily Terms to Golfers. Electric Light. Lift. Garage. Omnibus meets trains.

ON BLUNDELLSANDS LINKS.

**CONWAY.**

## OAKWOOD PARK HOTEL.

One mile from Conway Station (main line).

The most beautifully situated and daintily equipped in the Principality. Not the conventional Hotel, but furnished as a Mansion on a large scale.

Private Sitting Rooms and Bedrooms e[illegible] Luxuries. Drawing Room, Smoking Lounge, Promen[illegible] Corridor, Billiard Room, Theatre and Ball Room, with spring floor.

GOLF LINKS ONE MINUTE FROM DOOR.
Tennis, Croquet, and Putting Lawns, Boating, Fishing.

*Illustrated Booklet and Tariff on application to—*
Mrs. C. A. BAILEY.

Telephone, 25. Telegrams: "Oakwood Conway."

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## THE SHERINGHAM HOTEL,

ADJOINING GOLF LINKS (18 HOLES).

LARGEST HOTEL IN SHERINGHAM. Open all the year round. Handsome Dining Hall, 70ft. long. Numerous spacious Suites of Rooms commanding beautiful Sea and Land Views. Billiard and Smoking Rooms. Excellent and Improved Sanitary arrangements. Extensive Private Grounds. Lawn tennis, croquet. First-class Stables. Accommodation for Motors and Cycles. Through Trains from King's Cross, Peterborough, Birmingham, Leicester, etc.

*Telegrams*—"Sheringham Hotel, Sheringham."

*National Telephone*: No. 3. F. EDENS, Manager.

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## WHITE LION.

THE OLDEST FAMILY HOTEL.
Facing the Sea, with a frontage of 200ft.
Two new wings added, furnished by MAPLE & Co.
Private Suites, Bed Sitting Rooms, Ladies' Drawing Room, Coffee Room (separate tables), Billiard Room.
MODERATE TARIFF.
*Special Terms for Golfers and Families during the Winter months.*
Perfect Sanitary arrangements.
Hotel 'Bus meets Trains. Open all the year.

Mrs. E. BEATTON, Proprietress.

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THE LINKS, WESTON-SUPER-MARE.

**WESTON-SUPER-MARE**

Is the healthiest and most invigorating watering place in the world.

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(10 minutes' walk from Golf Links)

Is the principal and Leading Hotel. It stands in four acres of ornamental grounds directly facing the sea. It contains 130 sumptuously appointed rooms, including the most beautiful and Oriental Hall Lounge in the Kingdom. Hydraulic Lift, and every modern improvement and comfort. The Tariff is strictly moderate. Excellent Lock-up Motor House and Inspection pit

Apply MANAGER.

Telegraphic Address—"ATLANTIC, WESTON-SUPER-MARE."
National Telephone, No. 11.

**BARTON-ON-SEA, HANTS.**

## BARTON COURT HOTEL.

Nine-and-a-half miles from Bournemouth facing the Needles, Isle of Wight.

MAGNIFICENT GOLF LINKS ADJOINING HOTEL GROUNDS ON THE CLIFFS.

Three Acres of Private Lawns commanding uninterrupted Sea views. The most picturesque Hotel on the South Coast.

*Moderate and Inclusive Terms; also Friday to Monday Terms*

Telegrams—"BARTON HOTEL, NEW MILTON."

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## THE GRAND HOTEL.

Charmingly situated on the picturesque cliffs of this select and healthy watering place, noted for its bracing atmosphere. Fine Sands for Bathing. Good Boating. Pleasure Steamboat Excursions, etc.

MAGNIFICENT GOLF LINKS ADJOINING THE HOTEL.

Every modern comfort. Luxuriously furnished throughout. Special cuisine. Table d'hôte. Finest wines, spirits, liqueurs, etc. Moderate Week-end Winter Terms for Golfers.

ROBERT G. SETTERFIELD.

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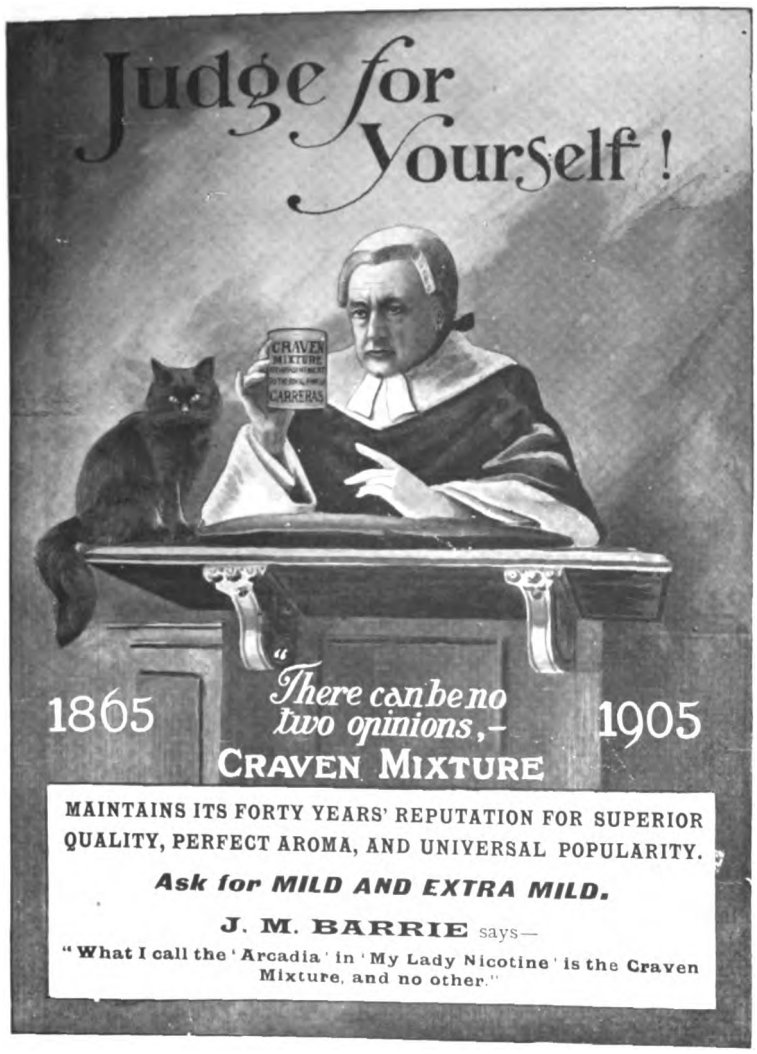


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***Ask for MILD AND EXTRA MILD.***

**J. M. BARRIE** says—

"What I call the 'Arcadia' in 'My Lady Nicotine' is the Craven Mixture, and no other."

When selecting from your Jewellers a Patent

# GOLD "SELF-CLOSING" BRACELET

be SURE that you get

**SAUNDERS & SHEPHERD'S.**

THE ORIGINAL MAKE. UNSURPASSED FOR BEAUTY OF DESIGNS WORKMANSHIP AND FINISH.

N.B.—These Bracelets have for some time been stamped inside with S. & S.'s Trade Mark "FLEXINE."

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of genial comfort, a soothed skin, a fresh feeling—such are the results of using Cook's "Throne" Toilet Soap, luxury's necessity, in a warm (not too warm) bath. It lathers softly and freely in cold water, too.

OF ALL CHEMISTS AND STORES.

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**Clothing, Leather Goods & Furniture**

**Of every description for Travellers at Home and Abroad.**

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**ACTIVE SERVICE KITS.**

Tents on view erected and all requisites for Military and Sporting Ca mp use

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**42/-**

**Specialist Ladies' Outfitters,**

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An example in Finest Quality English Crêpe de Chine, with Valenciennes Lace Yoke and Guipure Points, **42/-**.

*A Blouse suitable for any figure.*

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**CHARLES LEE & SON,**
**WIGMORE STREET.**

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**PURIFIES THE BLOOD**
AND
**CURES INDIGESTION,**
**CONSTIPATION, LIVER ILLS, SKIN DISEASES.**

"I must honestly say your Vogeler's Curative Compound has done me a lot of good. My face and neck are quite clear of the **Eczema**, and I feel so much better in every respect since taking the medicine. I used to have indigestion and wind very bad after eating, but I am now quite free from both these ailments."

(Signed) Miss S. MORRIS,

June 2nd, 1904. Ash Cottage, Court Road, Malvern.

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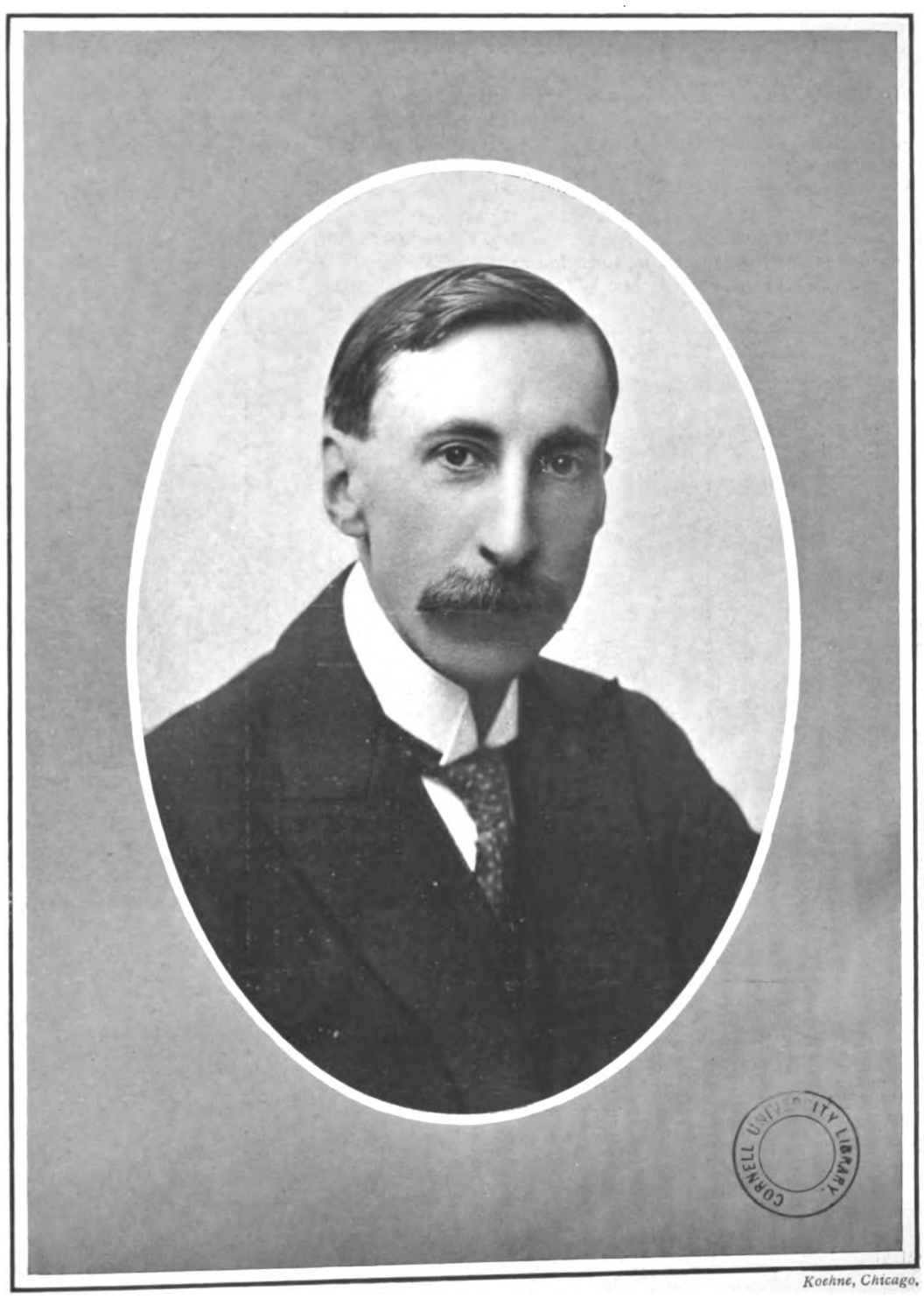
# ON THE LINKS: THE GREAT FOURSOME.


# THE KING

*AND HIS NAVY & ARMY.*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

VOL. XX. No. 450. SATURDAY, SEPTEMBER 16th, 1905. PRICE 6D.


*Koehne, Chicago.*

MR. DAVID WILLIAMSON

Prospective Liberal Candidate for Dulwich.

(*See page 765.*)

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# THE KING

*AND HIS NAVY AND ARMY.*

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.

**Vol. XX. No. 450. Saturday, Sept. 16, 1905.**

*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephones*—*No.* 2,748 GERRARD, AND 7,961 CENTRAL.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.



**EDITORIAL.**

*TO CONTRIBUTORS.* — *The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him at the above address.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

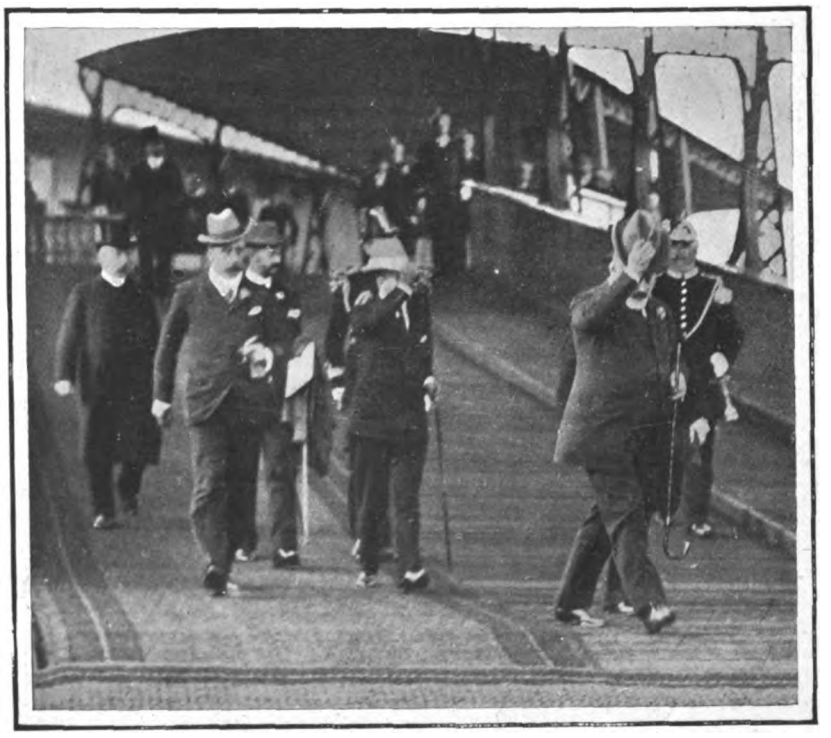

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING AND QUEEN AT FLUSHING.—Last week for the first time in its history Flushing entertained a King and Queen of England within its harbour, King Edward being on his way home from Marienbad, "feeling better and stronger than ever before," and Queen Alexandra being on her way to Copenhagen, where the Channel Fleet was also visiting. Flushing has not many Royal memories, though of late years the present King and Queen have used it fairly frequently. The Duke of Marlborough frequently used it during his campaigns in the Low Countries, and the only thing that was accomplished by the ill-fated Walcheren Expedition was the capture of Flushing. Stade on the Elbe has many more Royal connections than Flushing, having been the port from which Princess Caroline sailed to marry George IV., and from which the Queen of George III. also sailed when she left her native country.

THE KING IN THE NORTH.—This week King Edward is staying with Lord and Lady Savile at Rufford Abbey for the Doncaster Races, and next Monday he will arrive in Edinburgh for the much-talked-of Volunteer Review. In the Scottish capital he will, as on his previous visit, have as bodyguard the Royal Company of Archers, a corps that is on a footing with the Household Cavalry in England, and which, since it had a charter granted it by Queen Anne, has always had the privilege of providing a Sovereign's Escort in Edinburgh. After the visit to Glenquoich, which follows Edinburgh, the King will go to Balmoral. At Glenquoich there will be several deer drives, and the King will also make motor excursions in the neighbourhood.

THE QUEEN AND THE CHANNEL FLEET.—It was singularly fortunate that the arrival of Queen Alexandra in the capital of her native country should have coincided so exactly with the visit of the Channel Fleet. Indeed, there was a double interest in the event, for one of the principal hosts of the British Naval officers was Prince Charles of Denmark, who married one of Queen Alexandra's daughters, and the long standing and firmly established friendship between the countries is thus cemented by intermarriage in the Royal houses of the two States. King Christian paid a signal compliment to Sir Arthur Wilson in visiting him on board his flag-ship, and at the dinner at the Amalienborg Palace, the friendly character of the speeches, was a splendid augury for the continuance of the pleasant relations between England and Denmark. The Danish Naval Officers' Club also gave a banquet, and in reply to the toast of the British Navy the British Officers extended a cordial invitation to their hosts of that evening to visit England. "The brave Danes, the brothers of England," as Nelson himself called them, are more our brothers to-day even than they were then.



*Illustrations Bureau.*

KING EDWARD AT FLUSHING.

The King met Queen Alexandra at Flushing on Friday last on his way back from Marienbad. The Queen was travelling to Denmark, having crossed the Channel in the "Victoria and Albert."

THE KING'S LIVERPOOL REGIMENT.—Liverpool is justly proud of the soldiers who have made many a gallant stand on hard-fought fields, and last week a memorial to them was unveiled in St. John's Gardens. The regiment was founded in 1685, and a soldier of that period and one of 1902 flank the central pedestal, on which stands a figure of Britannia, while at the back again is a drummer-boy of the period of Dettingen. The unveiling ceremony was performed by Sir George White, who had some very complimentary things to say of the regiment, though none could say that they were undeserved. "Nec aspera terrent" is the motto of the regiment, and in the spirit of that motto the heroes of the past, who are thus fittingly commemorated, lived and died.

AN INTERESTING ENGAGEMENT.—The engagement is announced of Lord Lewisham, eldest son of the Earl of Dartmouth, and the third daughter of Lord Carrington, one of the most popular Governors who ever represented the Crown in Greater Britain. Lady Ruperta was a child of two years when her father and mother went out to Australia, and as they presided over Government House in Sydney for five years, her memories of New South Wales must be vivid. She is, moreover, named after Lord Carrington's third brother, the Hon. Rupert Carrington, who is now practically a Colonial. He has lived in Australia since 1885, and won the D.S.O. as Major of the New South Wales Mounted Rifles in South Africa. His wife is a daughter of Mr. John Horstall of Widgiewa, one of the greatest runholders in the world. Lady Ruperta is young and pretty, with much of the family charm, and as Lord Lewisham is only twenty-four they will make a very youthful couple. Curiously enough, the Earl of Dartmouth was made Vice-Chamberlain at the Court of Queen Victoria in 1891, and Lord Carrington Chamberlain in 1892.



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# THE MARCH OF EVENTS.

*Lafayette.*

THE COMING OF AGE OF VISCOUNT MOORE.

A large party gathered at Moore Abbey, Monasterevan, Lord Drogheda's Irish seat, for the coming of age of the Earl's eldest son.

*Illustrations Bureau.*

THE ROYAL PAVILION AT THE BRAEMAR GATHERING.

Though King Edward did not find it possible to be present at the Braemar Gathering this year, there was a large assemblage of Royalties, among them being the Prince of Wales, Prince Edward, Prince George, and Princess Mary, and the Duke of Connaught. The Prince of Wales and his two sons were in Highland costume, and were very interested in the various events which made up the programme.



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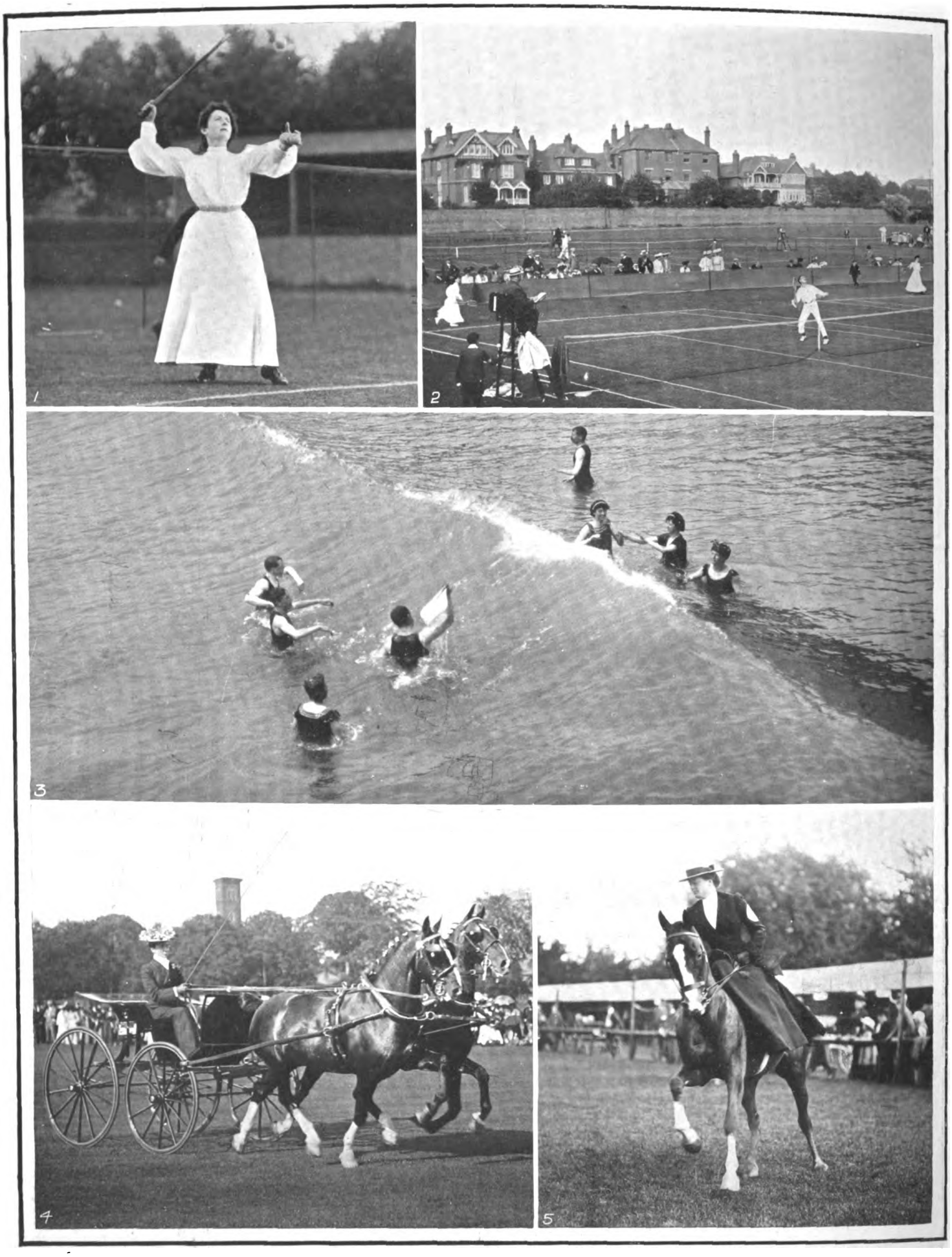
# SPORT AND PASTIME.



(1) The Lawn Tennis Tournament at Hove last week. Miss Carbury serving in the Ladies' Singles. (2) Play in the Hove Tournament. A view from the Grand Stand. (3) Mixed Bathing at Sandown, Isle of Wight. (4) The Bath Horse Show. Miss G. K. Cunliffe's Sam Weller and Buckingham Gentleman. First prize winners for pairs. (5) Marion, Mrs. W. C. N. Chapman's chestnut mare, winner of the first prize for riding horses.

*(From photographs by W. A. Rouch and others.)*



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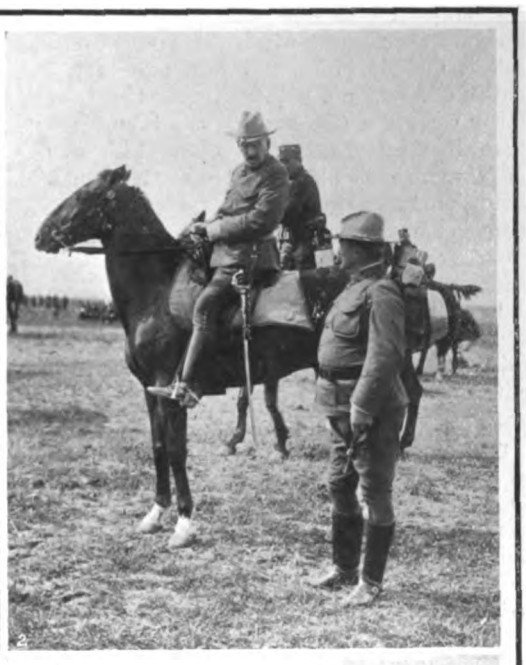
# ON THE CONTINENT.



(1) The English newspaper correspondents at the French Military Manœuvres. (2) Generals Chaffee and Bell of the American Army at the French Military Manœuvres. (3) The Ladies' Regatta at Pausilippe, near Naples. Mlles. Pierina and Lina Lanzara, third prize. (4) Mlles. Angeli and Foley, first prize winners. (5) Mlles. Sophie and Albine Cottrau, second prize winners. (6) In the main street of Trouville. (7) A garden party at Trouville during the Grand Semaine.

*From photographs by Abeniacar, Gribayedoff, and Chusseau-Flaviens.)*



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PARTIES IN NEW ZEALAND.—For the first time since he came to the front in New Zealand political life, Mr. Seddon has to work against an organised Opposition. The leader of it, Mr. Massey, is a man with a keen sense of humour, a quality in which the Premier himself is notably lacking. He is, moreover, a native of Auckland, and for the past twenty or thirty years the Government has been dominated by the South. But the General Election in November is likely to be more than a struggle between two strong men and two policies. By a curious irony of fate a Labour Party has been brought into existence, which is as antagonistic to Mr. Seddon as it is to Mr. Massey. This of itself is sufficient to give piquancy to the coming campaign, but it does not stand alone. The farmers, frightened at Mr. Seddon's progressive legislation, have formed an organisation of their own, pledged to support Mr. Massey. How formidable the country can be when it once stirs, politicians have discovered in the United States. But Mr. Seddon's grasp of the helm of State is very firm. It will take a powerful combination to displace him

INTELLECT AND JOHANNESBURG.—The British Association has done well to send representatives to South Africa this year. The newspapers have been most generous in giving space to reports of its sittings, and the attendance of South Africans has been large. As Lord Selborne truly says, the visit will do much towards enlarging the local horizon and bringing local education into touch with European thought. At Johannesburg the Association finds itself in an atmosphere even more unfamiliar than that at Cape Town or Durban. But it is not uncongenial. The "Golden City," which is a marvel of the modern spirit in its material sense, is also a marvel of educational progress. Its School of Mines is the finest in the world, and its University promises to embody the best features of both English and American institutions of the same kind. It will be to this side of Johannesburg that the representatives of the British Association will appeal. Incidentally they may learn that there is more vice to the square yard on the Rand than anywhere else under the Southern Cross, except, perhaps, Kalgoorlie.

BARTHOLOMEW FAIR.—Fifty years ago was held the last Bartholomew Fair, which, after a great and prosperous existence, covering more than seven centuries, had lost its hold on the public taste and become merely a resort for roughs and undesirable characters. Founded first as a part of the religious celebration of the Feast of St. Bartholomew at the neighbouring Priory, the fair became, after a couple of hundred years, merely a secular amusement, and the disestablishment of the monasteries by Henry VIII. removed from it its last vestige of religious meaning. It became the most theatrical of all the fairs, and at the booths in Smithfield nearly all the great "stars" of the eighteenth century played. Mrs. Pritchard, Mrs. Cibber, Fielding, Hippisley, Doggett, Joe Miller, Penkethman, and even, it is said, Edmund Kean, as a boy, were among those who filled in a fortnight or so of the summer months by taking part in the drolls (or farces) and condensed tragedies which did duty for drama at the fair. Garrick's only connection with the fair was as a visitor, and it is said that on tendering his money at the door of one of the booths one day the doorkeeper refused to take it, but politely requested him to step inside. "We don't take money of one another" was the explanation.

LADY MILBANKE AND HER SON.

Lady Milbanke is the daughter of Colonel the Hon. Charles Frederick Crichton of the Irish Guards, and was married in 1900 to Sir John Peniston Milbanke, of Eartham House, Chichester, Sussex.

"ACCORDING TO COCKER."—The phrase which Arthur Murphy made so popular a century ago in his play of "The Apprentice," bids fair to take on a new meaning now that a certain Dr. Cocker has founded an anti-treating society at Blackpool. But even before the play was written "according to Cocker" was a phrase which marked the termination to any dispute on a point of arithmetic. Cocker was a teacher of writing and arithmetic, and he dabbled, moreover, in picture engraving. His famous book, "The Tutor to Writing and Arithmetic," ran through sixty editions, and remained the standard work on the subject long after its author's death in 1673.

ST. GILES'S DAY.—In this country we are more accustomed to connect the first day of September with "St. Partridge" than with any recognised martyr in the Church calendar. Yet the great number of churches dedicated to the memory of St. Giles would lead one to suppose that he was sufficiently popular to have his name-day, which is September 1, remembered. In England alone he has nearly one hundred and fifty churches named after him, and the Londoner will easily think of St. Giles's, Cripplegate, and St. Giles-in-the-Fields. We get a clue to this particular saint's peculiarity, too, in the name of the neighbourhood in which the first-named church stands. St. Giles, who was an Athenian by birth, but a resident in France (he "hermitised" at St. Gilles, near Arles), was a cripple, and because he refused a Divine offer of a cure, holding his infirmity to be for the mortification of his flesh, he became the patron saint of cripples and lepers.



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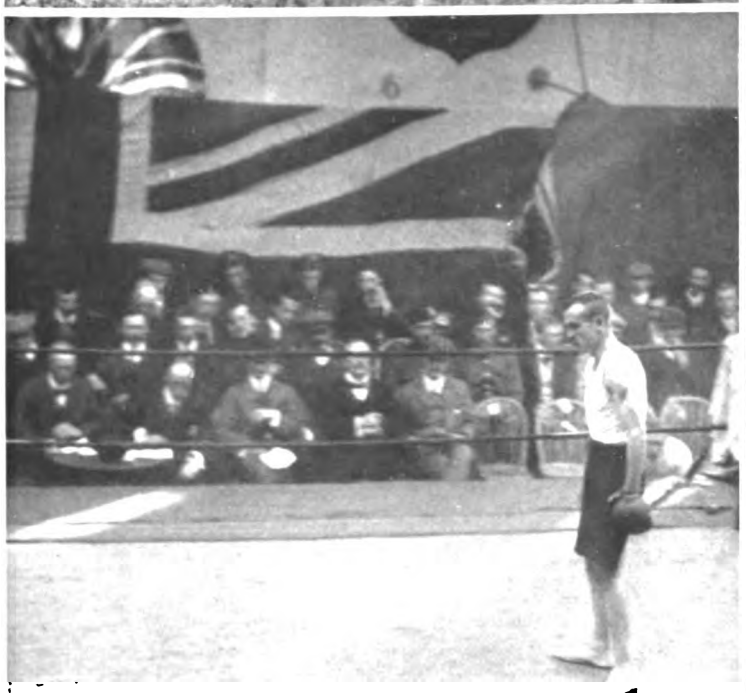
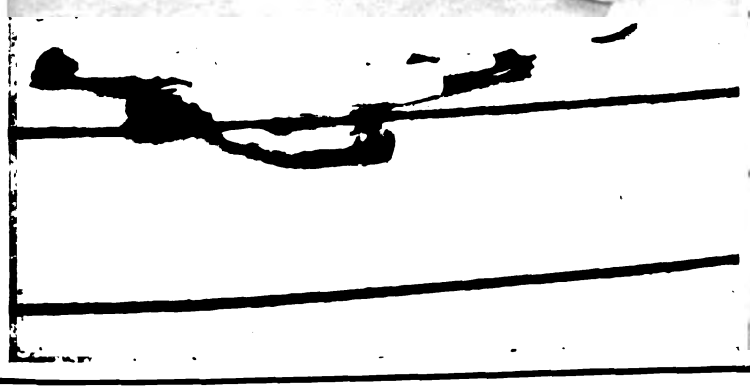
# THE MARCH OF EVENTS.





(1) The Cavalry Manœuvres. Saluting the statue of the Duke of Wellington at Strathfieldsaye Park. (2) The memorial to the King's Liverpool Regiment, unveiled last Saturday by Sir George White. (3) The Navy and Army Boxing Championships. Middle weights. Lieutenant R. B. Campbell, Cornwall Light Infantry, beat Lieutenant G. Pears, R.E. (4) Heavy weights. Lieutenant W. S. Craven, R.H.A., beat Lieutenant J. Moore, R.E.

*(From photographs by Knight, Aldershot, and Brown, Liverpool.)*



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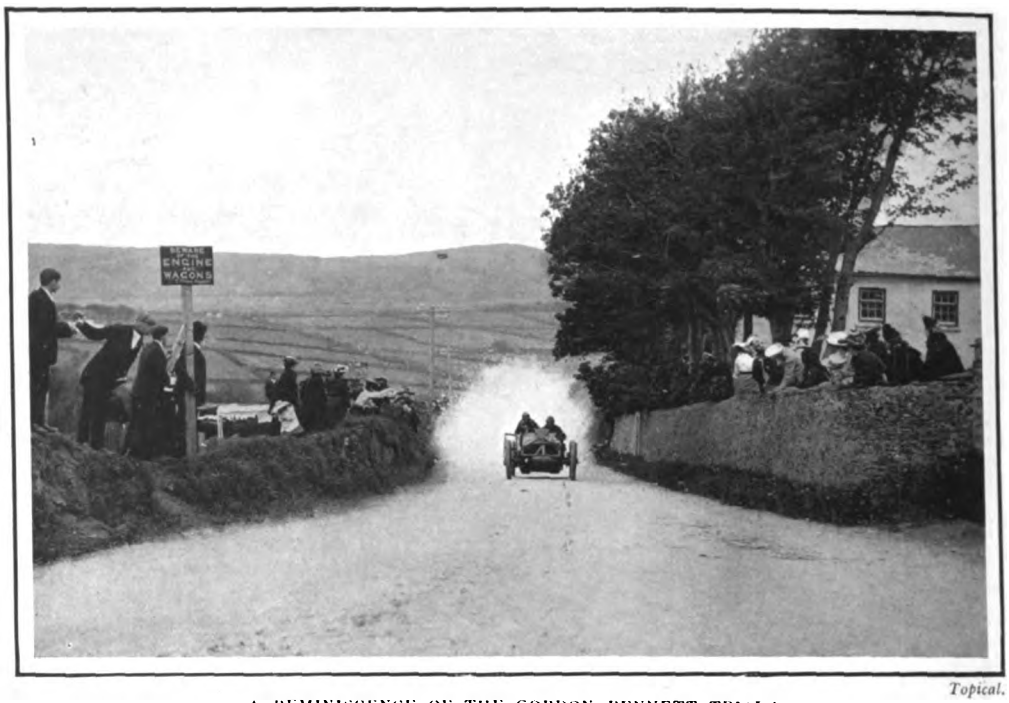
# The Motor: On Highway and Seaway.

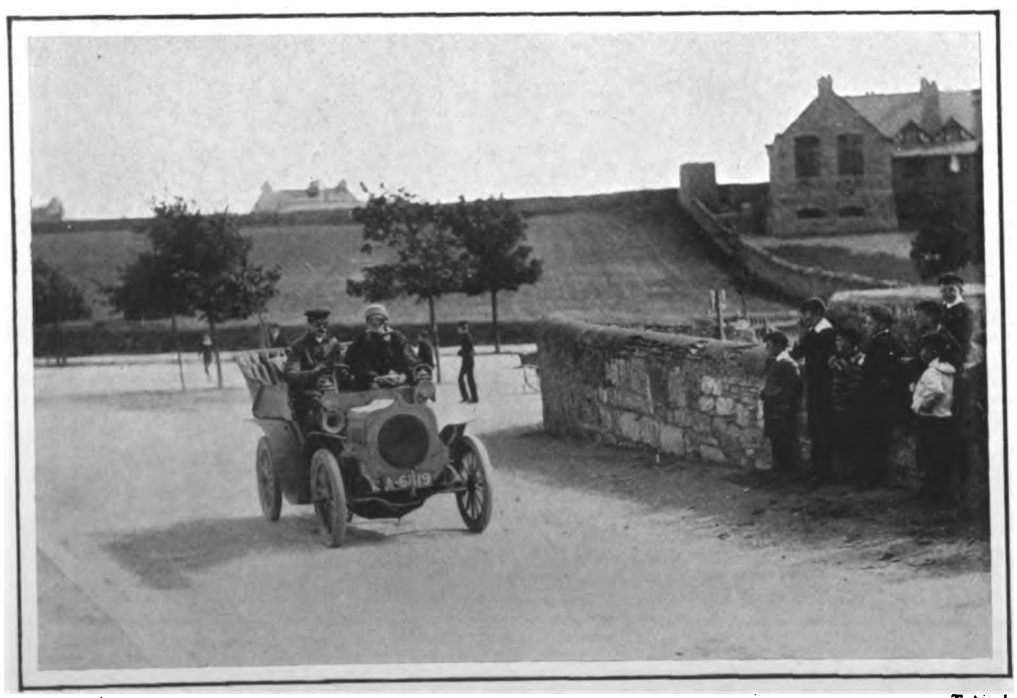
IN these days of well-designed and soundly-built cars, serious breakdowns are comparatively rare. Up to a week ago I had driven almost daily for considerably over a year without experiencing any roadside trouble, except an occasional puncture, or some minute mechanical defect which a few seconds sufficed to correct. With a record such as this, one comes to regard a car as reliable a means of locomotion as a railway train, and the possibility of delay on a journey hardly enters into one's calculations Within the last few days, however, my faith has been somewhat rudely shaken, although, looking back on the incidents of two troublous runs, I must confess that on one occasion I was solely to blame, and that on the other a slight alteration in the design of the engine would have saved me hours of hard work. My experiences were fairly commonplace, but may perhaps be of value to the novice. I left London on a lengthy tour with that most interesting of vehicles, a perfectly strange car, which had been lent me by the makers to fill the interregnum between the sale of an old machine and the completion of a new one. All went well until within a few miles of our destination, when the sound of the driving chains showed that they were running dangerously loose. Adjusting chains, however, is a messy business, and I took the risk and ran on, with the result that we were shortly stranded with a badly-broken chain that could by no possibility be repaired by the roadside. The inevitable small boy quickly appeared on the scene, and was despatched to a neighbouring farmhouse for a length of stout rope. With this the sprocket, after several failures, due to the rope being unable to stand the strain, was lashed to the frame, and the remainder of the journey was accomplished laboriously on the first speed. It is, perhaps, not generally known that if one sprocket is kept from revolving the power is transmitted through the differential to the other, so that the car can be drived with only one side chain. The strain on the differential, of course, is very great, and it is inadvisable to travel more than a mile or two in this manner. One or two makers provide an arrangement whereby the two halves of the countershaft can be locked together, so that if one chain breaks the car can be driven by the other only, without placing any undue strain on the mechanism and without the necessity of lashing the useless sprocket. The device is one that might be largely imitated, as, although the breakage of a chain is a rare occurrence, the possibility of such an accident is always present.




*Topical.*

A REMINISCENCE OF THE GORDON BENNETT TRIALS.
A racing car at full speed near Douglas, Isle of Man.

Two days later we started on a run of close on 200 miles that was to carry us practically from one side of England to the other. Once again misfortune overtook us when we were looking forward to a punctual arrival. Twenty miles only remained to be covered, when unmistakable signs of overheating became apparent. On examination the radiator proved to be nearly empty, a fact which I attributed to a slack fan belt and the length of the run. Filling up from a neighbouring pond, we started again without a thought of further trouble. In a few miles the car again began to run faintly, and a knock in the engine showed that our difficulties had only begun. It was nearly dark, and we still had fifteen miles to cover before food and lodging could be reached. Removing the bonnet, I studied the situation, but everything appeared in perfect order, except that the radiator was again empty. While the engine cooled, I tramped to the nearest cottage and obtained a pail of water. Filling up once more, it was soon apparent that the pump was the seat of the trouble. There was no obstruction in the cooling system, but the pump, although outwardly in proper order, was failing to circulate the water. Nothing remained apparently but to dismount the pump and take it to pieces, and I then realised, perhaps more thoroughly than ever before, the value of accessibility. With strange perversity the designer had succeeded in making the removal of the pump a task of hours' duration, instead of the few minutes which would have sufficed with a little forethought on his part. Three bolts secured it to a cross member of the frame; one could only be reached by entirely removing the under shield, which extended nearly the whole length of the car; the other two could not be touched by any spanner without dismounting the radiator! The job was obviously an impossible one to attempt in the dark, and the only alternative was to crawl home as best we could at the risk of a seized engine. The remaining fifteen miles were accomplished in anxious stages of about a couple of miles each, interspersed with weary halts while the motor cooled down and a fresh supply of water was obtained. One has heard a great deal of the hatred with which the motorist is regarded in the country districts; but I must say that it was not apparent on this particular occasion, nor indeed at any period of our tour. A sleepy cottager might well resent being roused out of bed in the middle of the night to fetch water for a broken-down car, but all along the road I met



*Topical.*

THE TOURIST TROPHY RACE IN THE ISLE OF MAN.
A Speedwell car practising on the course near Castletown.



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with nothing but civility and willing assistance from the country people, in spite of the fact that the district was one in which the excesses of car testers and works mechanics have become notorious.

A useful accessory which should form part of the equipment of every touring car, is one of the portable electric lamps which can be bought so cheaply nowadays. Its value was forcibly impressed upon me during the run in question, and, but for its help, my difficulties would have been greatly increased. The larger sizes will give a brilliant light for several hours, and as they can be used in any position and with perfect safety, repairs can be effected which would be impossible with the aid of the ordinary paraffin side lamp alone. They can also be employed as a movable search-light, by which sign-posts can be easily read, often without stopping the car. The small electric torches are not as a rule sufficiently powerful for this latter purpose, and it is, therefore, far better to carry one of the square-shaped lamps, which will throw a beam of bright light for ten or twenty yards.

It is to be hoped that the recent conviction of two or three motorists in London for permitting the emission of smoke from their cars will have a salutary effect. The appeal issued by the Automobile Club has been given a wide publicity in both the lay and technical Press, and those drivers who choose to disregard the warning richly deserve some punishment for their want of consideration for others. At the same time, the legality of the convictions is extremely doubtful, and, unless the police had evidence of constant smoke emission by the defendants' cars, an appeal would probably be successful. As I have explained on a previous occasion, only those vehicles come within the scope of the Motor-Car Acts which are so "constructed that no smoke or visible vapour is emitted therefrom except from any temporary or accidental cause." In order to secure a conviction under this clause the police as a rule are required to prove that the smoke was due to a cause which was of neither a "temporary" nor an "accidental" nature, obviously a matter of impossibility in the vast majority of cases. From the motorist's point of view the present law is eminently satisfactory, as it discourages vexatious prosecutions for trivial and purely accidental emissions of smoke. The minority of selfish drivers, however, have taken full advantage of the situation, with the result that the exhaust nuisance has grown to such dimensions in the towns that the next Act is fairly certain to contain a clause of a far more drastic nature.

RADIATOR.

*Copyright.*

A NEW TYPE OF WOLSELEY CAR.

The Tourist Trophy Race saw the first appearance in public of a 14 h.p. Wolseley which differs in many important respects from the standard model. The inlet valves are mechanically operated, and the engine is fitted with an automatic governor.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

MR. E. HULTON
Of the *Daily Dispatch*, who issued the challenge to back Taylor and Vardon.

THE Great International Foursome, in which Braid and Herd have been taking part against Taylor and Vardon for £200 a side, was brought to a close on Saturday last at Deal. It has taken nearly a month to play it over the four greens of St. Andrews, Troon, St. Anne's, and Deal; and, greatly to the disappointment of everyone, the match came rather tamely and prematurely to a close in the defeat of Braid and Herd by 13 up and 12 to play. The match has excited an enormous amount of interest in golfing circles, and even among classes of the community whose interest in the game has been purely academic and tepid to the point of indifference. This great amount of interest arose not merely because the stake to be played for was unusually high, but mainly owing to the brilliant play sustained over a long series of years by the two Scottish and the two English professionals. In professional golf, these four players have been in a class altogether apart from their professional brethren; so that when the match was arranged everyone at least hoped, as well as expected, that the battle would be close and exciting up to the last few holes.

* * *

From the match-playing point of view, it would seem that the opening round at St. Andrews was the best and most evenly contested of the series played. There the play was of the good give-and-take order. First one side got a lead, and then the match was brought back to "all square," until at the end of the day's play the Scottish representatives just managed to get the better of Taylor and Vardon by 2 holes. But this slight lead was rapidly wiped out on the western green at Troon, and here the English players, by sustained steadiness of play and uniformly brilliant form, not only wiped off their deficit, but gained the substantial lead of 12 holes

MR. GEORGE A. RIDDELL
Of the *News of the World*, who accepted the challenge on behalf of Braid and Herd.

THE FINAL OF THE FOURSOME AT DEAL: THE CROWD ROUND THE 17TH GREEN, HERD PLAYING THE APPROACH SHOT.

THE CROWD AT DEAL: SOME OF THE SPECTATORS ON THEIR WAY TO THE 17TH HOLE.



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# *On the Links.*

with which to begin the remaining half of the match over the English greens. Again, at Lytham and St. Anne's, Braid and Herd caused the match to take almost a sensational turn by reducing the lead of the English players to 7 holes, instead of the dozen. That the play was good may be judged by the scoring, which was 74 for Braid and Herd and 75 for Taylor and Vardon. At this point in the forenoon round Scotland had only knocked off one hole, but in the second round Braid and Herd brought out an extremely strong game, especially on the putting green, and they were enabled at the close of the day's play to raise the hopes of those who still expected a fairly close finish to the match at Deal by beginning the final thirty-six holes with a deficit of 7 holes only.

THE PROFESSIONAL FOURSOME.
Braid playing an approach shot to the 4th green.

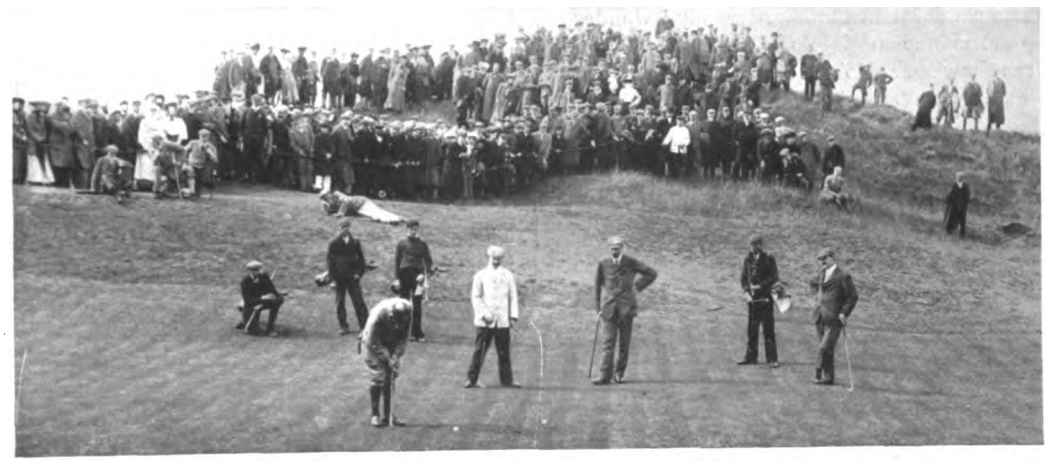
THE FINAL ROUND AT DEAL.
Vardon taking the line of the putt at the 1st hole.

The scores were, Braid and Herd, 71; Taylor and Vardon, 74.

At Deal on Saturday a high south-westerly wind was blowing, accompanied by occasional showers. There were probably not more than 2,000 spectators on the course throughout the day's play. With such a gusty wind as that which blew on Saturday the only hope for the players was to keep their balls as straight on the line as they possibly could. There is not too much margin on the Deal course for erratic driving, and the bent on either side of the course is of the toughest. There is no denying that in keeping the line almost with scrupulous exactness Taylor and Vardon left nothing to be desired. They were rarely even at the edge of the bent, and both Taylor and Vardon, playing sometimes against a head wind, a cross wind, a following wind, yea, a wind that blew "fra a' the airts" at some of the holes, showed their consummate mastery of the clubs by striking the ball occasionally off the heel of the club as well as off the toe, in order to secure the advantage of the carrying wind towards the putting green. Braid and Herd, too, showed their ability in this respect, but their success was not so markedly consistent. It was a fine sight to see one of Braid's terrific tee shots, played for about 200-yds. across the heads of the spectators standing in the bent far down the course, come gently back with the wind on to the fair green and roll there nicely for the next shot.

* * *

But the wind told more severely on the driving of Braid and Herd than it did upon that of Taylor and Vardon. The ball was



THE CROWD AT THE SECOND GREEN.
Vardon preserving England's lead by holing a putt for a half.

AGAINST A HEAD WIND.
Taylor driving a "wind cheater" against the wind.

never kept low enough by the Scotsmen. At the end of the flight the ball soared high in the air and was carried by the gusts into the bent, giving too often a heavy, tufty lie for the next shot, with consequent great loss of distance. Taylor, on the other hand, was marvellously exact in driving consistent "wind cheaters." The trajectory of his tee shots was invariably low, straight down the middle of the course, and the ball seemed to have more than the usual amount of run. Vardon was not so good at this particular shot. His balls travelled slightly higher, but they, too, were beautifully straight. There were a few cleek shots by Vardon, however, which assuredly could not be out-distanced by any player with a wooden club against the wind, while their straightness and the nicety with which the distance had been judged frequently evoked a round of applause.



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# *On the Links.*

THE INTERNATIONAL FOURSOME AT ST. ANNE'S.
Braid putting on the 3rd green. Taylor is kneeling on the right of the picture.

The match was played in the morning round at Deal by Taylor and Vardon with terrific energy. They gave nothing away by looseness or carelessness. They kept Braid and Herd "on the collar" all through, and they forced the pace with the keenness of players who might have been 13 down instead of 13 up. Braid and Herd felt conscious of the strain, and strove heroically to stave off the impending doom. But neither of the Scotsmen putted up to his previous form, while pulled and sliced shots into bent and bunker added to their difficulty and distress. The play of the winners was really a wonderful performance considering the gale of wind and the showers, combined with the narrow course. They were round in 38 and 40=78, while Braid and Herd took 87.

* * *

When all the players returned to the clubhouse a kindly informal compliment was paid to Mr. John L. Low by the four professionals. Mr. Low has acted as referee at all the four stages of the match, travelling from Scotland to be present at Lytham and Deal. Each of the professionals presented Mr. Low with a club—a brassie from Vardon, a mashie from Taylor, an iron from Braid, and a play club from Herd. It was their wish to show not only their personal gratitude to Mr. Low for superintending the play, which proceeded from first to last without friction of any kind, but to join together in making a little marriage present to Mr. Low, who is to be married at St. Andrews at the end of the month. The professionals may rest assured that this tribute of their esteem and good wishes will be highly prized by Mr. Low.

* * *

The congestion of players that takes place every summer and autumn on the old course at St. Andrews has long been an acute problem for the local authorities to handle. As time goes on that congestion will increase rather than diminish, for though there are now three courses at St. Andrews, the majority of local golfers, as well as visitors, prefer to play their game round the old historic course. Various suggestions have been made with the view of coping with the difficulty, but no real

THE THIRD STAGE OF THE INTERNATIONAL FOURSOME.
Taylor driving from the first tee at St. Anne's. Braid is on the right, and Mr. A G. Tait between the two, with the stewards' flag.

and satisfactory remedy has been found. At the recent monthly meeting of the St. Andrews Town Council proposals were submitted on behalf of the Royal and Ancient Club suggesting that a charge should be imposed for play on the old course similar to that which prevails for the use of the new course. The Town Council, fearing probably a great popular outcry against the imposition of a charge, have refused to agree to the proposal. Yet the choice at St. Andrews lies between two courses—either to impose a very small charge for the use of the links on all players, or to face the probability of seeing a gradual exodus of the golfing visitors who help so much to make the general community so prosperous.

THE INTERNATIONAL FOURSOME AT ST. ANNE'S.
Vardon driving from the 10th tee. Taylor is behind the box, and Mr. J. L. Low on the left.

## *FIXTURES.*

**September 16-18.—Lytham and St. Anne's, Autumn Meeting.**
**September 18-22.—Le Touquet, Open Meeting.**
**September 21.—Alnmouth, Autumn Meeting.**
**September 22.—Redhill and Reigate, Autumn Meeting.**
**September 23.—Hanger Hill, Open Amateur Competition.**
**September 23.—Manchester, Autumn Meeting.**
**September 23.—Raynes Park, Autumn Meeting.**
**September 23.—Wallasey, Autumn Meeting.**
**September 23.—West Derby, Autumn Meeting.**
**September 23.—Rochester, Atkin Cup.**
**September 23.—Sundridge Park, Autumn Meeting**
**September 25-30. — Burnham and Berrow, Autumn Meeting.**
**September 25.—Royal Guernsey, Autumn Meeting.**



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# *On the Links.*

1.

2.

3.

4.

## THE PROFESSIONAL FOURSOME AT TROON.

(1) Braid attempts a long putt. (2) Vardon putting. (3) Taylor driving from the 1st tee; the referee and other officials watching the flight of the ball. (4) The crowd watching the play on the last green.

*(From photographs by the British Press Agency and Miller, Prestwick.)*



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# *The Styles of Eminent Players.*

## XI.—Mr. JOHN GRAHAM, Jun.

THE FINISH OF THE DRIVE.

THE FINISH OF THE BRASSIE SHOT.

THE FINISH OF THE IRON SHOT.

FIRST impressions are generally the soundest, and certainly in the case of Mr. Graham I have had no cause to alter mine. I saw him play first at North Berwick about ten years ago, and I well remember the strong impression he gave one of his great command over all his clubs, even at that stage of his golfing career. I think there are few golfers who have such an intimate acquaintance with their clubs and a knowledge of how to play all sorts of shots.

Mr. Graham has a particularly easy and taking style; there is seemingly no effort about it at all, but, aided by long arms and very powerful wrists, he gets the ball a long way. It is needless to write about Mr. Graham's exploits in the golfing world—they are known everywhere. He has, indeed, been unlucky not to win the Championship as yet. Several times he has been going strong for it, and looked like being a winner, when an unlucky shot or two, or a badly-played hole, dashed the cup from his lips. Still, I am sure he will drink it to the dregs in the years to come.

Mr. Graham plays most of his golf round Liverpool, and wins most of the medals of the clubs he belongs to round there, in the teeth of such past masters as Messrs. Hilton and Ball. We do not see enough of him in Scotland, worse luck! but whenever he does come he is enthusiastically welcomed, for we like a good sportsman as well as a fine golfer.

No. 1, finish of drive. The first thing that strikes one about this photograph is its ease. There is evidently no violent effort here; everything is self-contained and certain. The other thing that strikes one is how close the feet are together. Mr. Graham has a narrow stance for all his shots. Notice how well and high up the hands come through, and how the club is well raised. Notice also the powerful wrists, for they are the cause of his length, aided, I think, by length of arm, for Mr. Graham's arms are, I am sure, a little longer than usual for his height. He drives a long ball with a suspicion of pull, occasionally (man must err) exaggerated, and he gets a large amount of run on the ball after landing.

No. 2, finish of brassie. Mr. Graham, like all Hoylake golfers, has a complete command over this club. It seems to be a penchant of the trio at Hoylake—Messrs. Ball, Hilton, and Graham. They all like playing pulls slices, and half-shots with it, and Mr. Graham is not a whit behind the other two in showing his mastery over the club.

Nos. 3 and 4, finish of iron and mashie shots. Here it is that Mr. Graham excels. He is, indeed, a past master in the use of them. He can play all sorts of shots with them, preferring, however, to play them high and with a large amount of cut. He and Taylor are, to my mind, in a class by themselves in playing the short mashie pitch. The numberless times they get the ball stone-dead with them is extraordinary, and when you see them playing the shot you always have a horrible feeling that, perhaps, the ball will go in. Notice how well the powerful wrists and hands come out in No. 4.

No. 5, putting. Mr. Graham is a good putter, is wonderfully certain with those yard putts, the fear of all golfers. He putts with a "wrynecked," but not exaggerated; it is a copy of Park's, I believe. He follows through well, and hits the ball hard, hands very low down on the shaft, and feet close together, more like the stance for a wooden putter.

No. 6, bunkered. May it be his last!

H. Ferrier-Kerr.

FINISH OF THE MASHIE SHOT.

THE PUTTING STANCE.

IN THE BUNKER.



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# Political Pen Pictures.

## IN AND OUT OF PARLIAMENT.

**No. LXI.—Mr. David Williamson, Prospective Liberal Candidate for the Dulwich Division of Camberwell.**

TIMES have greatly changed since William Hone described Dulwich as "the prettiest of all the village entrances in the environs of London," and Priscilla Wakefield spoke of it as "a pleasantly retired hamlet of Camberwell, having no high road passing through it." The onward march of the speculative builder has of late years sadly impaired the pristine rusticity of Dulwich, and few people nowadays are disposed to remember the pious liberality of "Master" Edward Alleyn, the saving virtues of Dulwich Spa, the good cheer of the Green Man, the famous *alumni* of Dr. Glover's Academy (Lord Byron and Captain Barclay of pedestrian fame amongst them), or the whereabouts of the modest dwellings once tenanted by Oliver Goldsmith, George Grote, and Mr. and Mrs. S. C. Hall. The Half-Moon, the Crown, and the Greyhound, however, probably continue to flourish in Dulwich village, and men still alive can remember the halcyon days when Wilkie, Campbell, Dr. Babington, Thackeray, Dickens, and Mark Lemon were constant frequenters of the Dulwich Club. Men go to Dulwich no longer either to take the waters or to wander in

> "Spring green lanes
> With all the dazzling field flowers in their prime,
> And gardens haunted by the nightingale's
> Long trills and gushing ecstasies of song."

Nevertheless, the uplands of Champion Hill, Herne Hill, and Denmark Hill are still popular places of residence, and the latter has lost few of the natural attractions which commended themselves to John Ruskin and Felix Mendelssohn.

By a strange coincidence (in spite of the fact that by the irony of fate the mantle of militant Conservatism, once worn so bravely by Sir Blundell Maple, has descended for the nonce on the shoulders of Dr. Rutherfoord Harris) the Dulwich highlands have become a veritable Parnassus for Prospective Liberal Candidates and Members of Parliament. Here are to be found Mr. Edmund Robertson, K.C., M.P. (who has spoken with great effect for Mr. Williamson's candidature), so long the able representative of Dundee; Dr. T. J. Macnamara, M.P., who won the neighbouring Division of North Camberwell; Mr. George A. Hardy, L.C.C., who is contesting the Stowmarket Division of Suffolk; Mr. C. Goddard Clarke, L.C.C., the candidate for the Peckham Division of Camberwell; Mr. C. F. G. Masterman, who is opposing Mr. Ernest Gray, M.P., in North West Ham; Mr. G. N. Barnes, the Labour candidate for a division of Glasgow; Mr. T. W. Dobson, one of the candidates for Plymouth; Mr. Ernest H. Lamb, who is standing for Rochester; Mr. Dadabhai Naoroji, who is a candidate for Lambeth; and last, but not least, Mr. David Williamson, who will cross swords with Dr. Rutherfoord Harris whenever it pleases Mr. Balfour to appeal to the country. In any case the Prospective Liberal Candidate for the Dulwich Division of Camberwell is no stranger to those whose suffrages he is wooing. For some years past he has lived and laboured amongst them, and those who are in "the know" (irrespective of their personal political opinions) are more and more convinced that if any man is likely to reverse the verdict of the last five elections, that man is David Williamson. Born six-and-thirty years ago in Guildford, Mr. Williamson went straight from school into a printer's office, and there began an apprenticeship to practical journalism in all its branches, which ended in his being appointed editor of "Hazell's Annual" at the age of twenty-three.

MR. A. O. HUME, C.B.
President of the Dulwich Liberal Association.

This position not only led him to write on a great variety of topics, but made him an experienced compiler of biographies in the days before "Who's Who" was published or even thought of. For some considerable time Mr. Williamson was Mr. Clement Shorter's ready helper as assistant-editor of the *Illustrated London News*, and he ultimately became the successful editor of the *Windsor Magazine*.

Of late years Mr. Williamson has been something of a free-lance, both as regards literature and journalism. Thousands of his shilling "Life of Mr. Gladstone" were sold on the very day of the death of that eminent statesman, and equal success attended his "lightning" memoir of President McKinley and other volumes of biography. He is a frequent contributor to the daily Press, and his chief occupations for some time have been to write on biography and speak on politics. He is one of the very few men who can do both with equal success.

Mr. C. F. G. Masterman, who fought the battle of Liberalism in Dulwich on the death of Sir Blundell Maple, who, Mr. Williamson frankly admits was in many respects a model Member of Parliament, succeeded in arousing the local opponents of the present Government from their lethargy and depression of well-nigh a quarter of a century. Mr. Williamson was born a keen politician as well as an enthusiastic journalist (for politicians and journalists, as well as poets, are born, not made), and he has continued the campaign so ably begun at the last contest by Mr. Masterman. Great progress has been made since 1903, when the fight at Dulwich was the first which followed Mr. Chamberlain's declaration on the subject of our national Fiscal policy. In three weeks (although no meetings were held until after the funeral of Sir Blundell Maple) Mr. Masterman reduced the majority of 1895 from 3,082 to 1,437. Since he became the Prospective Liberal Candidate for the division, Mr. Williamson has held no less than one hundred meetings, many of them being in the open air. He has many devoted supporters and sympathisers, none more so than Mr. A. O. Hume, C.B., son of the well-known "Member for India," who is President of the Dulwich Liberal Association.

Just nine years ago Mr. Williamson took a bride from the "West Countree" in the person of Miss Allan of Plymouth, who is now the mother of four charming children. Mr. Williamson talks with absolute frankness of his political programme and aspirations. "I am standing," he says, when asked for an explicit statement of his views, "for social reform. I want to see a change of the land laws by which our cities may be saved from the daily incursion of labourers unable to get a living in the country, and by which the towns may be enabled to acquire land for public benefit. I want to see education taken as seriously as it is in America, and 'equality of opportunity' become an actual fact. I stand for a reform of our methods of taxation, so that the wealthy landowner and millionaire may be compelled to pay in a greater proportion than the over-burdened professional man and the patient, long-suffering middle class. On Imperial questions I stand for a strong link with our Colonies, but I am convinced that any alteration of our Free Trade policy would not effect this, and I am equally certain that Tariff Reform would injure the enormous proportion of our population by adding to the cost of their living, and by curtailing our trade. I want the reforms at home, for which we have been waiting far too long, to be carried out—old-age pensions, labour colonies, control of the liquor traffic, and the improvement of the homes of the people—instead of fantastic and expensive expeditions and wars under the guise of a spurious Imperialism."



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# The Parisians of Paris.

## THE SEASIDE IN SEPTEMBER.

EVERYBODY has seen or heard of the elegance of fashionable seaside places during August, but few know the same places in the following month. September at Trouville and the neighbouring resorts is a different experience. Hotel-keepers are amiable, anxious to please; will feed and house you for one-tenth of the price they asked a week ago, and be glad to have you. Is it really the same man, with obsequious bow and wide smile, who takes your bag and helps you alight, who knows you are to pay 10-fr. a day for the same accommodation he offered you for a hundred during the race week? There is only another month of the season, and if he cannot make large profits he must make small ones. It is not in the nature of the average Frenchman to take small profits, but he must fill his hotel. Charles, the *chef* he engaged during the famous week, has gone, but the Septemberites are not in the smallest degree interested in the staff of the kitchen. They do not trouble about the quality of the champagne that the ham was poached in! There will be no insolent criticism of the Purée favorite! The September client wants a good square meal, with fresh fish, fowl, and joint, plenty of everything, washed down with carafes of cider, and does not care if it is Charles or James, or plain Marie, who cooks it. And it is not only the cooking, but everything that has changed.

The "planks," the fashionable promenade, still crowded on fine days, has a different aspect. The elegant white embroidered dresses, the hats from the Rue de la Paix have disappeared, and in their place solid serge and, what we would call under ordinary circumstances, garden hats—the most ordinary of straws and imitation Panamas, caught up coquettishly enough with a pearl pin covered with a white gauze or muslin veil. These veils are ubiquitous. Old, young, or middle-aged all wear a white veil tied over their hats. Some arrange it gracefully, and it suits a young face; others pull it into a tight line about their ears, that is anything but becoming. A windy day brings out the most remarkable of wraps, from the horse blanket to the golf cape. Nobody cares; it is September.

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TROUVILLE IN SEPTEMBER.
The promenade on the "planks."

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THE WANING SEASON AT TROUVILLE.
Morning on the sands.

And the casino! The poor, miserable casino! How it suffers! In one of the neighbouring plages to Trouville, the casino is still frequented. But by what a melancholy crowd! The morning sees a fencing bout with sportive youths in white, who load the green-covered gaming table in the club-room with their collars and cuffs, their friends and relations lining the walls. The evening brings together all the "half" element hidden somewhere or other during the day. There is a rakish air about them, men and women, a demi-semi-quaverish air of mock elegance that is irresistibly comical. Milliners and dressmakers aping their millionaire clients can be seen any day by those who know them.

I had the luck to be near a group of gaily-dressed people when a party of men and women joined them. They were very lively, very happy, in their rough motor-coats and flying veils, and they talked for the benefit of the "gallery." "Oui, ma chère, eighty miles an hour, not a mile less. Our car flew like a bird. A forty-eight Mors, ma chère." And I recognised husband and wife, our smartest milliners in the Rue de la Paix. They were beaming. They played baccarat with the seediest-looking company ever collected in a gambling-room, with a "bank" bought for two louis; they called to one another to know who was that smart woman who had just come in; they knew everybody, by name at least, either as their clients or the clients of another firm. They sailed out of the casino to join their car. But they spoilt their effect, sadly spoilt it, if they only knew, by waving the tips of their fingers to their admiring friends, calling out "Bon soir, Monsieur et Dame!"

Is there anything in the English language that classifies man or woman as surely as this: "Bon soir, Monsieur et Dame"? It is so delightfully typical of the under-educated.

Even the "petits chevaux" feel the influence of September. Little boys stand in the front row looking at the little horses unmolested, for the gamblers are timid. They throw their francs on the "baud." Occasionally, however, a more venturesome player leans over and places a 2-fr. piece on a number, and even the croupier looks up. What



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has come to the Septemberites. Two francs on a number! And when the number happens to win? The player almost feels uncomfortable taking so much money from the establishment.

Villers-sur-Mer is, however, a charming place if you can look on and laugh. The country is all your own. You can walk for hours in the sunniest of paths, bordered with gaily-trimmed gardens and bright little villas. You can mount the wooded road to the Manor Farm, and drink home-brewed cider, and eat Normandy bread with the creamiest of butter and the necessary dash of salt. You can do, in fact, as you please in the easiest of ways, if you do not want the company of your equals. If you do, do not come to Villers in September. A Frenchman who respects himself—as they say here—goes shooting in September; he leaves the seaside to "mussels." Everybody has gone. The pastry-cook sells nothing but brioches and madeleines—equivalent to buns and sponge cakes—and although the signboard with "Ices of all kinds" is still over the door, it would be useless to ask for this refreshment, for even the ice-maker has packed his bag. For the Septemberite there are no ices. But he has one consolation—the knowledge that he pays 10-fr. to-day for the enjoyment of sea and air that would have cost him tenfold in August. FRANCES KEYZER.

*Keutlinger.*

A DINNER-DRESS IN OLD ROSE EMBROIDERED SATIN.
(Maison Ney Sœurs.)



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# Under the Burgee.

WITH the Torbay Regattas the racing season is always regarded as nearing the end, and this year it almost concluded the season, there being but one fixture of importance—that at Dartmouth—following it, the Plymouth Week, which for many years followed it, having this year been held in July. The later regattas always suffer to a certain extent in the matter of entries, and there are many owners who, after a season's hard racing, will not cross the boundary into the month of September for the few remaining fixtures, preferring perchance to get away to the moors. As one after another of the racing craft retires, there is naturally less inducement for the others to continue. Torbay has, however, always proved attractive to yachtsmen, and the regattas have always drawn a fair number of entries. The beauties of the place are an undoubted attraction, while the course is recognised to be an excellent one.

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ON BOARD THE COMMITTEE BOAT, TORBAY ROYAL REGATTA.

The central figure is Mr. J. D. Brown, hon. secretary of this regatta, who has taken an active part in its management for the last forty-seven years.

This year, however, these fixtures were decidedly out of luck. Vessels had had a hard day's sailing at Weymouth. Several boats met with mishaps of a more or less serious character, and it was hardly to be wondered at that, with only the Sunday intervening between the two regattas, and a half gale blowing, none put in an appearance for Monday's matches, which had consequently to be postponed until Wednesday. Some got under way from Weymouth on Monday, but there was a big sea off Portland Bill, and only one of those that put out (Rosamond) held on, and she had a dirty passage round to Torquay. Zinita and Betty were in harbour, and so there were three competitors for the big handicap on Tuesday. Rosamond won this, and her victory under all the circumstances gave great satisfaction. She repeated her success on the following day. She had been the worst crippled of all the vessels that had met with accidents at Weymouth, and at Torquay she still bore some of the scars which she received in collision with Lorna.

During Tuesday night and early on Wednesday morning several of the other vessels that had been expected arrived, and there were a fair number of competitors in that day's races, which had been postponed from Monday. Taken as a whole, however, it has to be admitted that the attendance of yachts was below the average even of more recent years, attributable mainly, of course, to the cause already referred to—the heavy weather after the Weymouth fixture. Up to the Tuesday morning it almost looked like a total collapse of the regattas.

It is a point worthy of notice, that within the last six years the Monday's regatta at Torbay has had to be postponed on no fewer than three occasions, and I understand that the town committee responsible for the management of the first day's racing, at the same time that they decided upon the postponement, also considered the expediency of fixing upon the Wednesday in future instead of the Monday. This would meet with the approval of the majority of yachtsmen, as, under conditions which have prevailed for some years past, it has always been somewhat of a struggle to get to Torquay for Monday's racing with only the one day intervening for the passage from Weymouth. It must not be imagined that the inability of yachts under certain circumstances to effect a passage is due to any defects in the matter of weatherly qualities on the part of the modern craft. Racing vessels are often driven through weather that cruisers would not select for getting under way in. There are other considerations that must at times weigh with the keenest owners. Racing entails at times very severe work on the skippers and crews, and they cannot be expected to keep at it day after day without cessation, and although owners and crews alike would regret the possibility of losing a day's racing, there were doubtless some who were not altogether displeased with the day's enforced rest after the long spell of hard weather-racing they had already experienced.

The greatest disappointment felt locally was over the non-appearance of two of the 52-footers, more particularly as one of the absentees was the new Mylne boat. However, keen interest was taken in the duel between Maymon and Sonya. Eager enquiries had been made relative to the arrival of the American boat, everyone being anxious to see the latest Herreshoff production, and it must be confessed that many were disappointed at Maymon's defeat. All sportsmen are generous enough to wish a stranger a fair measure of success, but somehow they prefer any such victories to take place elsewhere than in their own waters.

If one excepts the Clyde, it is doubtful if there is any district where the racing is watched with keener interest than at Torbay. In some places hardly any heed is paid to yachting, residents in a town being unable to tell you if a regatta is in progress. Not so at the western port. Crowds await the arrival of the yachts before the regatta, and all vessels new to the port come in for a large share of attention, while on the actual racing days the vast majority of those who assemble at various points of vantage to view the sailing understand the sport, and take an intelligent interest in it.

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THE FLAG OFFICERS AND SAILING COMMITTEE, ROYAL TORBAY YACHT CLUB.

The names, reading from left to right, are: Back row—Mr. R. Boyd and Colonel G. Stovell; Middle row—Mr. A. Clarke, Mr. R. C. Lee, Major Bogle, and Mr. Thelluson; Seated on deck—Mr. F. L. Carslake and Mr. Lancaster Shaw.

At Torquay we meet with two classes of boats which we do not see further eastward. These are the western one design class and the jolly-boats. The boats belonging to the former class are a nice little type of cutter, about 23-ft. on the waterline, and they race at all the regattas from Torquay to Plymouth. The jolly-boats are, as their name implies, open boats 18-ft. in length. They are fitted with centre boards, and carry a fair spread of canvas. They turn out in all weathers, and provide some excellent sport. The class is indeed an excellent school for young amateurs.

CORINTHIAN.



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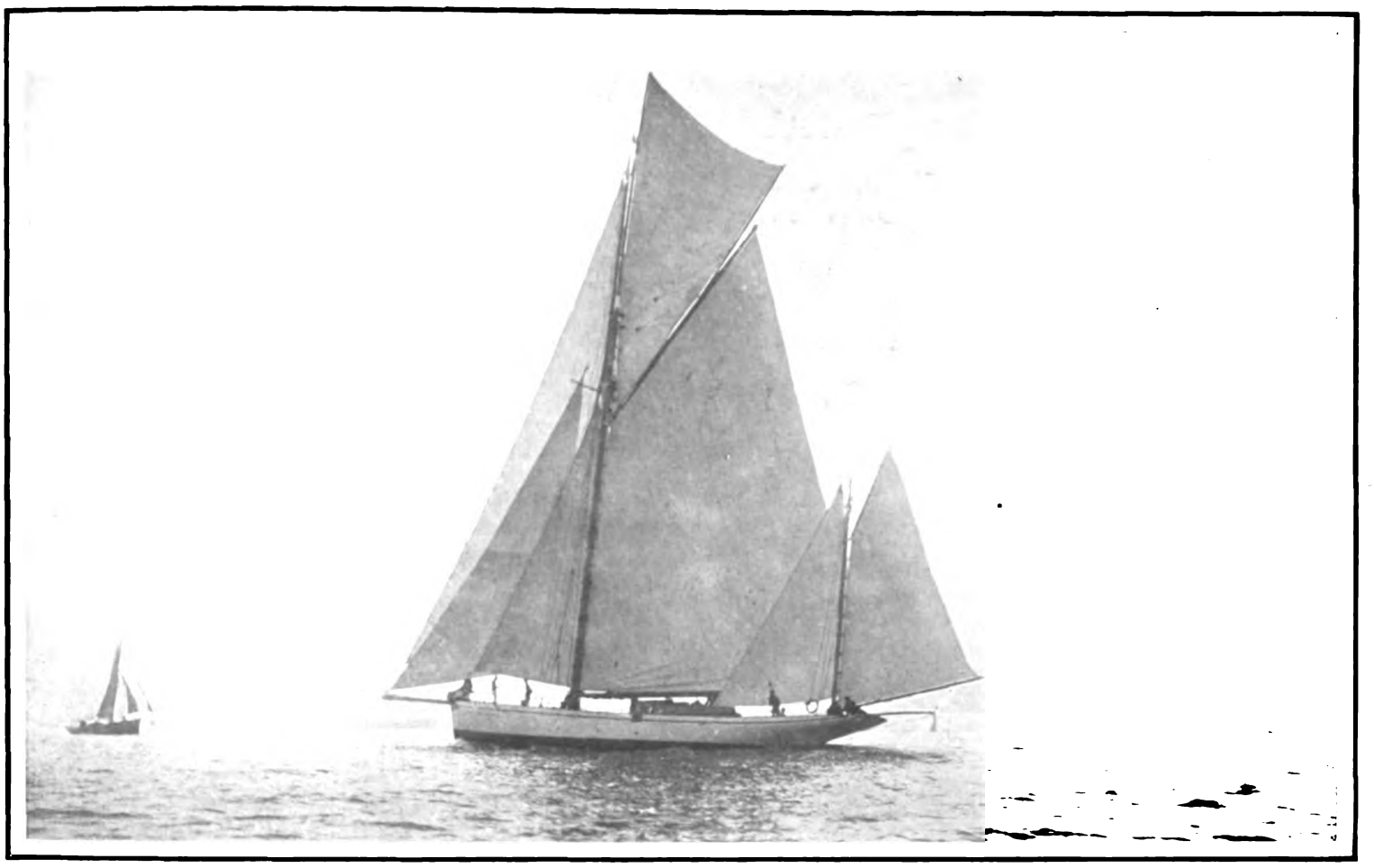
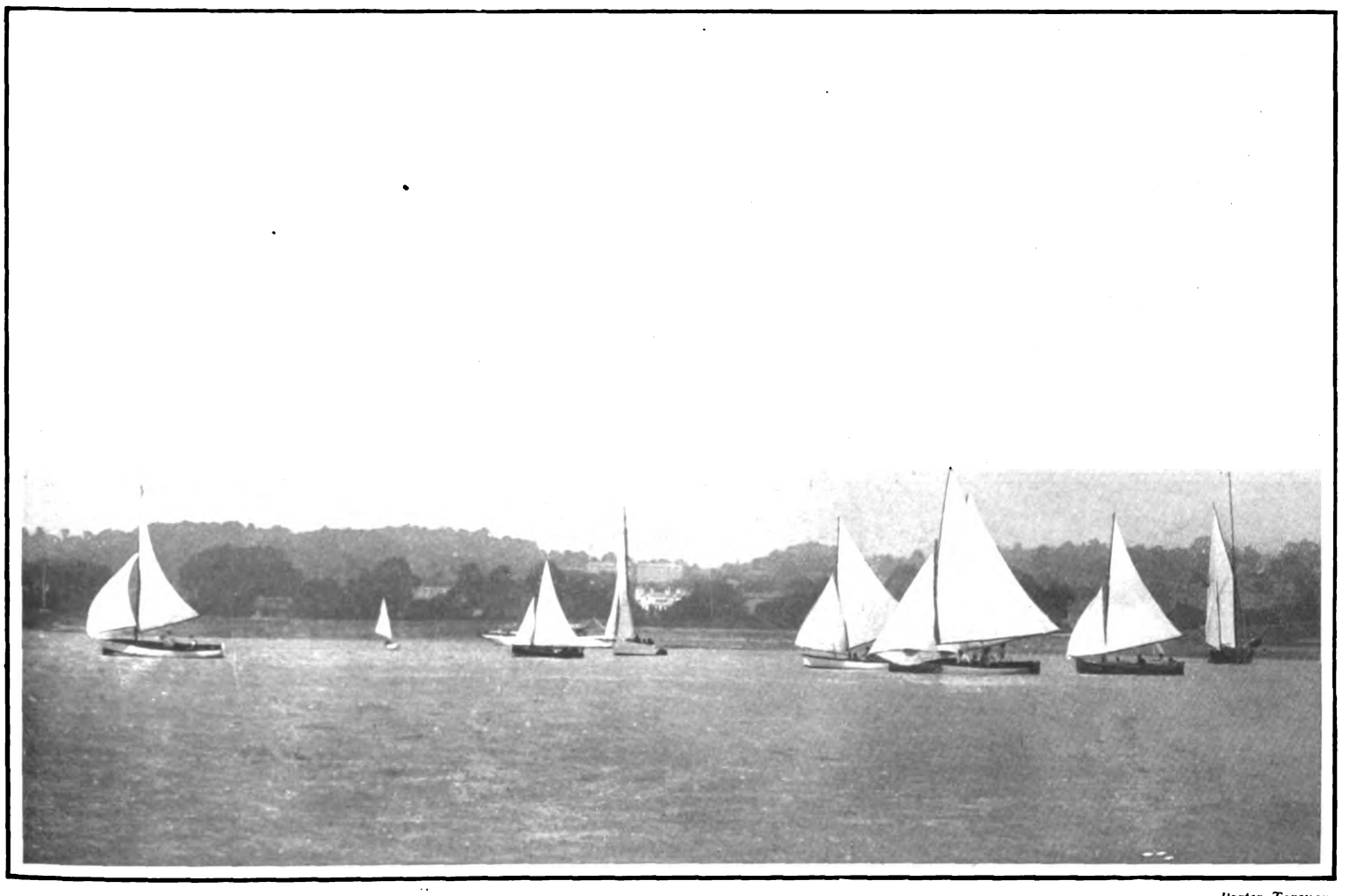
# THE REGATTAS AT TORBAY.



*Porter, Torquay.*

BETTY

Yawl, 143 tons, belonging to Mr. J. Hamilton Penn. She is not one of the regular cruiser-racers, but takes part in handicaps occasionally. She won the last big race of the season at Dartmouth, when in a fresh breeze she easily saved her time from the scratch boat, Zinita.



*Porter, Torquay.*

START OF THE JOLLY-BOATS.

These are a very popular class of open boats of 18-ft. length, and are responsible for some keen racing. They are very popular amongst young amateurs, to whom they form an excellent means of becoming proficient sailors.



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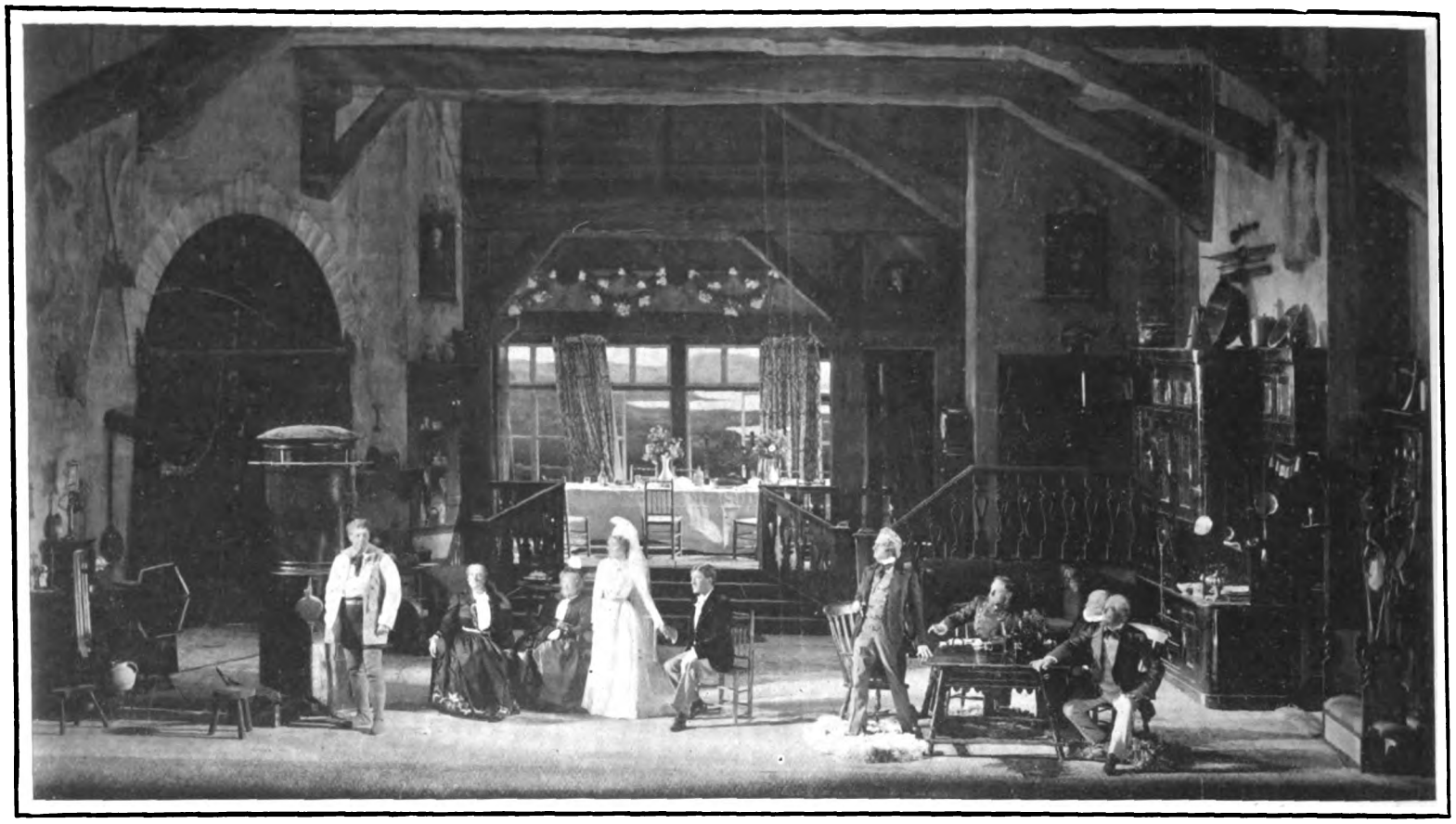
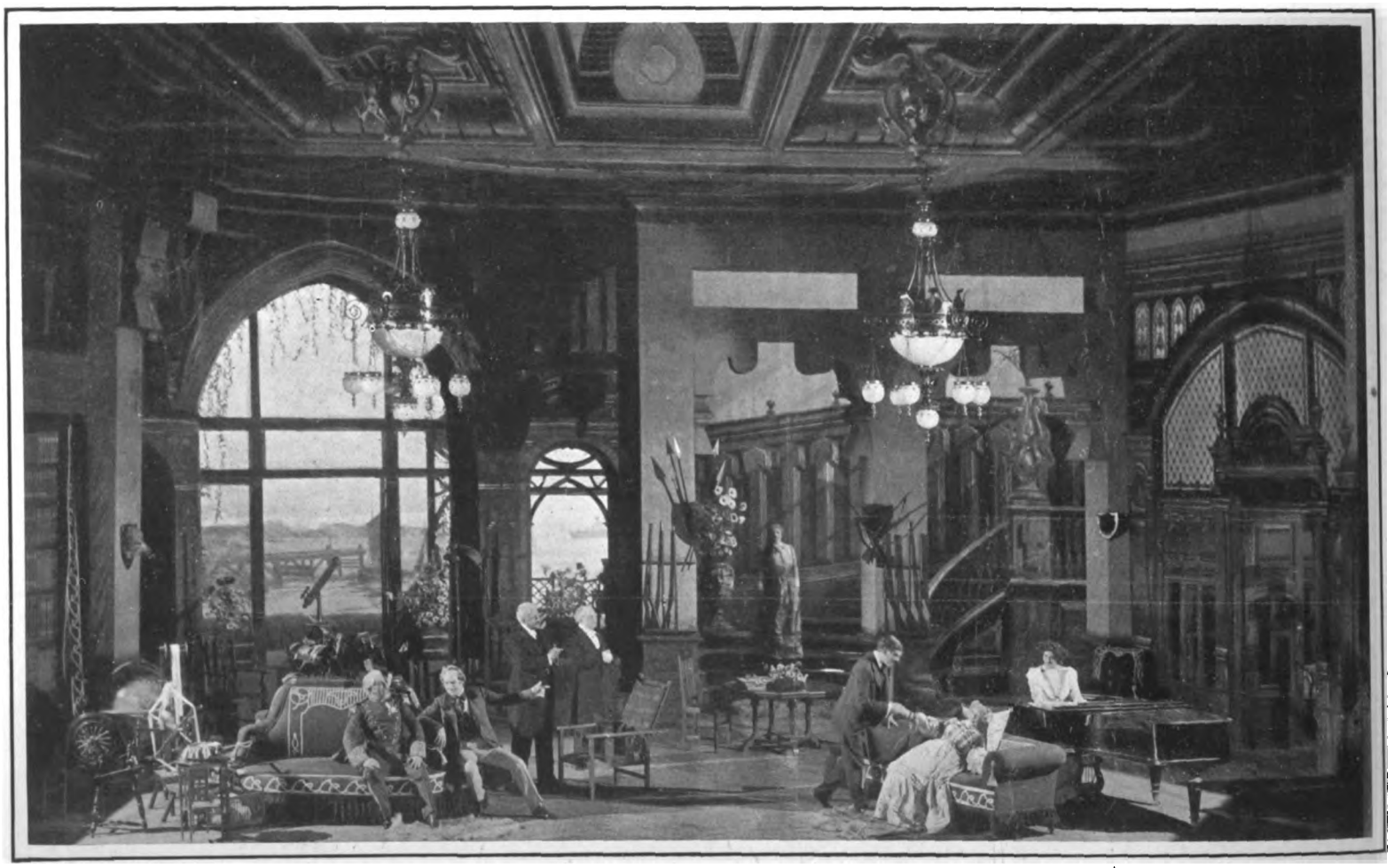
# "THE PRODIGAL SON"



THE BETROTHAL OF OSCAR AND THORA AT THE INN FARM.



AT THE GOVERNMENT HOUSE A YEAR LATER.

The autumn production at Drury Lane this year is adapted by Mr. Hall Caine from his own novel, "The Prodigal Son." In the first act we learn that Magnus Stephensson (Mr. Frank Cooper) is betrothed to Thora Neilson (Miss Lily Hall Caine). He learns, however, that she loves his brother Oscar (Mr. George Alexander), and so arranges that he and Thora shall be married, thus unselfishly giving up his own hopes Oscar, however, soon tires of his wife, and when he meets her sister Helga (Miss Nancy Price) he speedily transfers his affections to her. The three of them tour Europe, and at Monte Carlo Helga gambles recklessly. To meet her debts, Oscar forges his father's name; but the forgery is discovered on the return to Iceland, and the shock of this, together with the knowledge that Oscar no longer loves her, kills Thora. Oscar is driven from home with Helga, but



(From photographs by Lu[illegible]

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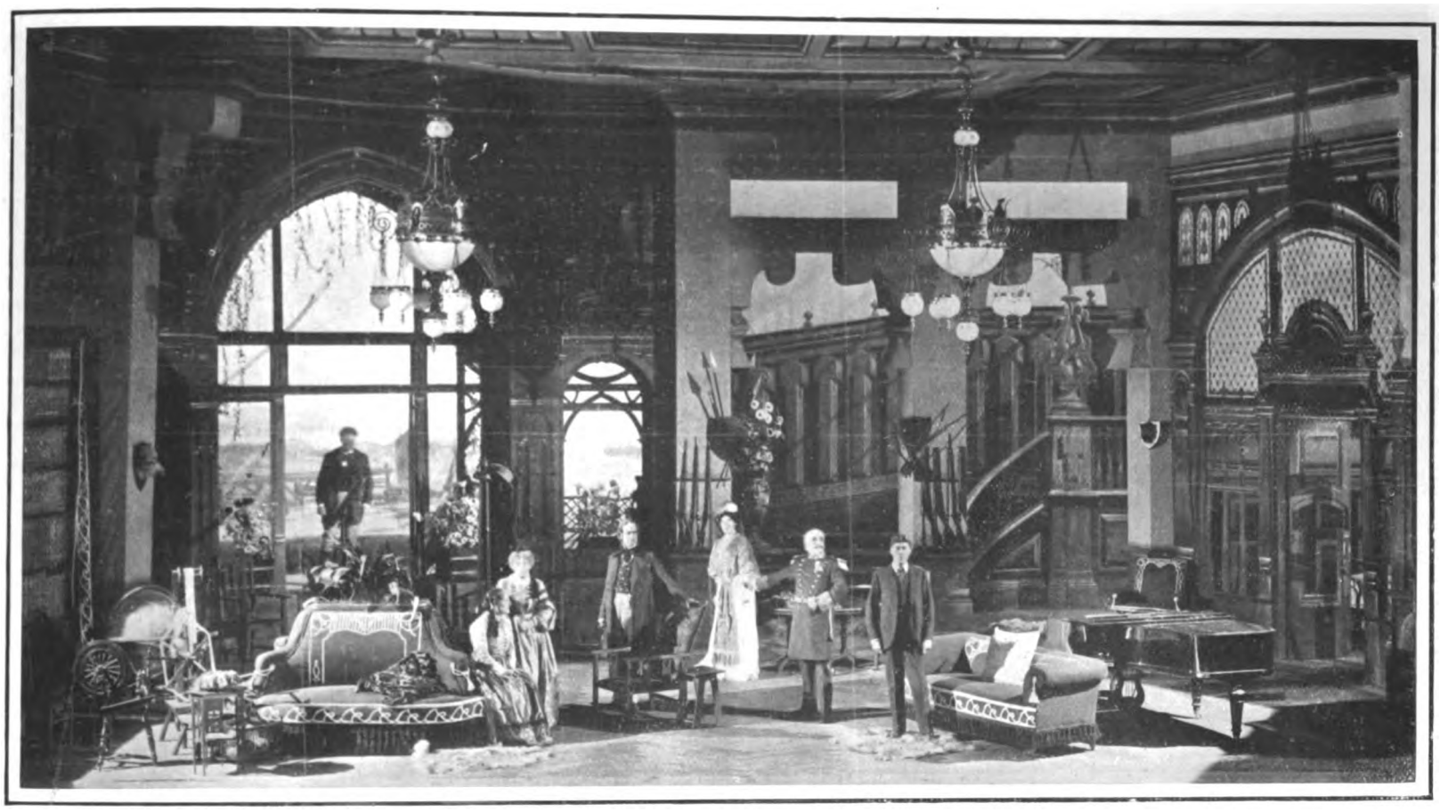
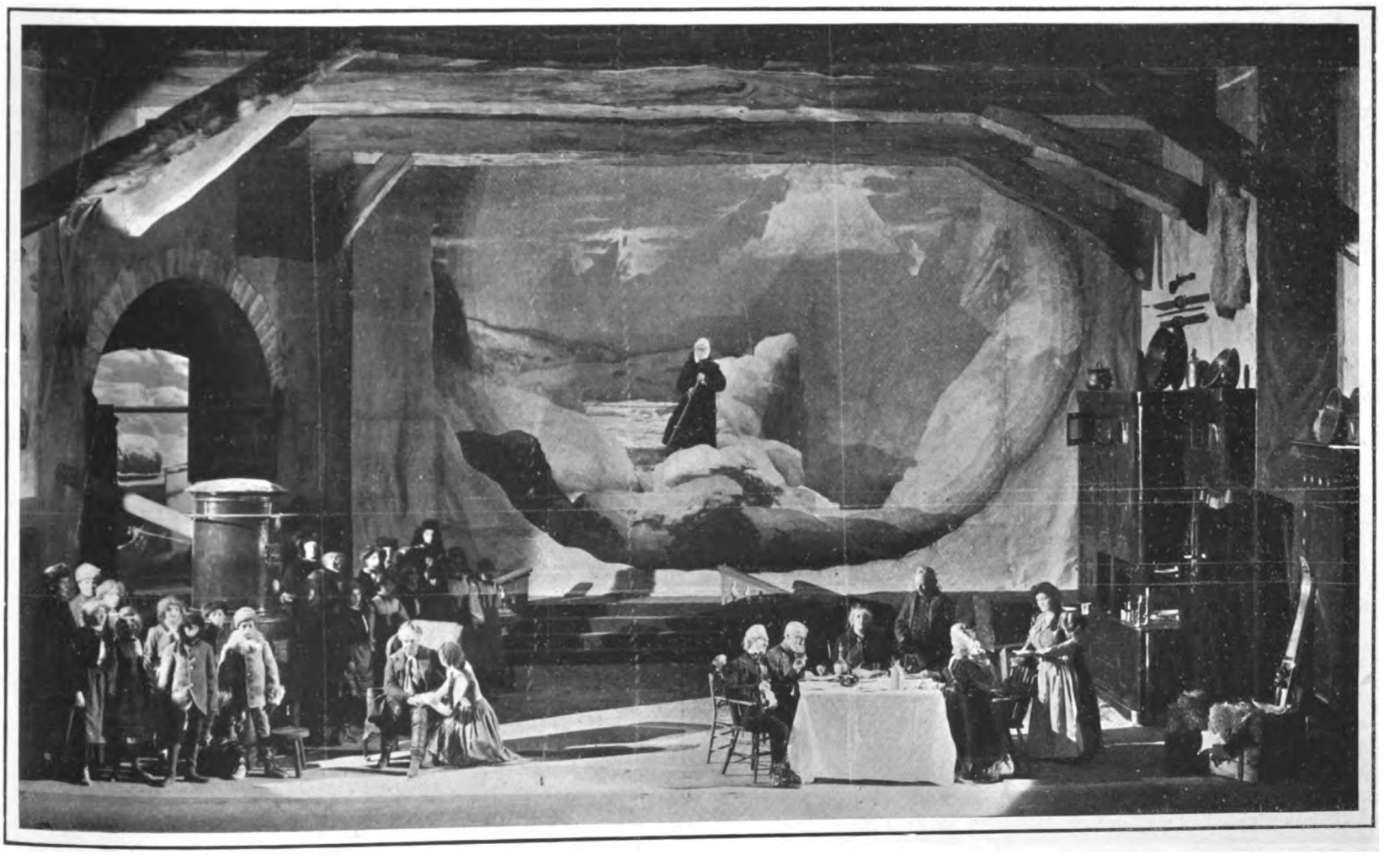
# AT DRURY LANE.



THE DISCOVERY OF OSCAR'S FORGERY OF HIS FATHER'S NAME.



THE RETURN OF THE PRODIGAL AFTER MANY YEARS.

his father meets the bill by mortgaging his property. During the subsequent five years Oscar and Helga spend their time in riotous living on the Riviera and elsewhere. At last Oscar goes so low as to cheat at cards, and, stung with remorse, he decides to give up Helga and start a new life. He takes to composing music, is successful, becomes rich, and at last summons up courage to return to Iceland. He finds that his father is dead, and that the old home is about to be sold up to meet the interest on the mortgage. He is not recognised, and leaving more than enough money to meet the wants of his mother and brother, who have adopted and brought up Thora's daughter Elin (also played by Miss Lily Hall Caine), he steals away again. But the final tableau shows us that after wandering among the hills for some days he has been brought home again.



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# The "Zoos" of the World.

## II.—*THE ZOO AT SYDNEY, NEW SOUTH WALES.*

PERHAPS the prominent feature of the Zoological collection of the Sydney Zoo—at any rate in Australian eyes—is the great display of carnivora; indeed, the breeding of these is carried on with conspicuous success and little or no difficulty. Lions, tigers, jaguars, pumas, and leopards occupy separate cages, and the majority of the specimens shown have been bred in the Gardens. Nine species of bear are represented, among them being the Polar, brown, Syrian, Isabelline, black, Japanese, Malayan, Himalayan, and sloth. The handsome Polar bear has roomy quarters, with a large pond in the centre, where he does not seem in the least distressed by the climate, and takes considerably more exercise in hot weather than many animals from warmer parts; and that their tropical surroundings suit the bears is evidenced by the fact that the pair of Isabellines last year reared a cub. Ungulates are well represented. A fine pair of yaks, with their coal black woolly-coated little calf, form an interesting group; but these, unlike the bears, feel the heat acutely, and are much distressed on a hot summer day. To the English and foreign visitors the Australian animals are of the greatest interest, and the Sydney collection contains all the herbaceous, carnivorous, and insectivorous marsupials, and many of the interesting egg-laying mammals found in Australia. There is, of course, a great collection of kangaroos and wallabies, and concerning these a curious letter was received lately from Japan, from the authorities of a Japanese Zoo, requesting that some kangaroos should be sent them, because—the writer went on say—"they were so kind and attentive to their young in carrying them about that they would make a good object-lesson to the Japanese people." The kangaroo section at Sydney contains several species of these beautiful animals, many of which are delightfully tame. Mr. Le Souef, the director of the Zoo, tells me that, if kindly treated, kangaroos will become docile and affectionate, though the old bucks are sometimes treacherous and spiteful.

The large carnivorous marsupial wolf from Tasmania, the natural enemy of the smaller kangaroos of that island, is one of the rarest. It was once found on the mainland, too; but the advent of the dingo, a stronger and swifter animal, is said to have put an end to its existence there. Another Tasmanian animal in the Gardens is the ursine dasyure, quite one of the ugliest creatures alive. A thick-set, stumpy body, covered with coarse black hair, is set on short crooked legs, and, with a square massive head, makes a repugnant and formidable creature, which gives some reason for its being called "Tasmanian Devil." Ursines are snarly and pugnacious in captivity, and those seen in the Sydney Zoo are generally quarrelling when not asleep. The little viverrine dasyures, or native cats, with their white spotted yellow or black coats, are both attractive and pretty, but are extremely shy and most unfriendly. The dasyure pens are generally a great centre of attraction in the Gardens.

ONE OF THE ISABELLINE BEARS
In the Moore Park Zoological Gardens, Sydney, N.S.W.

Another special house is devoted to the tree marsupials, but these, being nocturnal animals, are of little interest in daylight.

The Tasmanian sooty opossum, now very scarce and hard to procure, is very handsome, and the most valuable fur-producing mammal in the Colonies. The authorities are proud of this specimen. Here, too, are the delicate flying phalangers, which are rare in captivity, and distinctly pretty and most interesting to watch. A thin flap of skin, stretching laterally between the fore and hind legs, makes a sort of sail, by which they can cover considerable distances between trees.

Jacob, a very interesting orang-outang, lived in the Gardens for upwards of six years (orang-outang, by the way, is the Malayan word meaning "man of the woods"). By careful training he became very expert and intelligent, and when given money would make straight for the refreshment-room to purchase fruit. This clever ape smoked a pipe with evident enjoyment, and drank tea from a cup like a human. He was never happier than when helping the gardeners to fill their barrows with rubbish; but poor Jacob joined his comrades in the "happy hunting grounds," and to-day Moore Park bewails his loss.

Birds are a big class in the Sydney Zoo, and the large running birds, such as ostriches, emus, cassowaries, and rheas, occupy a series of paddocks. The ostriches usually manage to hatch some chicks, which, however, are hard to rear in the confined space; but these birds, I am told, pay their way in Sydney, their valuable feathers being readily purchased by the local milliners.

The "Bird of Prey" House contains a good collection of vultures, eagles, hawks, owls, etc. Here the pure white Australian gos hawk is a striking bird that commands popular attention, and vies with the handsome Australian white-bellied sea-eagle for pride of place. But the most noteworthy inmate of the Cockatoo House is the rare black cockatoo, a bird seldom kept alive in captivity. This unique specimen feeds on sunflower seeds, and seems to enjoy the best of health.

Parrots naturally make the Parrot House the gaudiest corner of colour in the Gardens, and as most of the Australian parrots are excellent talkers — though they cannot equal the Amazons in this respect—the conversation in the "House" is extensive and ear-splitting. The clever magpies and laughing jackasses are also delightful groups.

The Zoo was founded in 1879, when a band of persons, interested in zoology and acclimatisation, started to introduce useful fauna into the State; and, thanks to the energy of the late Mr. Walter Bradley, much valuable work was done at this period. In 1881 the present grounds in Moore Park were granted to the Society, and later the Gardens were laid out and its zoological character settled with much zeal under the superintendence of Mr. Charles Moore, the director of the Botanical Gardens.

The annual attendance—about 175,000—shows that the Zoo in Sydney is as popular as the Regent's Park Gardens in England, as, in fact, a Zoo is in every part of the world.

I am indebted to the courtesy of the director of the Sydney Zoological Gardens (Mr. A. S. Le Souef) for some of the photographs, as also much of the interesting data which form the basis of my article. A. S. R.



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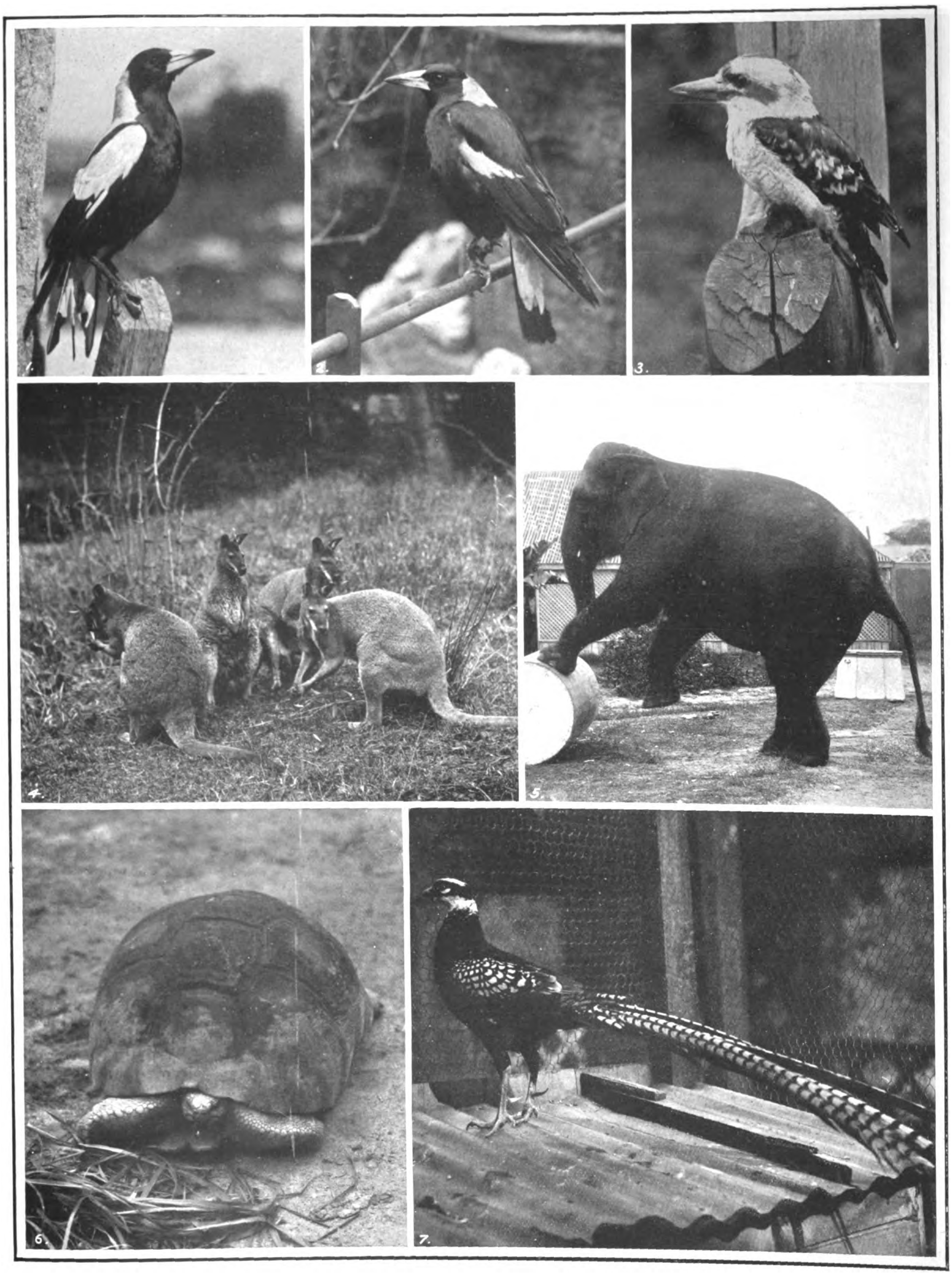
# AT THE SYDNEY ZOO.



SOME AUSTRALIAN BIRDS AND BEASTS.

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(1 and 2) Australian magpies. (3) The laughing jackass. (4) In the kangaroo enclosure. (5) The elephant. (6) The land tortoise, one of the oldest inhabitants in the Gardens. (7) Reeves's pheasant.



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# The Traveller.

## A QUIET DORSET HAVEN.

*Hare, Bridport*

PIER TERRACE, WEST BAY.
The principal residential quarter of the town.

*Hare, Bridport.*

A GENERAL VIEW OF WEST BAY.
This delightful little Dorset watering-place lies between high cliffs and at the head of a wide and much-frequented bay.

*Hare, Bridport.*

THE PIER AT WEST BAY.
In a heavy gale the sea at West Bay is a magnificent sight, and huge waves dash over the pier with tremendous force.

WITHIN a mile of Bridport, and at the head of a wide and handsome bay, there lies a little village which is known to but a few, comparatively speaking, of the great army of holiday-makers, but which for those few is a delightful haven of rest and quiet. The Dorset Coast is studded with charming little villages and healthful holiday resorts, but West Bay can claim to be most favoured in those attributes which conduce to popularity. Situated so that it may almost be called a suburb of Bridport, which is a large and flourishing borough, amidst scenery that is equal and even superior to that which has served to make other South Coast resorts prosperous, West Bay is an ideal resort for those to whom the "fashionable" resorts have become distasteful by reason of their modishness. Nor is it a modern, mushroom village. To meet the growing demands of visitors, a large number of new houses have, it is true, been erected, but in the main West Bay remains what it has been these 200 years past—a typical Dorset village.

In the middle of the last century it was looked upon as an admirable home for consumptives; and though it does not nowadays enjoy that reputation, its open situation, with fresh breezes and clear atmosphere, must recommend it to parents who, when taking their children for a holiday, look for some place where the thick air of the town may be washed out of their lungs, and those organs strengthened.

Standing on the esplanade or at the end of the pier, there is a wonderful stretch of coast-line brought into view. From Portland on the east to Torquay on the west, there is a beautiful succession of bay and headland, the cliffs under the bright sunshine taking on such colours as make them almost rival the famous cliffs of Alum Bay, and the sea, a deep and beautiful blue, softly lapping the golden shore, on whose broad expanse the children may safely and comfortably erect their magic castles in sand, or rear the giant towers on which to plant, with the patriotism of young England, a monster Union Jack. And behind is the haven which existed so far back as the reign of Edward I., and which at various times has been the subject of Acts of Parliament for improvement and repair. For though upon a summer day the sea at West Bay is as peaceful and calm as any village duck-pond, there comes the winter with its gales, and the huge breakers toss and storm, sweeping across the pier in masses of white foam, and turning the whole bay into one seething whirlpool. In the record gale of 1824 the sea-water reached as far as Portville, and timber was floating about in the fields. But these gales are of very infrequent occurrence during the holiday months, and the season at West Bay, which is at its height in August and September, is favoured by Neptune if not always by Jupiter Pluvius.

In one respect West Bay is thoroughly up to date. It possesses an admirable golf links and club-house, where visitors are always sure of being cordially received. The links are situated upon the cliffs, and have been known to try even championship players; so that the visiting golfer may be sure of a good game on a picturesque and pleasantly-situated ground.



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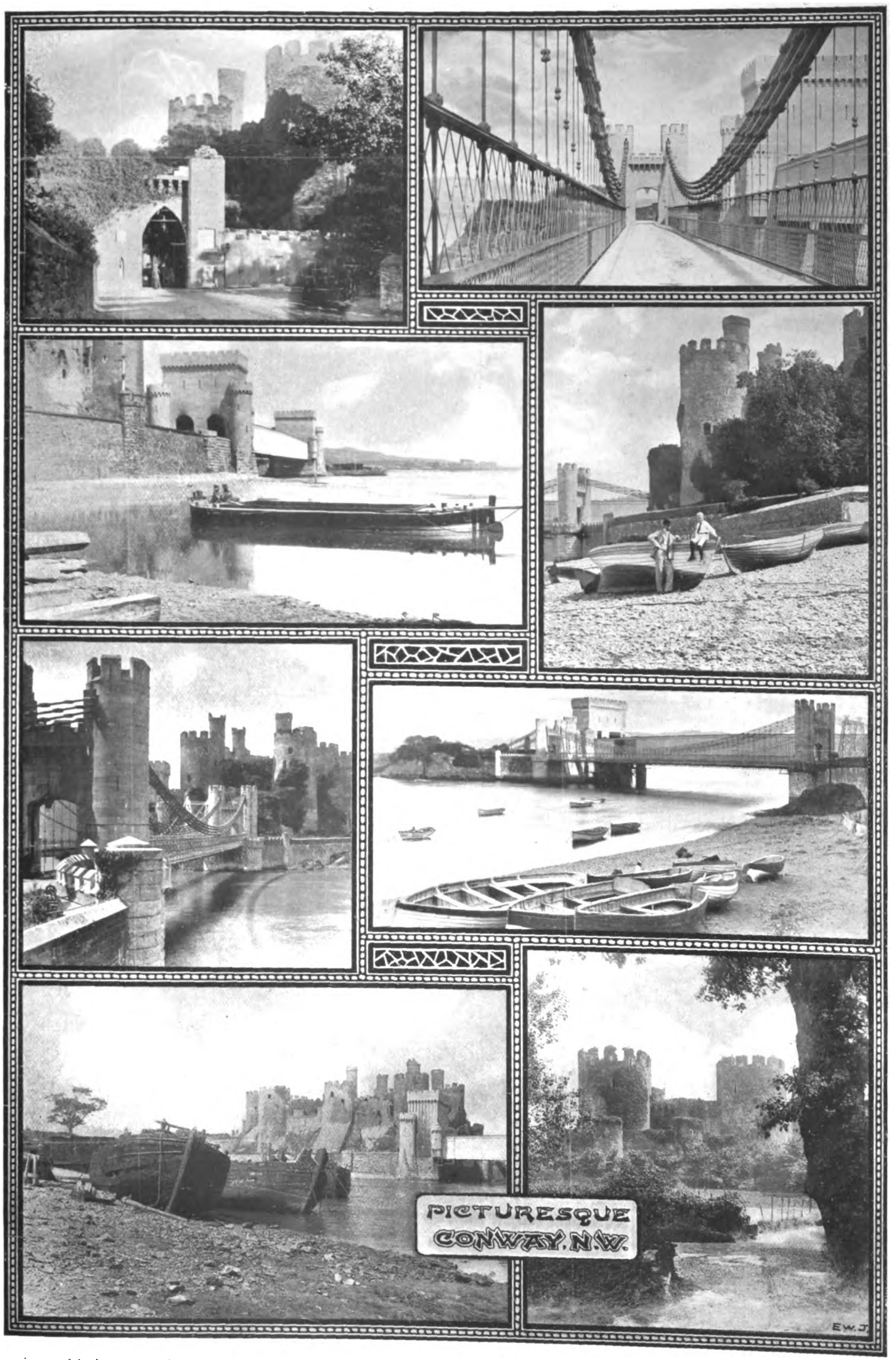
# CONWAY CASTLE.




Conway is one of the best centres in North Wales for the tourist or photographer in search of beautiful scenery. All the elements of the picturesque are to be found in this neighbourhood, which is conveniently reached by the excellent express service of the London and North Western Railway Company. The town itself affords interesting studies of old-time architecture, and the Castle, which was built by Edward I. in 1284, was the scene of much bloodshed during the long-fought-out struggles for supremacy in Wales. The fine suspension bridge, which was erected by Telford in 1826, is 327-ft. in length between the supporting towers, and cost £40,000.



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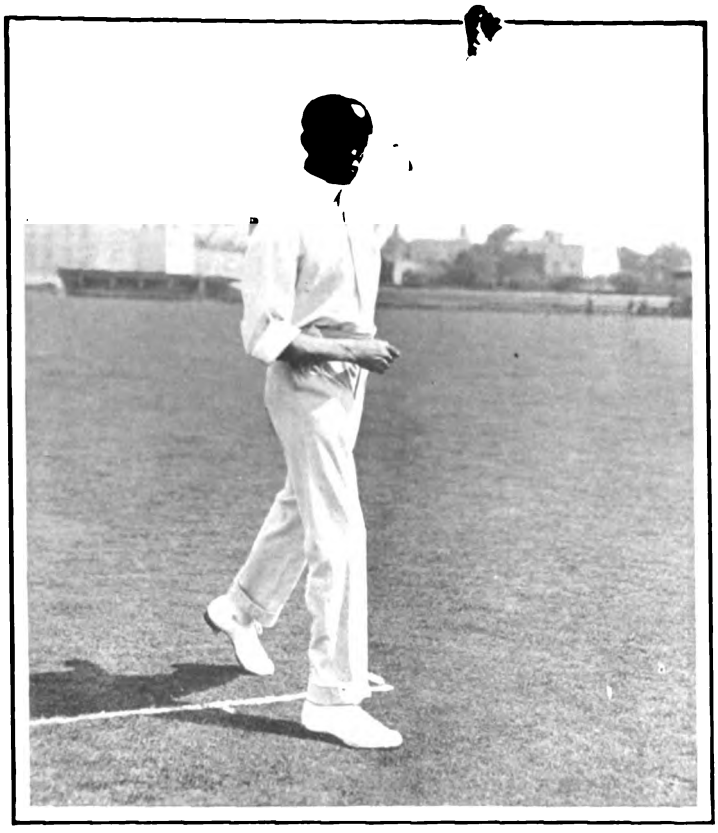
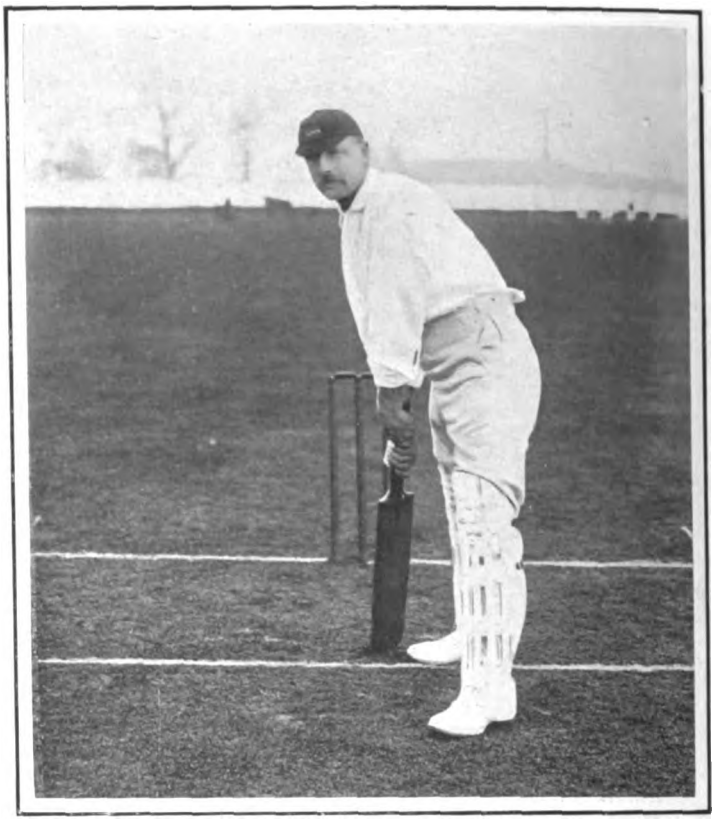
# THE CRICKET SEASON.



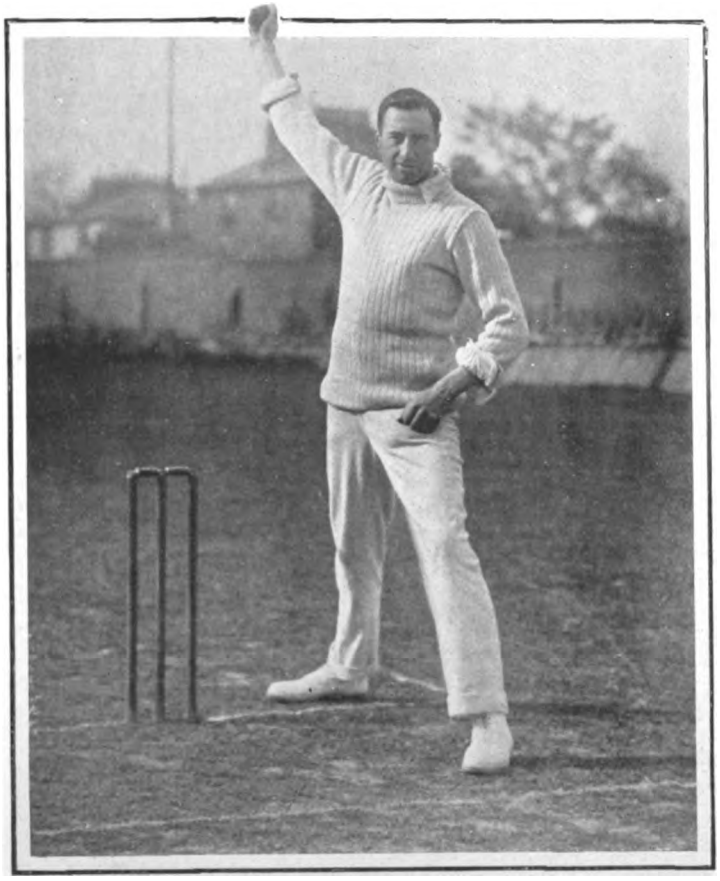
CUFFE.

An importation from the Antipodes, this cricketer bids fair to keep his place in the Worcestershire XI. Much might be written against the evil of importing cricketers to assist an English county eleven to win the English County Championship; but, since Middlesex set the fashion, more than one other county has been on the *qui vive* for likely cricketers from "down under." This is one of the chief causes in the falling off of public support of cricket that has been so marked and frequently commented upon of recent years.



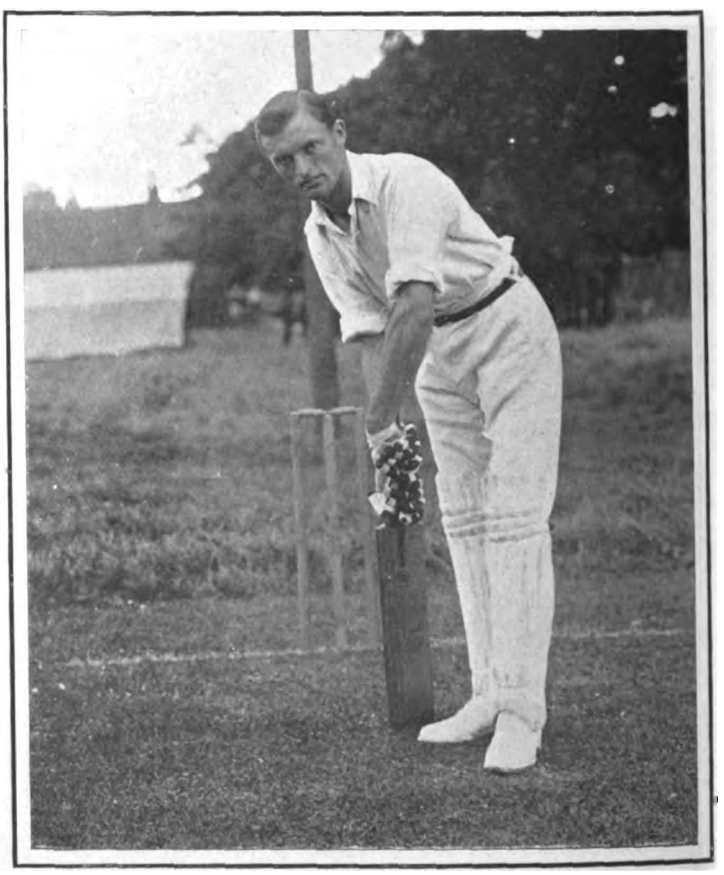
C. E. DE TRAFFORD.

To speak to him or to see him would give one the impression that the Leicestershire captain must be a batsman of the gentle, if plodding, type. Any such illusion is very soon dispelled when he opens his county's innings, as all the odds are that he has a powerful forearm wristy stroke at the very first ball bowled to him. Recently he scored all of the first 35 runs made against the Australians, then 55 out of 59, the other four runs being byes, and was finally out for an innings of over 60 before the score had reached 70. Such an innings is typical of C. E. De Trafford's batting.



J. R. MASON.

There are in England three or four cricketers who, if circumstances permitted them to participate regularly in first-class cricket, would make the work of the Selection Committee much more arduous than it is now. L. C. H. Palairet, J. R. Mason, C. J. Burnup, J. Douglas, and C. M. Wells are five such, and assuming these five to be simultaneously at the top of their form, which of them would be left out in favour of any of the cricketers who have done sufficiently well for England this season? Jack Mason is the best-class all-rounder in Kent, and business claims alone prevent him from representing England in England, as he has done five times in Australia.



SEYMOUR.

A product of the famous Tonbridge nursery, which is so admirably presided over by Captain McCanlis and T. Pawley, this dashing young batsman has done many good things for Kent. He was, if report is true, exceedingly fortunate to be numbered among the scorers of 100 in both innings of a first-class match, as the second 100 of his two in the match at the Mote, Maidstone, last year, against Worcestershire, was put together by lucky as well as very bad cricket. That is, however, all in the day's journey, and was but the reward for numerous other long innings. He is a good field in the slips, where in the second innings of the South Africans at Canterbury, August 25, 26, 27, 1904, he took six catches.



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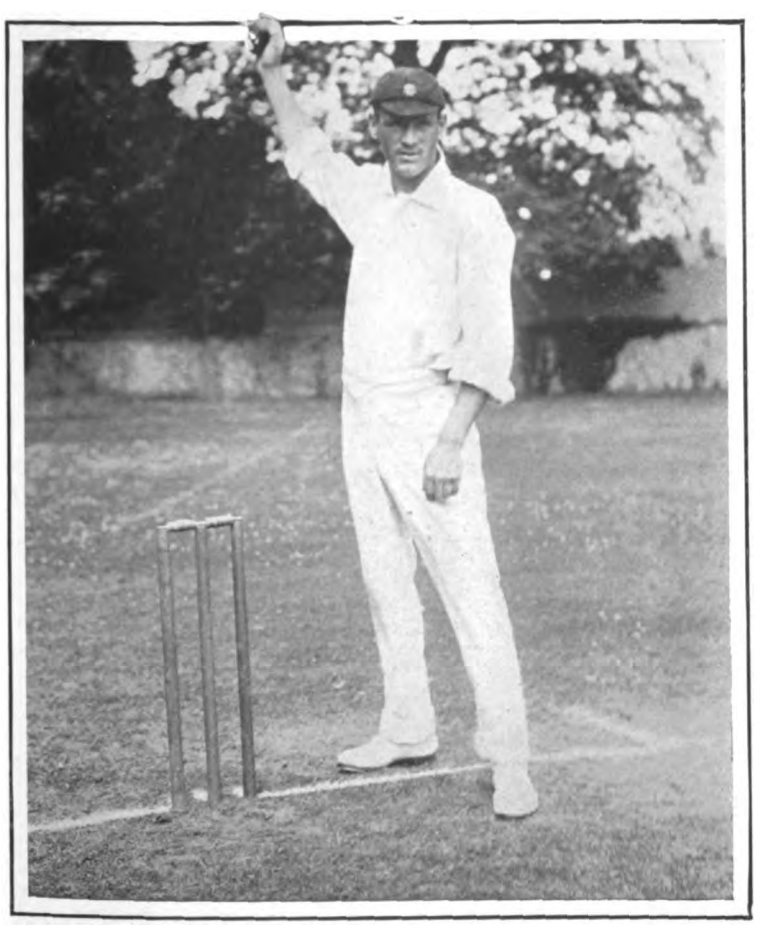
# THE CRICKET SEASON.

N. A. KNOX.

With youth and energy to back up undeniable ability, this Old Abeynian must in the ordinary course of things become England's best amateur fast bowler. Probably the fact that he tires sooner than Brearley kept him out of the fifth Test match, as many good judges hold a higher opinion of his bowling powers than they do of those of the Lancashire player. No other fast bowler to-day has a style which promises so well as that of Knox. He is the first Surrey amateur since C. E. Horner to secure 100 wickets for Surrey, and Horner's feat was accomplished over twenty years ago.

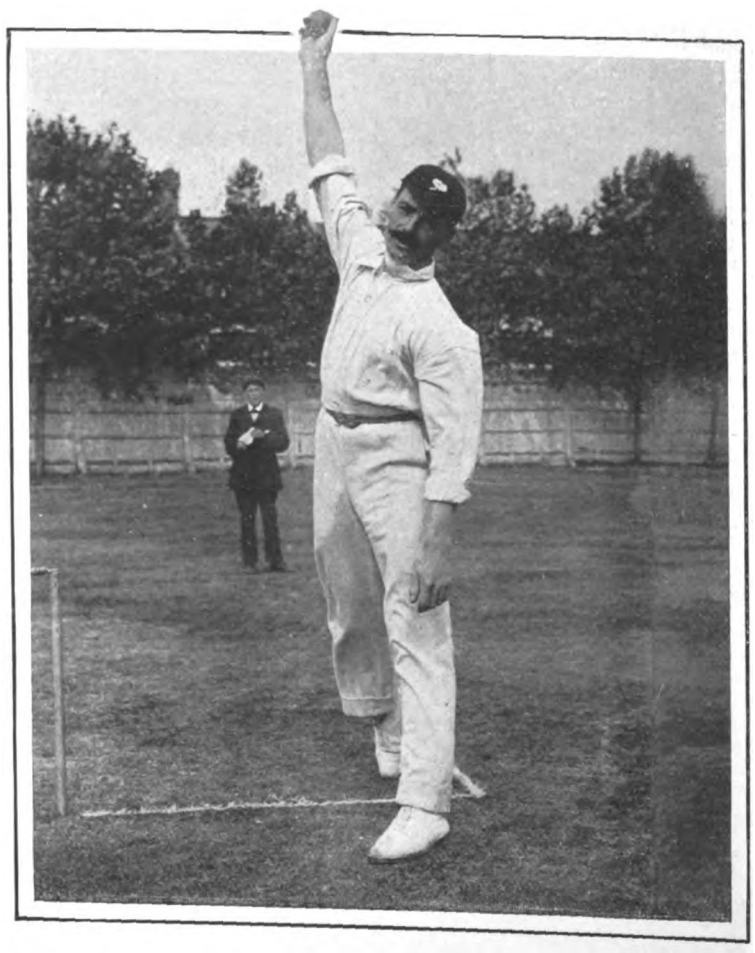
G. C. B. LLEWELLYN.

This season has witnessed a return to form of the South African cricketer who qualified, by residence, for Hampshire. Anyone who either saw Llewellyn playing in, or looked up his batting and bowling averages for, 1904, would never believe that he was twelfth man for England at Birmingham in May, 1902. Such was the case. Last season his batting average was 14, and his bowling average 37 for 40 wickets. He had the satisfaction of scoring two centuries in the match against Derbyshire. He was at 90 not out over-night in securing the second 100, then hit a 4, and was bowled directly afterwards, next day.



W. LEES, SURREY.

The fortune of England in winning the toss five times in succession in the Test matches was probably the misfortune of the Surrey fast medium right-hand bowler, Walter Lees, for, had England met with a reverse at Nottingham, and lost the toss at Lord's, the Australians might have been two up and three to play. Such a state of affairs has in the past always brought with it changes in the personnel of the losing side, which would have given Lees the honour of playing for England. He was twelfth man at Nottingham, and never chosen again. He is probably the best bowler for all sorts of wickets now playing.



RINGROSE.

In this fine fast medium right-hand bowler, who bears a striking resemblance to Captain E. G. Wynyard, D.S.O., Yorkshire hoped they had found a foil to the fast left of Hirst or slow left of Rhodes. This position he has not quite succeeded in filling so far. That he is an excellent bowler on his day, like so many others, goes without saying. This season he had one exceptional day against the Australians, securing nine wickets in an innings against them. He makes the ball go across with his arm as well as come back quickly off the pitch. Ringrose is not a run-getting batsman.



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# THE SERVICES.

IT is satisfactory to learn that what may be called "lights out gunnery" is receiving very close and practical attention on the part of our Naval authorities. There is no doubt that, although this can hardly, with exactitude, be regarded as a lesson learned from the Russo-Japanese War, the latter has brought into stronger relief the necessity for something more than mere watchfulness on the part of battle ships likely to be subjected to torpedo attacks at night. The huge disproportion between the value even of destroyers and armoured cruisers, and the willingness with which many commanders would sacrifice two or three of the former on the chance of getting a torpedo home on one of the latter, render it intensely desirable for the bigger craft to make more and more certain of putting a swift end to any mosquitoes that may harass them. Nocturnal defensive tactics of this sort require constant practice if proficiency in them is ever to serve as a real deterrent to an active and resolute enemy. But such practice, difficult and rather dangerous as it may be, should bring its own reward. When the captain of a battle-ship knows that his gunners can send a destroyer to the bottom nearly as promptly at midnight as they can at noon, he may be pretty sure that an enemy, equally aware of this circumstance, will think twice before attempting such exploits as those repeatedly performed with considerable though not conclusive success by the Japanese at Port Arthur.

*Bracing, Exeter.*

THE UNVEILING OF THE STATUE OF GENERAL SIR REDVERS BULLER AT EXETER.

An interesting ceremony took place at Exeter last week, when Viscount Ebrington, the Lord-Lieutenant of the County, unveiled an equestrian statue erected by the county and city in honour of the General. The statue is the work of Mr. Adrian Jones, and when it was unveiled, the choir sang Elgar's "Land of Hope and Glory," in which Mr. C. T. Ross, one of the Hon. Secs., took the tenor solo.

A VERY interesting appointment was that of Captain Lionel Halsey to the "Powerful" on completing. Captain Halsey was last year Commander of the "Good Hope," to which he was appointed in 1902, but he previously served as Lieutenant in the ship of which he has now command, and that, too, in an historical connection. For Lieutenant Halsey of the "Powerful" was in charge of the 4·7-in. gun in Princess Victoria Battery, Cove Hill Redoubt, during the siege of Ladysmith, subsequently, towards the end of the siege, acting as Captain Lambton's Executive Officer with general charge of all the Naval guns. As a matter of course, Lieutenant Halsey was mentioned in despatches for those services, and received special promotion to Commander on New Year's Day, 1901.

THERE is a great deal of Naval, Military, and Constitutional history packed up in the family antecedents and connections of Captain Rosslyn Erskine Wemyss, M.V.O., Extra Equerry to the Prince of Wales, who has lately been appointed to the "Suffolk." Captain Wemyss belongs, of course, to the great Scottish family of Wemyss, the head of which is the Earl of Wemyss and March. Several of the Earls of Wemyss have been Lord High Admirals of Scotland, and one of Captain Wemyss's forbears was the late Rear-Admiral James Erskine Wemyss, who, again, was the son of Lieutenant-General William Wemyss, M.P., grandson of the fourth Earl. The family has intermarried with that of Erroll, which has a particularly fine Military record. A connection of Captain R. E. Wemyss, Lady Hilda Charteris, was the first wife of the Right Hon. St. John Brodrick, formerly Secretary of State for War. Captain Wemyss, himself, entered the Navy in 1877, and is well known in connection with the command of the Royal Naval College, Osborne.

THE recent announcement as to Cavalry reorganisation is another and, on the whole, a welcome reminder of the evidently earnest intention of the present Military authorities to place the British Cavalry on a sound, permanent footing. There is also unquestioned significance in the enquiries which the Army Council has been making as to thirty-acre sites for the erection of Cavalry barracks. It would seem, indeed, that we are on the point of entering a new era as regards our Cavalry, and at present the signs are hopeful for those who have consistently held that the main desideratum is to reckon our Cavalry as a thing apart, and to keep on levelling it up, instead of trying to bring it down to the Mounted Infantry, and even the cyclist plane, as some cranks would have done if they had had the chance. There is a grain of sense, after all, in the old joke about the chief uses of Cavalry in a modern battle being "to give a tone to the proceedings"; but, of course, everything depends upon the sort of tone to be given. When we may count on our Cavalry giving the right kind of tone to every campaign in which we are engaged, we shall have attained a highly-important object, and it looks very much as if we were on the right tack. Moreover, judging by *The Times* accounts of the recent Trainings, the Cavalry themselves are going strong and straight in the same direction.

IN the appointment of Major E. Thornton Taylor to the post of Commandant of the Royal Military College at Kingston Canada, special regard has doubtless been had to the fact that the officer in question is a former graduate of that institution. Such a claim would have special weight at the present moment, when the Canadian Military system is undergoing such extensive reorganisation on independent lines. But, in any case, the appointment is an excellent one, since Major Taylor combines high accomplishments with important practical experience. Not only does he hold a Staff College certificate, but for four or five years he was a D.A.A.G. for Instruction in India, and to be that one must know one's work both as a soldier and as a teacher very singularly well and thoroughly.

THE recent letter in *The Times* headed "The Curse of the Army," and signed "Sagittarius," in which a general roster for regimental promotion is advocated, cannot, of course, be suitably discussed here. But it deserves mention as containing an epoch-making proposal, and the writer, for one, has no thought of treating that proposal with bigoted scorn. But there are practical objections of which "Sagittarius" did not take due note. The added expense, for instance, would probably be terrific. In the Navy one of the chief objects attained by short-term appointments is that officers learn the ways of various types of ship. Certainly the letter of "Sagittarius" gives one "furiously to think."



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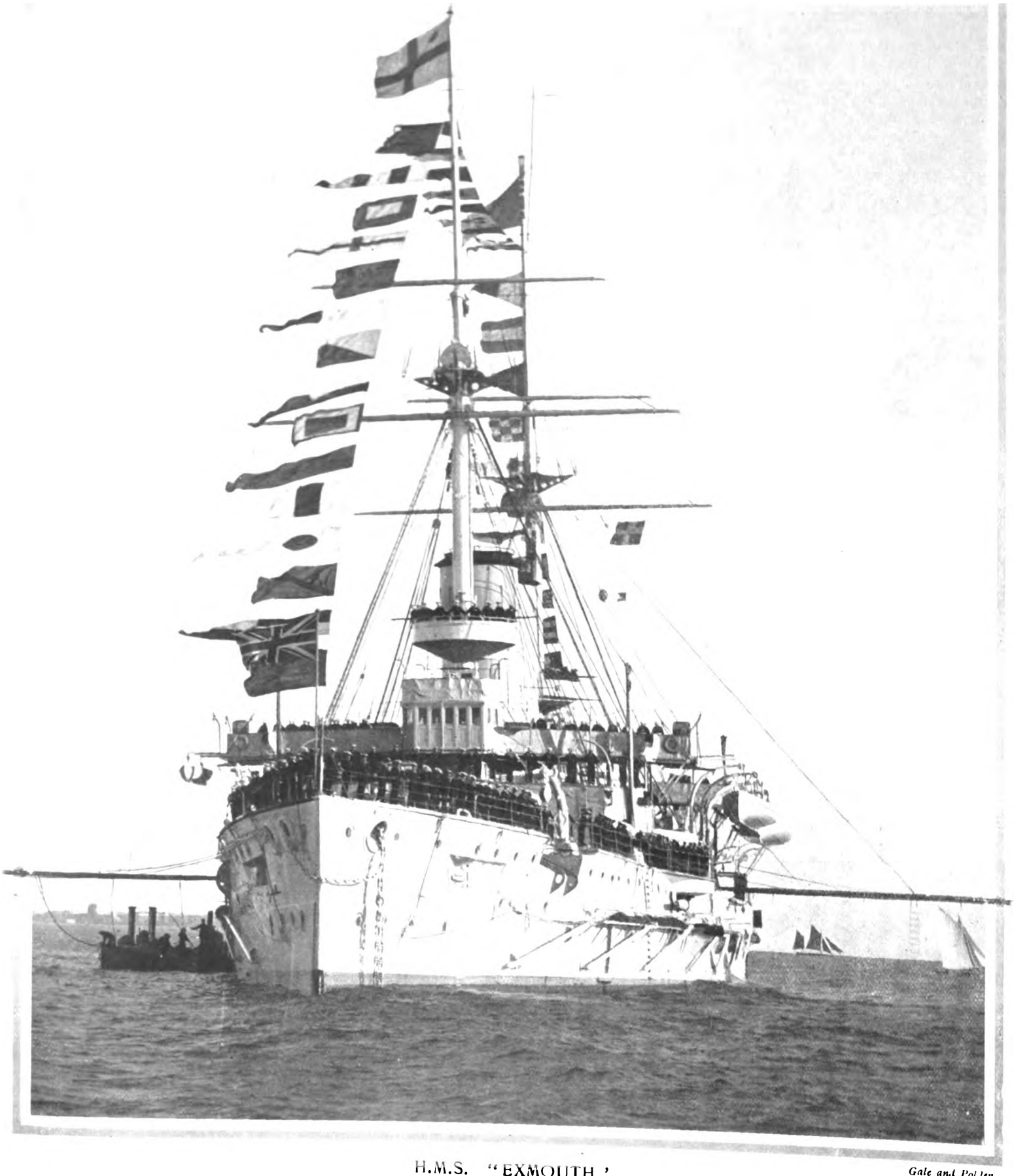
# THE CHANNEL FLEET IN THE BALTIC.



H.M.S. "EXMOUTH" *Gale and Polden.*

Flag-ship of Admiral Sir Arthur Knyvet Wilson, K.C.B. The Channel Fleet, which is returning to British waters this week, has just completed a month's cruise in the Baltic. During its stay abroad the Fleet was everywhere accorded a friendly reception, and the many entertainments which were provided were much appreciated by both officers and men.



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# THE RACING SEASON.

WHEN Mr. W. Hall-Walker's crack colt, Black Arrow, declined to take part in the race for the Lavant Stakes at Goodwood, there were plenty of wiseacres ready to declare that no reliance could ever again be placed in him. These prophets of evil were wrong, for in the Champion Breeders' Foal Plate, which was run for on the first day of the Derby Meeting, the son of Count Schomberg and Black Cherry gave no cause whatever for anxiety, either at the start or during the race, which he won with the most consummate ease from Spearmint and the colt by Rightaway out of Cydaria, Victorious being among the unplaced competitors. So far as the two year old colts of the season are concerned, the only possible rival to Black Arrow appears to be Admirable Crichton, and the meeting of the two in the Champagne Stakes at Doncaster will be looked forward to with the greatest interest. Those people who are in the habit of decrying the modern thorough-bred as an animal of no power or substance, may perhaps be not a little astonished when they come to look at such a two year old as Black Arrow, of whom, by the way, an excellent likeness, taken by Mr. W. A. Rouch, accompanies these notes. Another race of some interest on the same day was the Friary Nursery Plate, for which fifteen went to the post, the prize going to Sal (7-st. 13-lb.), who finished a length and a-half in front of the filly by Ocean Wave out of L'Excepcion (7-st. 11-lb.), with Lamb and Flag (7-st. 9-lb.) beaten into third place by five lengths. The remainder of the day's racing does not call for much comment beyond noticing the tremendous finish for the Chaddesden Selling Plate, which Gay Gordon won by a short head from St. Hilary, who in turn was only a similar distance in front of El Maestro. If the weather was worse, the sport on the second day of the meeting showed considerable improvement, hough the Champion Breeders' Biennial Foal Stakes of 1,000-sovs. must have proved a sad disappointment to speculators, as indicated by the returns of the betting, which were as follows: 5 to 4 on Rouge Croix, 5 to 1 each against Chestnut, the Eugenia gelding; 6 to 1 St. Florentin, and 10 to 1 Cyanean, who won in a canter by a length and a-half from Chestnut, third place being filled by St. Florentin. This was the first race won by Cyanean this year, though at one time last year she was considered to be amongst the best of the two year olds; in any case, it will be advisable to entirely ignore the running of Rouge Croix on this occasion. Everyone was pleased to see a couple of races fall to the share of Lord Ellesmere, one of them being the Chatsworth Plate, which Gower (7-st. 6-lb.) won rather cleverly from Glenamoy (8-st. 12-lb.) and Sandboy (9-st. 5-lb.). The start for the Devonshire Nursery Plate was anything but a good one, but the favourite, Barcelona Park, got well away in the centre, and after making all the running, stalled off a resolute challenge from Lovania, and won a good race by a neck; six lengths away the colt by Jeddah out of Simonella was third.

W. A. Rouch.

COLONEL W. HALL-WALKER'S COUNT SCHOMBERG.
The sire of Black Arrow.

Fine weather and the attraction of the Peveril of the Peak Plate of 1,000-sovs. over the straight mile brought a crowded attendance for the third and last day of the Derby Meeting. The field which turned out to do battle for the big race was strong, both in numbers and in quality. But when it came to racing the much-improved Pomegranate, carrying 6-st. 11-lb., took the measure of her opponents in a few strides, and won easily by three lengths from Sansovino (8-st. 7-lb.), Cape Verde (6-st. 5-lb.) being third, a length and a-half away. The winner is by Persimmon out of Briar Root, and was purchased by R. Day at the December sales for 600 guineas for her present owner, Sir E. Vincent. Nydian, by Martagon out of St. Nydia, carried off the Elvaston Nursery Plate for Mr. R. H. Henning, and the Burton Plate, the last race of the day, enabled Transfer to win 101-sovs. for Sir E. Cassel in the hollowest of canters.

The appearance of the weights for the Cesarewitch and the Cambridgeshire has put an end to many anticipations, and extinguished the hopes of one or two astute individuals. As far as one can see at present, the handicappers are to be congratulated on their work. Not much serious consideration can be given to these two handicaps until the appearance of the acceptances, though for the first of the two races such animals as Karakoul, Saltpetre, Song Thrush, His Majesty, and Palmy Days do not appear to have been harshly treated; while for the Cambridgeshire the same may be said of Rouge Croix, Challacombe, Donnetta, Vril, and Transfer, though it must always be remembered that if the French candidates are really the high-class three year olds they appear to be, the weight apportioned to them will not prevent them from winning. CAURIRE.

W. A. Rouch.

COLONEL W. HALL-WALKER'S BLACK ARROW, BY COUNT SCHOMBERG—BLACK CHERRY.
The winner of the Champion Breeders' Foal Plate.



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# *Art in the Sale-room.*

## A LOVER'S ANGER.

As Cloe came into the room t'other day,
I peevish began; where so long could you stay?
In your life-time you never regarded your hour:
You promised at two; and (pray look, child) 'tis four.
A lady's watch needs neither figures nor wheels;
'Tis enough, that 'tis loaded with baubles and seals.
A temper so heedless no mortal can bear—
Thus far I went on with a resolute air.

Lord bless me, said she; let a body but speak:
Here's an ugly hard rose-bud fall'n into my neck;
It has hurt me, and vexed me to such a degree—
See here! for you never believe me; pray see,
On the left side my breast what a mark it has made!
So saying, her bosom she careless displayed:
That seat of delight I with wonder surveyed,
And forgot every word I designed to have said.—PRIOR.

*(From a mezzotint after Wheatley, in the possession of Mr. J. Pollard, Spur Street, W.)*



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# APT QUOTATIONS.

IN MAIDEN LANE.

"Such labour'd nothings, in so strange a style
Amaze th' unlearn'd, and make the learned smile."—POPE.

(*Drawn by Savile Lumley.*)



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# Two Classes of Fair Women

Some are fair because they happen to be so, others attain the clear, rosy complexion, soft skin, clear eyes, easy, graceful carriage to their healthful bodies because they are careful what those bodies are made of; in other words, they select food that will nourish. They don't eat "everything that comes along."

The best "Beauty Doctor" in the world is a good, pure food. Rich, greasy, or poorly-cooked foods will ruin the finest complexion a woman was ever blessed with, and all the cosmetics and treatments she may give it will only cover up, not remove the blemishes.

The treatment must come from the inside, for the pores of the skin must have the proper food to be healthy.

A lady living in the West of London writes as follows:—

"Grape-Nuts food has done me a world of good. Some years ago I fell a victim to a serious illness, which did great damage to my constitution. I gave up hope of ever recovering my natural good health until last winter, when tempted to try Grape-Nuts, more from a liking for that kind of food than from any hope of it doing me good.

"I found to my surprise after a week or two's trial that I was getting quite plump, my voice and chest much stronger, and my complexion beautifully clear. In fact, since taking the Grape-Nuts my friends say I look ten years younger, and I believe them, as my glass tells me it is true."

Name given by the Grape-Nuts Co., Ltd., 66, Shoe Lane, London, E.C.

**Grape-Nuts**



**An Ideal Peptonised Food specially adapted to the needs of both Invalids and the Robust.**

**The 'Allenburys' DIET**

This Diet is recommended for general use in place of ordinary milk foods, gruel, etc., and is particularly adapted to the needs of Dyspeptics, Invalids and the Aged. Being largely predigested it is easy of assimilation. A cup of the "Allenburys" DIET is useful between meals in convalescence. It can be made in a moment the addition of boiling water only being required.

The "Allenburys" DIET may be taken on going to bed in the place of stimulants. Being easily digested it promotes tranquil and refreshing sleep, free from the depressing reaction in the morning, which often follows the taking of spirits.

For those who cannot readily digest milk the 'Allenburys' DIET is a welcome substitute, as it does not cause indigestion and flatulence.

Although the "Allenburys" DIET is a food for ADULTS and is quite distinct from the well-known "Allenburys" Foods for Infants, yet it is also of great value as a restorative food for young children, especially during convalescence.

**In tins at 1/6 and 3/- each of Chemists, &c.**
**A large sample posted on receipt of 3 penny stamps.**

**Allen & Hanburys Ltd., Lombard Street, London.**



# THE KING.

**The Scottish Church Dispute.**

**THE TIMES says:—**
"For variety of interest and excellence of illustration, THE KING has no superior in the pictorial press."

**The Free Church v. The United Free Church.**

The issue of this paper for September 23rd will contain A FULL AND IMPARTIAL ACCOUNT of the HISTORY of the SCOTTISH CHURCH CONTROVERSY, ILLUSTRATED with PORTRAITS of the CHIEF MINISTERS AND LAYMEN connected with the DISPUTE and the ROYAL COMMISSIONERS engaged in its SETTLEMENT.

**A BRILLIANT RÉSUMÉ of one of the most FAMOUS CAUSES CÉLÈBRES of the RELIGIOUS WORLD.**

Of all Booksellers, and of GEO. NEWNES, LTD., 7-12, Southampton Street, Strand, London, W.C.




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# LITERARY NOTES.

THE ceremony of unveiling a tablet to the three "Wiltshire Poets," Crabbe, Moore, and Bowles, which took place at Bath on Saturday, September 2, and of which we published some illustrations last week, was a ceremony that did honour alike to the poets, to the city of Bath, and, incongruous as the idea may sound, to the *entente cordiale*. The passer-by, seeing the names of these poets inscribed on the tablet on the outer wall of the Royal Literary and Scientific Institute, will remember three men who, though among the lesser lights of English poetry, deserve to be remembered; Bath is honoured by her own remembrance of the poets' connection with her old-established and still-flourishing Institution, at the inauguration of which in January, 1826, all three were present; and as to the *entente cordiale*, was not the speech at the ceremony, the speech which struck all hearers as a model of style, of critical acumen, and of knowledge of English literature, made by a Frenchman, M. René Huchon, a professor at the University of Nancy?

**The Three Wiltshire Poets.**

* * *

THEY were not Wiltshire poets at all, said M. Huchon, with true French accuracy and a charming ingenuousness. They all had been poets before they came to Wiltshire, for by the time they came there their poetic work was done. But an exception must be made in the case of William Lisle Bowles, who is, to our thinking, almost the most interesting of the three. It was more than right that he should be honoured in Bath, for there he found the first admirer of his work. It was the present chairman of the Bath Literary Institute, Mr. T. Shum, F.S.A., who told again the story of Bowles's first visit to Bath. A stone's throw from where the tablet may now be seen, and where the speaker was standing as he told the story, was the bookselling and publishing shop of the famous Mr. Cruttwell, a name very familiar to all interested in the literary history and associations of the Queen of the West. To Mr. Cruttwell there entered one day in the year 1789 a youth whose garb clearly proved him to be on a walking tour. He had a manuscript in his hand, the manuscript of fourteen sonnets, of little merit, perhaps, in themselves, but destined to be of immense importance to English literature. They had been "written chiefly on Picturesque Spots during a Journey" in the North of England, Scotland, and some parts of the Continent. The youth, had Mr. Cruttwell known it, was a young clergyman still at Oxford, but had already suffered two disappointments in love, the first through poverty, the second through the death of the lady, and the sonnets were the result of, and the relief from, his dejection. Would Mr. Cruttwell publish them, and what would he give for them? Mr. Cruttwell would give nothing for them; but if the youth cared to lay down £5, one hundred quarto copies should be printed, to try their luck in the world.

**William Lisle Bowles.**

* * *

THE offer was taken and the money laid down. The slim pamphlet appeared, and in less than a year five times as many had been sold. For this was, in a way, the poetry the young England of the day was looking for. A new spirit was abroad, not only in France, which that year was in the throes of revolution, but in England, too, where the bloodless revolt from the classical, formal, hide-bound, matter-of-fact eighteenth century was just beginning to stir. It was to the young men, and especially the young poets, that these fresh, simple, natural sonnets appealed. Burns and Cowper had already, each in his measure, thrown off the shackles, but it was William Lisle Bowles's sonnets which the young Coleridge, then still a boy, though a big boy, at Christ's Hospital, copied out no less than forty times for himself and his friends, because he was too poor to buy the book. It was William Lisle Bowles's sonnets, neglected to-day, which gave the impetus to Wordsworth, Southey, and the whole movement of the English poetry of the revival. Bowles's poetry, as M. Huchon well said, was the first lyrical poetry of the nineteenth century.

**What his Poetry Did.**

* * *

BATH has a special reason to be proud of his memory, therefore, as being the abode of his first publisher; and he continued to publish with Cruttwell (save once when he went to Salisbury) thereafter. And having mentioned Cruttwell, we may add that it was to a bookseller and publisher of Bath, Mr. George Gregory, himself an enthusiast in English letters and the associations of his city, that the idea of the recent ceremony was due. But, after all, nothing in Bath is so captivating or so interesting as Bath herself, and the visitors to the ceremony were fortunate in having some portions of Mr. Broadley's "Bath Collections," as well as of his "Crabbe Collections," laid out for them in the Council Chamber of the Guildhall.

**Bath the Beautiful.**

* * *

THE Crabbe Collection was of absorbing interest. Here were the original letters to Burke, of which we spoke last week, one imploring aid, the other giving a long account of his early struggles and miseries; the manuscript of "The Library"; a letter from Dr. Johnson to Sir Joshua Reynolds, praising "The Village"; and any number of letters, diaries, and so forth, all of which, with many more, have been studiously worked over by M. Huchon in preparing his forthcoming "Life of Crabbe," which Mr. Murray is to publish in English early next year. But the mind lingers most willingly over a portion of the "Bath Collection," the unpublished original Rowlandsons, the portraits, caricatures, sketches, letters, manuscripts, and other treasures, which make up a mine of curious, interesting, and most important information. The mere presence of such priceless things as those lent by Mr. Broadley made the occasion one of unique interest.

**The Broadley Collections.**

* * *

THE ceremony, with its concomitant hospitality, brought forth a great number of interesting details of literary history. Among other notable features was the presence of Mr. Harold Marsh Sewall, a senator of the United States, who hails from Bath, Maine, U.S.A. Mr. Sewall was at one time the American Representative at Samoa, and while there he made the acquaintance of Robert Louis Stevenson, who makes mention of him, it will be remembered, in his letters. One day Stevenson complained to Mr. Sewall that people were constantly asking him which was his favourite character in his own novels. "You, Mr. Sewall, have never asked me that question," he continued, with (who knows?) perhaps a very justifiable wish that he had. "Why is that?" "For a simple reason, Mr. Stevenson," replied Mr. Sewall. "I've never read any of your books!" One can readily imagine Stevenson's delighted burst of laughter at the candid reply.

**A Stevenson Story.**

* * *

WHILE we are on the subject of Bath and its literary associations, we might mention that one of the visitors to the ceremony was Mrs. Clemenson, the great-great-niece of the famous Mrs. Montagu, the "Queen of the Blue-Stockings." Her published work is almost forgotten now, but her personality lives; and it anything could make it yet more vivid, it will be the publication of her letters. She was a great letter-writer, and her letters contain the best, in modern opinion, of her work. Some of them are known, a vast number remain unknown, and these have been arranged and edited by Mrs. Clemenson, and the publication of them will be begun by Mr. Murray in January. The whole scheme is of the greatest interest, but it is too early yet to say more.

**Mrs. Montagu and her Letters.**

* * *

NO one should fail to read "A Servant of the Public" as soon as ever it can be procured. It is not exciting, it is not exhilarating; but it contains the most subtle, profound, and courageous study of a temperament that we have seen for some time. The temperament is that of an actress, a virtuous woman (there is no scandal in the book), but one whose curse it is to sacrifice everyone else to herself. She is charming, to some extent well-meaning, and lovable; but she lives in a false world, a world of emotions and poses, and hence the trouble she brings on all who come into contact with her. Mr. Hope's view of life is not optimistic. The second-best, he seems to say, is all anyone can look for in this world of ours; but there is no feeble railing at destiny, nor morbid delight in gloom. More and more he is becoming a novelist who thinks—and we have none too many of them. His latest book goes deeper than any of its predecessors, and will increase his reputation with all who value the higher qualities in fiction.

**Mr. Anthony Hope's New Novel.**

THE THREE "WILTSHIRE POETS"

Thomas Moore (on the left), George Crabbe (in the centre), and William Lisle Bowles (on the right), who were commemorated at Bath on Saturday, September 2. These portraits appeared at the head of the menu card of the public luncheon given by Mr. George Gregory of Bath, by whose kindness we reproduce them here.

## *BOOKS TO READ.*

A Servant of the Public, by Anthony Hope. (Methuen.)
Shakespeare's Christmas, and Other Stories, by "Q" (A. T. Quiller-Couch). (Smith, Elder.)
The Passport, by Richard Bagot. (Methuen.)
Twisted Eglantine, by H. B. Marriott Watson. (Methuen.)
The Patient Man, by Percy White. (Methuen.)
The Man, by Bram Stoker. (Heinemann.)
Green Cliffs, by Rowland Grey. (Hutchinson.)
A Wanderer in Holland, by E. V. Lucas. Illustrations by Herbert Marshall. (Methuen.)



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TRANSIT is convenient throughout New Zealand. Government railways, Express trains, Pullman and Dining Cars. Excellent coastal steamers. Splendid coaching routes. Hotels, good; charges moderate. Government Hotels, Spas, and Accommodation Houses in many of the principal tourist resorts.

Large Mail Steamers with every modern comfort and convenience leave Great Britain for New Zealand fortnightly. Duration of direct journey, 40 days; via Suez and Australia, 44 days; via Canada, 32 days; via San Francisco, 28 days.

The best time to visit New Zealand is during the summer months, from November to April.

ALL INFORMATION regarding Travel, Tourist Routes, Spas, Baths, Sport, etc., etc., is supplied free of charge by the GOVERNMENT DEPARTMENT OF TOURIST AND HEALTH RESORTS. Head Office, WELLINGTON, NEW ZEALAND. Branch Offices throughout the Colony. Information regarding access to New Zealand, Reduced Steamer

STEAM CLOUDS AT WAIMANGU.

LAKE ROTOCHU.

MOKAU FALLS, LAKE WAIKAREMOANA.

The ALPINE SCENERY of New Zealand combines the distinguishing features of Switzerland, Norway and America. The Southern Alps extend for 300 miles. Mt. Cook, the highest peak, is belted by the largest glaciers in the temperate regions—the Tasman being 18 miles long and 2 miles wide. Near the foot of Mt. Cook is the Hermitage Hotel. Government guides, Alpine huts, and all necessary Alpine equipment available for use of visitors.

The LAKES of New Zealand are most pleasing in their charm of colour, contour and environment. Rotorua, Rotoiti, Taupo, and Waikaremoana in the North Island; Manapouri, Wakatipu, Te Anau, Wanaka, Kanieri and Mahinapua in the South Island are the most notable. The Lakes of the South Island are surrounded by mountain scenery of singular beauty and magnificence. Steamers and Power Launches. Good Hotels.

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Fares, Settlement, Commerce, Industries, Travel, etc., etc., also supplied at the Office of the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, London—Mr. J. G. Gow, Commercial Agent for New Zealand, Durban, South Africa, also supplies general information respecting New Zealand.

Minister for Tourist and Health Resorts: Hon. Sir Joseph G. Ward, K.C.M.G. Superintendent: T. E. Donne, Wellington, New Zealand. The Superintendent invites correspondence.

See Tourist Department's "Itinerary of Travel" and descriptive Guide Books.

An International Exhibition of Products, Manufactures, Arts, Sciences, Amusements, etc., etc., is to be held by the Government of New Zealand in Hagley Park, Christchurch City, commencing 1st November, 1906, and terminating April, 1907. Full particulars obtainable from the High Commissioner for New Zealand, Westminster Chambers, 13, Victoria Street, S.W.

## OKOROIRE.

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**The first place of interest en route to Rotorua, New Zealand.**

Delightful **NATURAL HOT MINERAL BATHS**, free to Guests. Sufferers from Gout, Rheumatism, Sciatica, Lumbago, Affection of the Eyes, Skin Diseases, etc., are often permanently cured by these waters.

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**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses. Tariff 12/6 per day inclusive.

W. J. LEES, Manager.

## THE GEYSER HOTEL,

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**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged.

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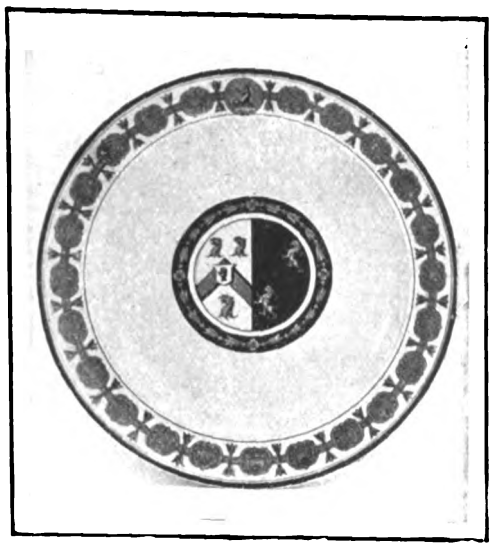
# Leaves from a Collector's Note-book.

No. LVIII.—*THE POTTERY AND PORCELAIN OF LIVERPOOL.*



LIVERPOOL HERALDIC PLATE
In the possession of Miss H. Woollan.

THE story of "potting" in Liverpool is one of no ordinary interest, and it has been admirably told by the late Mr. Joseph Mayer, who was at once an expert, an antiquarian, and a collector. Genuine Liverpool ware is easily recognisable, both by its creamy whiteness and phenomenal lightness. The exquisite softness and delicacy of Liverpool "transfer," as shown in rare eighteenth century specimens, like those now reproduced, rival the high qualities shown in the finest contemporary productions of the Worcester kilns, and it is still a moot point as to whether the credit of the invention and first use of the transfer process belongs to the one or the other of these great "potting" centres.

In 1754, at the time when Dr. Wall first began to make experiments in Worcester, several "pot-works" flourished in that portion of Liverpool formerly known as "Town's-end." Here Alderman Shaw turned out several pieces of merit, although his ordinary manufacture was of the common Delft style for domestic use. It was at another Liverpool factory, situate in Harrington Street, at the back of Lord Street, that, Mr. Mayer asserts, the art of printing upon earthenware was discovered by John Sadler. This was in 1756, and Mr. Mayer possessed many affidavits drawn up in support of Mr. Sadler's claim to the invention with which Dr. Wall is generally credited. It is certain that Wedgwood thought so highly of Mr. Sadler's skill that he sent his far-famed "Queen's ware" in the plain body from Staffordshire to Liverpool by waggon for Mr. Sadler's manipulation. Another enterprising Liverpool potter of the period was Mr. Chaffers, who discovered an unworked seam of soapstone in Cornwall, and commenced the making of china in Liverpool about 1760. He died in the midst of so great a success that Josiah Wedgwood confessed himself outdone.

Another Liverpool potter, Seth Pennington, imitated Oriental china so cleverly that it was almost unrecognisable. Pennington's "ovens" stood on the "Bank," and close to it was the factory of one of the last of the celebrated Worcester potters, Zachariah Barnes, who died in 1820. The art died out in Liverpool about 1840. The decoration of a dated tea-pot in the writer's possession is almost identical with the style of ornamentation which distinguished the productions of Pennington, but other considerations help to identify it as the work of Richard Chaffers. Local politics played an important part in Liverpool "potting." Hence the "Plumper Mug," "The Potter's Song," and very possibly the Tarleton jug, which passed from the Wynne Ellis Collection into the possession of Mr. D. Sherratt of Chester. Mr. Mayer makes no mention of the name of I. Johnson which appears on it, apparently as that of the maker or printer, but the Penningtons intermarried with a family bearing that name. General Sir Banastre Tarleton (1754-1833) was the son of a Liverpool merchant. In 1775 he obtained a commission in the King's Dragoon Guards, and subsequently distinguished himself during the American War. He was returned for Liverpool in 1790, but the jug probably dates from 1783 or 1784. The full-length portrait from which it was "printed" was painted by Reynolds in 1782 for Colonel Tarleton's mother. Still more striking is the Wolfe jug, lately in the collection of Mr. James Tregaskis of High Holborn. The artistic merit of the landscape on the reverse side of it is certainly very great. Christian's tortoiseshell jugs and plates were also a form of Liverpool pottery, and so, a little later, was the Herculaneum ware, the best-known mark of which was the bird from which Liverpool derives its name. B.

LIVERPOOL TRANSFER JUG
Marked I. Johnson, Liverpool, and embellished with a portrait of Colonel Tarleton, M.P. for Liverpool, after the picture by Sir Joshua Reynolds. From the Wynne Ellis Collection.

EARLY LIVERPOOL PLATE
In the possession of Miss H. Woollan.

LIVERPOOL TRANSFER JUG
Of the eighteenth century. Reverse, showing a landscape.

LIVERPOOL PLATE.
Liverpool ware is distinguishable by its creamy whiteness.

LIVERPOOL TRANSFER JUG.
Obverse, showing the death of Wolfe. Period about 1770-1775.



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Fine Ivory, **20/-**; Imitation ditto or Stag, **10/6** per pair. **Post Free of all Dealers.**

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# Motoring Notes.

IN order to overcome an objectionable feature of the running-in of a new car, which usually results in the emission of a quantity of smoke, Messrs. Panhard and Levassor of Regent Street have originated a novel device. Before a car leaves their depôt a flexible hose is attached to the exhaust pipe and led into a smoke chamber. The engine is then run until all the superfluous oil has been consumed. By this means the emission of smoke is largely prevented when the car is used on the road. The firm's travelling workshop is now completed, and ready to assist the owners of Panhard cars in any part of the country. We are informed that it will be in the Northampton district this week.

* * *

The "Henry Edmunds" Hill-climbing Trophy, which was won for the first time by Mr. Campbell Muir at Castlewellan, Ireland, in 1903, will be competed for on Wednesday, September 27. By the kindness of Mr. Philipson-Stow the course will be laid in the grounds of Blackdown Park, Fernhurst, Sussex, the scene of the Auto-Cycle Club's Hill-climbing Trials early in the summer. The competing vehicles must be of a recognised tourist type, furnished with lamps, mud-guards, efficient silencers, and proper body, and must carry four passengers (including driver) of an average weight of 150-lb. The chassis price is restricted to £1,000, including tyres. No car which has taken part in a competition for racing cars is eligible. Entries will be received at the Automobile Club up to noon on September 20.

The Pyrenees Cup has been awarded to the 24-h.p. De Diétrich, driven in the trials by M. Sorel. The second prize, a cup offered by the President of the Republic, was won by a 15-h.p. Brouhot. A 10-h.p. De Dion was third, and a 22-h.p. Berliet fourth. The winner was fitted with Michelin tyres and Samson's anti-skies.

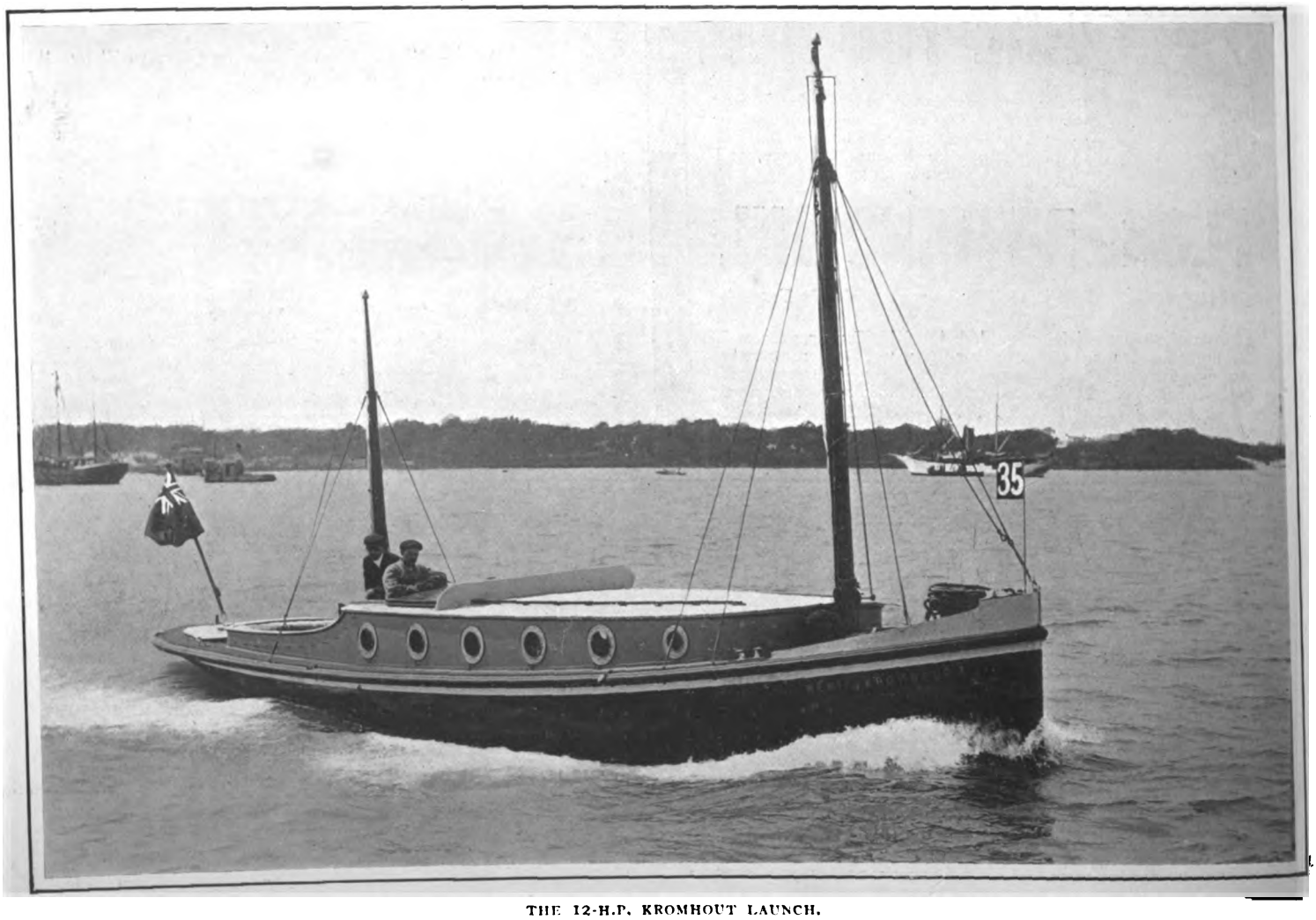
* * *

The value of the driving and mechanical proficiency certificates granted by the Automobile Club is beginning to be appreciated by the members of the motor industry. Messrs. Jarrott and Letts require all their employés who are engaged in driving cars to pass the examination, and obtain certificates from the club. Moreover, the firm has made it a rule under no circumstances to recommend a driver to a customer who does not hold the certificate. It is to be hoped that the heads of other firms will follow the example of Messrs. Jarrott and Letts, as it would quickly lead to the elimination of the reckless and unskilful drivers from the ranks of the profession. The granting of a club certificate is dependent upon the candidate possessing a suitable amount of skill, and also a knowledge of the law and conventions of the road. In the case of a paid driver, the certificate has to be renewed annually, and this will not be done if the holder has been guilty of reckless or inconsiderate behaviour, or has otherwise proved himself unworthy to be classed as a capable and trustworthy driver. The next examination will be held by the club on the 28th inst. at 119, Piccadilly. Particulars can be obtained from the secretary.

H.R.H. the Princess of Wales has recently become the possessor of a handsome Daimler car. The body, for which Mr. H. G. Mulliner of Brook Street is responsible, is of the limousine type, and the internal accommodation provides room for three on the main seat, with two additional seats, which can be folded up when not in use. The side windows and those behind the driver let down into the body, allowing all the advantages of an open carriage to be enjoyed without its drawbacks. The rear window is a fixture, so as to prevent the ingress of dust into the interior. The fittings are on an elaborate scale, and include silk blinds, trays, pockets, racks, watch, speaking tube, and electric light. Her Royal Highness took an active interest in the building of the car, and personally instructed Mr. Mulliner in many of the details connected with it.

* * *

During the hearing of a number of summonses against motorists at the Hornby Petty Sessions some severe comments were made from the Bench regarding the action taken by the police. At the conclusion of the evidence, the magistrates said that they had compared the policemen's watches, and found that they did not keep time as stated. They thought it would be better if the police were stationed at places, such as villages and dangerous corners, where any breach of the speed limit would be a danger to the public, instead of timing motorists on open stretches where the road was clear. A measured distance of 220 yds. was not a fair test in their opinion, and they dismissed all the cases before them.




THE 12-H.P. KROMHOUT LAUNCH.

This new boat, which was built in Amsterdam, is fitted with a Kromhout paraffin motor, and in the recent Reliability Trials at Southampton secured the gold medal and *Autocar* Challenge Cup for the best all-round performance. Messrs. Perman and Co. of Charing Cross House are the English agents for the makers of the Kromhout.



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# 1905.

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WAS FIRST, 1897.
STILL THE BEST, 1905.

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# *Fashions of To-day & To-morrow.*

THE sudden spell of warmer weather with which we have been lately favoured has brought out all the last remnants of our summer toilettes; and the sea-side resorts have been again gladdened by the bright-coloured linens and muslins which were everywhere prevalent. The favourite white serge and alpacas were most prominent, and certainly looked more seasonable than the airy fabrics, just at this unsettled season of the year especially. We are tending slowly, but very surely, towards the "Directoire," which gains ground daily. I have had glimpses of some lovely coat models in this delightfully picturesque mode, one in a peculiar shade of tan cloth, the capes being lined with reseda green brocade and the wide lapels likewise. It had a charmingly arranged jabot of old Flemish point, and the buttons were of lovely old enamel. Another was in olive green, the linings of ivory satin, and the capes just showed a tiny piping all round of the white. These cloths in the new shades of olive and dahlia, which will be much worn, are specially dyed for certain Paris firms, and cannot be obtained elsewhere. There is such a difference between these shades and those of the less expensive materials, that they do not bear comparison at all.

The long evening coats of black heavy guipure are very apart, and Messrs. Charles Lee and Son of Wigmore Street have some delightfully new models. By the by, the trousseau department is assuming gigantic proportions at this house, and really you can go far before you will do better for dress-making. You always get good value and good workmanship at reasonable prices. The "Leewig" petticoat, too, has become absolutely indispensable to anyone who takes any interest at all in fashionable details.

*A CHARMING TEA-GOWN IN IVORY NET*
With chenille spots and floral design.

Velvets, brocades, and valuable old laces will be the favourite materials used for ceremonious and state occasions. Alas, for fashion's fads and fancies, I am told that valuable lace flounces and laces of all descriptions are being dyed to match the colours of the velvets and silks which form the groundwork of the gowns. It is a whim which I trust will not prove general, for all the beauty and delicacy of these will be lost when they assume artificial shades. There is a graceful evening dress of soft creamy mousseline and lace with delicately-shaded embroideries, in tones of cream and orange. The pointed swathed belt of Oriental satin in the same tint defines the waist, and wide draperies of the lace form the sleeves and décolletage. Another charming gown is the ivory-spotted net négligée or tea-gown. The lower part of the dress has a soft lace flounce of Valenciennes, headed by a flat fold of silk, above which is a chenille embroidered floral design, all in the same colouring. The ribbons and embroidered fichu of the bodice portion are all carried out in the ivory shade, and the effect of the *tout ensemble* is most restful to the eye.

Blouses, or more correctly speaking bodices, will be worn in velvets and pannes; in the latter material there are to be seen some lovely shades, with a small self-coloured design. These are made over fitting silk linings, the velvets or pannes, as the case may be, slightly draped, and drawn to a long point in front, a shaped double-breasted appearance being given by large buttons and turned-back collar and revers of sicilienne. The sleeves are large and full to the elbow, with wide turned-back cuffs. A full jabot and frills of old lace form the finishing touches. These will be seen with sicilienne skirts, graduated velvet bands on the lower part, and the whole in exactly the same tone of colour. This at present seems one of the favourite novelties for home wear. In nut brown, mouse and Orleans plum shades these will make most elegant and, at the same time, practical gowns.

Hats are coming, in all shapes. Excepting that size predominates, there is so far nothing very new; but another week will decide the novelties. As the autumn season is so short, it will be gone almost before we realise that summer has once again departed. Feathers and wings will be used together, and ospreys will be very much in requisition on velvet toques. The princess bonnet with strings is a shape that, I think, has come to make a long stay with us, once more. Velvet crowns, something after the Beefeater shape, only flattened down and much tilted at one side, with either wings or groups of ostrich tips. One I saw in black velvet, with this crown, and a rather wide brim which could be bent to any shape to suit the wearer, had a soft white lace scarf loosely draped around, and a trio of lovely white feathers formed a charming cache-peigne. This is worn very much on one side, and is marvellously becoming both to fair and dark. Altogether for millinery purpose, as well as dress, velvet is most eminently suited to all people, the effect is so softening to the skin and gives such a refined appearance to most features, however prominent or harsh they may be. Velveteen will be also worn, but is not nearly so *chic*.

R. D.

*(From a photograph specially taken for this paper at the Dover Street Studios.)*



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# THE KING'S MENU.

## FILETS DE POISSON A LA VENITIENNE.

Soles, plaice, or whiting are nice like this. Fillet and trim the fish neatly, then roll up the fillets, tie them up, brush over with oiled butter, season with salt, white pepper, and a little lemon juice, lay them in a well-buttered baking-tin, cover with a buttered paper, and bake for rather under a quarter of an hour, or for small fillets ten minutes is enough. Before cooking the fillets make half a pint of stock from the bones and trimmings of the fish, a bouquet of herbs, a sliced onion, a clove, and three or four peppercorns, then thicken this with four ounces of white roux, made by cooking two tablespoonfuls of flour with two ounces of butter, and then, when this has boiled up well, stir in a gill of cream, a squeeze of lemon juice, and the well-beaten yolks of two eggs. Pour some of this sauce over the fillets of fish. After untying and arranging them in the dish they are to be served in in a circle, fill this with potato balls, pour the rest of the sauce over these, sprinkle with finely-minced parsley, and serve. For the potato balls peel half-a-dozen waxy potatoes, and with a vegetable scoop cut some round balls from them and boil these in milk and water till tender, but not broken. Tomato sauce is very nice with these potato balls and fish fillets, especially if a spoonful or two of claret or light white wine be added to the sauce.

## CROQUETTES DE GIBIER.

Take a pound of cold game, free from skin, sinew, etc., and pass it twice through the mincing-machine, season it with a dust of pepper, and mix it with a full half pint of thick, well-reduced hot brown sauce, made with game stock and flavoured with mushrooms or truffle essence, a spoonful or two of red wine, and a teaspoonful of Lemco. Stir this well with the minced game, adding a little grated ham or tongue if these are at hand, then spread the mixture out on a dish till cold. Meantime prepare some thinly rolled puff paste, and also some very thin slices of cold boiled fat bacon. When the mixture is firm put a little of it on each slice of bacon (which *must* be thin as a wafer, mind, and should therefore be stood on ice before slicing to make it firm), then roll up, enclose in puff paste, brush this over with egg, dip in crushed vermicelli, and fry a crisp golden brown in plenty of smoking fat. Some people omit the bacon, and roll the mixture in a casing of puff pastry only, but in this case it is well to add some diced cold boiled fat of ham or bacon to the minced game before mixing it with the sauce. A boat of tomato sauce can accompany the rissoles to table, while if cold poultry takes the place of the game, celery sauce is nice. Any cold meat mixed with a suitable sauce can be used like this by adhering to these proportions.

## EPONGE DE FRAMBOISES.

If fresh fruit is available, draw down sufficient raspberries in the preserving pan to yield a pint of juice, strain this and sweeten it with Glebe castor sugar, and return to the clean pan, together with three-quarters of an ounce of fine French leaf gelatine which has been previously dissolved in two tablespoonfuls of water. Stir over the fire altogether, taking care that the sugar is perfectly dissolved, then lift the pan off the fire, add a spoonful of fine brandy liqueur, syrup, or lemon juice, and when the mixture is nearly cold whisk in the stiffly-whipped whites of two eggs, and whisk it all together to a stiff sponge, then mould before it is quite firm in the usual way. A drop or two of carmine may be added to the juice, etc., when the pan is lifted off the fire, to make the sponge a pretty colour after the egg whites are added. Any fruit juice, fresh or bottled, can be used like this, and a popular and cheap summer sweet produced with very little trouble. Sometimes less gelatine is used, and then the sponge piled up in individual portions in those old-fashioned long-fluted wine glasses collectors of old glass search for so eagerly, or the sponge can be piled up roughly in a large dish. Either way, pipe or pile whipped cream, sweetened and suitably flavoured, on the top of the sponge.

## A LITTLE DINNER.

CONSOMME.

FILETS DE POISSON A LA VENITIENNE.

CROQUETTES DE GIBIER.

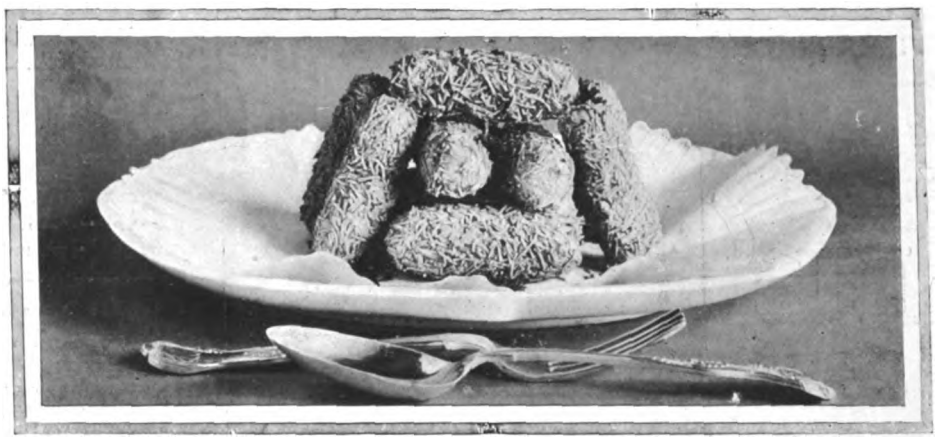
PETITES CREMES AUX ABRICOTS.

CHOUX AU PARMESAN.

BOUCHEES AUX SARDINES.

## CHOUX AU PARMESAN.

The choux for these can be bought ready-made from a confectioners, and then filled at home, or the choux themselves made at home, too, by the recipe given below. For the filling whip some cream very stiff, mixing with it some finely-grated Parmesan cheese and a seasoning of celery salt and coralline pepper, and when quite stiff pipe it with the choux. Brush over the tops of these with oiled butter, and sprinkle them with coralline pepper and finely-minced parsley before serving. The filling can be varied by whipping up a gill of cream and a Pomel cheese together, seasoning it, and then with a forcing bag and plain pipe filling the choux with the mixture. For the choux paste put four ounces of butter, two ounces of grated Parmesan, and half a pint of water into a stewpan together, and when they boil stir in quickly five ounces of fine dry flour. Stir well together and cook the mixture for a few minutes on the side of the stove. Now lift it off, let it cool, then work in one by one three whole eggs, being careful to mix each egg in thoroughly before adding the next. Now with a forcing bag and plain pipe force out the mixture on to a lightly-buttered baking sheet, forcing out the paste either into long strips about 3-in. long, as for eclairs, or else into little balls about the size of a walnut, then bake in a moderate oven. Anchovy-flavoured whipped cream can be used instead of the cheese-flavoured one given to-day with this same cheese-flavoured choux paste.



CROQUETTES DE GIBIER.

*(Specially prepared and photographed for this paper.)*

## BOUCHEES AUX SARDINES.

Wash, dry, and bone some sardines, sprinkle them with freshly ground black pepper, salt, and Marshall's Tarragon vinegar, and let them marinade for an hour or two. Now pound part of them with an equal weight of Cheddar cheese, and spread with this some very light croûtons of cheese pastry. Arrange fillets of the rest of the seasoned sardines on the top, and garnish with a little chervil and the yolk and white respectively of a hard-boiled egg rubbed through a fine wire sieve. If preferred hot, the cheese and sardine purée can be heated up carefully au bain-marie, and spread on the pastry croûtons while these are still hot, then the fillets also heated up between two plates in the oven and the rest of the garnish added just before serving.

## NOTES AND NEWS.

It is rare in English commercial records to find that it was a woman who laid the foundations of a great manufacturing house. Such, however, was the case with the firm of E. Lazenby and Son, which, considerably over a hundred years ago, was founded by Elizabeth Lazenby, the maker of the original Lazenby's Harvey Sauce, every bottle of which sold to-day still bears the familiar signature, "Elizabeth Lazenby." Thus it was that she became the founder of one of the largest and most successful businesses of its kind in the world, and the pioneer of a new trade, for up till then the universal custom had been for each individual housewife to make, at an infinite expenditure of time and labour, and very uncertain results, her own cruet sauces, pickles, and store cupboard dainties in general.

One finds one's self wishing that Elizabeth Lazenby could see the huge warehouses and factories her descendants have found it necessary to build in Trinity Street, Southwark, Crimscott Street, Bermondsey, Cole Street, Globe Street, and Fort Street, S.E., to enable them to cope with the immense business, typically British in magnitude and stability, which by skill, enterprise, and straight dealing, they have built up.

To tell of all that is produced in the factories and stored in the warehouses would be impossible in the space at my disposal to-day, so I must content myself with saying that E. Lazenby and Son are amongst our largest manufacturers of soups, soup squares, potted meats, and fish, jellies, pickles, condiments, and sauces, including, of course, *the* Lazenby's Harvey Sauce, and latterly one which is running this a close second in public favour, namely, the creamy, delicious Chet Sauce, which is the best of relishes with cold meat as well as with chops and steaks. Then the Lazenby firm is also amongst the largest importers of salad oil, olives, capers, honey, sardines, fresh salmon, lobster, and fruits.

Finally, I must not omit to mention the famous lemon squash, prepared from fresh lemons only, and the most refreshing and delicious of summer beverages. This, like all the other specialities of the firm, is not only procurable all over the United Kingdom, but is exported direct by the firm to South Africa and Canada, and through shippers to India, China, and Japan, the West Coast of Africa, Australia, New Zealand, and South America, so that every English exile can supplement native cooks' deficiencies by the Lazenby table delicacies, prepared and packed under unimpeachable conditions.

Should there be difficulty in procuring them, however, either at home or abroad, a letter to the firm's offices, 18, Trinity Square, London, S.E., will get this rectified if the name and address of one's local stores be given.

SYBARITE.



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MEDICAL men all over the country are rapidly becoming acquainted with the medicinal qualities of the high-class dry Cyders of Whimple, with the result that they are not only using these Cyders personally, but are constantly prescribing them in a variety of cases subject to dietic treatment.

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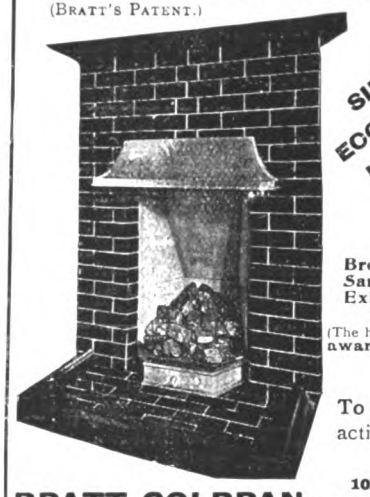

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# Here, There, and Everywhere.

In our issue of last week it was stated that the casket in which the Freedom of the City of Worcester was enclosed on the occasion of its presentation to Sir Edward Elgar, was designed and executed by L. Cassadis and Co. of Worcester. The correct description of the firm is J. W. Cassidy (late George Birley and Co.), 64, High Street, Worcester.

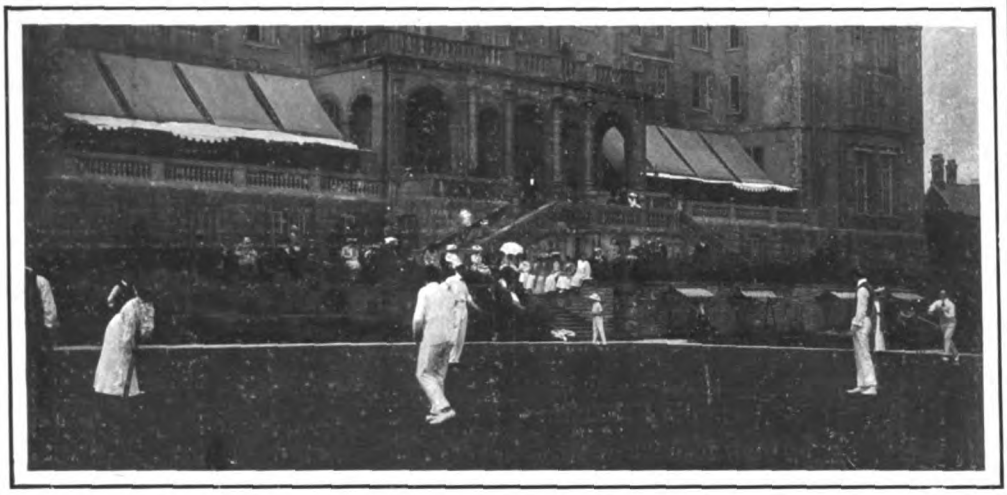
Albemarle Street has played an important part in the history of London club-land. Some of the more ancient houses have been successively the scene of five or six ventures of the kind, and it was in one of the Albemarle Street clubs, now extinct, that Thomas Knox Holmes pinned up the despatch which gave the Rothschilds the news of Waterloo. No. 7 is still the site of the Thames Yacht Club, and immediately opposite the amalgamation of two fine old L-shaped early Georgian mansions affords ample accommodation for the Junior Conservative Club, which was founded in 1889 as the successor of another club—the American. The Junior Conservative Club finds favour in the eyes both of the Church Militant and the Army, and its numerical strength exceeds 3,500. The committee is a strong one, and the present popular secretary, Mr. F. Balfour Lees, is fast bringing all the arrangements up-to-date. The new smoking-room is exceedingly comfortable, and both the *chef* and steward are thoroughly capable. Other improvements are talked of. The subscription for town members is only four guineas, and that for country members two guineas. It has, moreover, the advantage of possessing numerous bedrooms, and being literally only a dozen paces from both Piccadilly and St. James's Street.

The General Steam Navigation boats are not running beyond Margate now, the season being practically at an end, and the last trip will take place on Monday next. The company's services to the Continent and the North of Scotland have been very popular this summer, and the combined tours in the Pyrenees, Algeria, the Ardennes, Scotland, and Scandinavia, by steamer, rail, and coach, have introduced large numbers of people to these beautiful resorts. An admirably produced guide-book, containing full particulars, may be obtained at the offices, 55, Great Tower Street.

Mr. B. W. Findon is about to publish a short history of the Playgoers' Club.

The 342nd performance of "The Walls of Jericho" takes place at the Garrick Theatre this week, and Mr. and Mrs. Bourchier will resume their original parts of Jack Frobisher and Lady Alethea respectively. Matinées of this play will be continued on Saturday as well as Wednesday afternoons.

The latest issue of the *Jaeger Bulletin* is as interesting as the first number, and contains an amusing interview with Mr. Bernard Shaw. Jaeger Pure Wool Wear is a favourite with Mr. Shaw, as with many other people, but the Jaeger trade mark should be looked for on all goods. Like everything successful, the Jaeger goods have been unscrupulously imitated all over the country.



LADIES' CRICKET AT THE EMPIRE HOTEL, BUXTON. *Copyright.*

The spas of England are not perhaps so well patronised as they might be, but at Buxton, with its numerous handsome hotels, the season of 1905 is proving a very popular one.

Without doubt an increasingly large number of people who, during the months of August and September, by their doctors' instructions, undergo a "cure," instead of wending their way to one or other of the Continental spas now patronise those of their own country. Buxton, that most beautiful spa, set in the heart of the Derbyshire vales, is this year enjoying one of the most successful seasons it has experienced for some time; everything is favourable, the weather is good, and there is no lack of suitable amusement and recreation provided by the authorities controlling the delightful Pavilion Gardens, the Opera House, and the Golf Course, the latter, by the way, one of the finest in the North of England. Croquet, tennis, and golf tournaments have all been in full swing.

The newly-discovered Murillo, entitled "Christ Healing the Paralytic," has been engraved, and is being published by Messrs. William Doig of 174, New Bond Street. The original picture drew lovers of Murillo's works from all parts of the world whilst it was exhibited at their gallery, and, on account of its importance and religious significance, the picture is to be exhibited throughout England, and is now on exhibition at Eastbourne.

The Tivoli this week celebrates its fourteenth anniversary, and a magnificent programme, comprising practically every music hall star in Great Britain, will be presented. At the Alhambra there is also a very strong programme just now, and the Urbanora pictures of an ascent of the Wetterhorn are among the most marvellous productions the biograph has yet given us. Mlle. Anne Dancrey, in "Maxixe," continues to arouse great enthusiasm each evening.

On June 30 last the West Indian mail contract lapsed, and the West Indies for the first time since 1842 became dependent for its mails on chance communication. The Royal Mail Steam Packet Company has, however, stood by the Colonies, and has, since the termination of the subsidy, maintained the service practically as before without any subsidy from His Majesty's Government, and the chairman and court of directors have now determined to extend their line to New York by re-establishing the company's passenger service connecting the West Indies with New York. This means that passengers will now be able to take passage for this interesting voyage by a first-class British liner, while passengers for the United States during the winter months can, if they so desire, avoid the rigours of a North Atlantic voyage and travel to their destination through the sunny seas of the West Indies, a route which will no doubt appeal to some.


## Amusements.

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Every Evening at 8.
Charles Dickens's
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Dramatised by J. Comyns Carr.
Fagin ... ... ... Mr. Tree.
Nancy ... .. ... Miss Constance Collier.
Matinees To-day (Saturday), Sept. 16th, Wednesday Sept. 20th, and Saturday, Sept. 30th, at 2.15.

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**WYNDHAM'S THEATRE.**
Proprietor: Sir Charles Wyndham.
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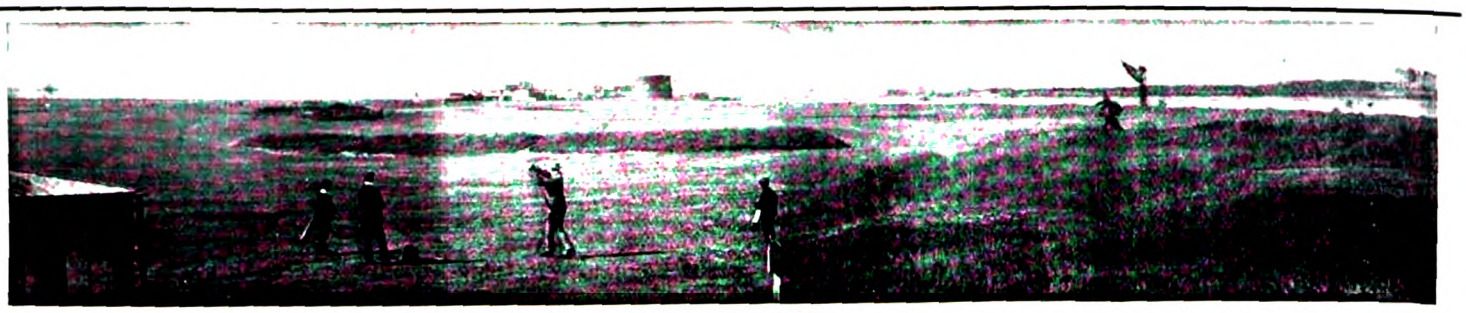

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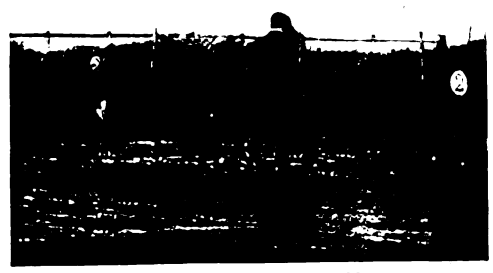

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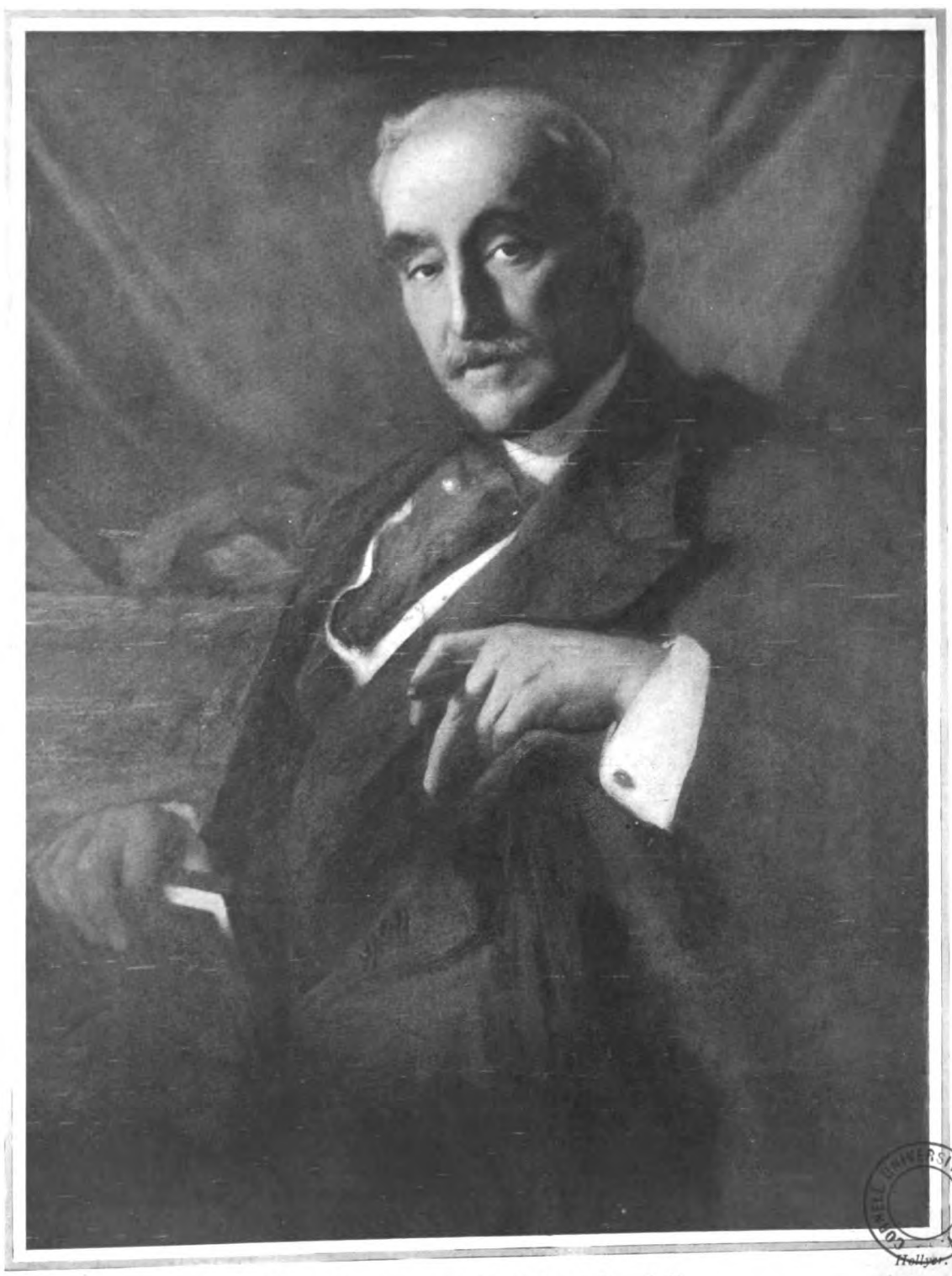
# THE CHURCH DISPUTE IN SCOTLAND.


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

Vol. XX. No. 451. **SATURDAY, SEPTEMBER 23rd, 1905.** PRICE 6d.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MR. E. E. MICHOLLS, J.P.

Prospective Conservative Candidate for the Monmouth Boroughs. (After the portrait by Sir W. B. Richmond, R.A., exhibited in the Royal Academy of 1904.)

(*See page 795.*)

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# THE KING

AND HIS NAVY AND ARMY.

A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY THE SALON AND THE SERVICES.

**Vol. XX. No. 451. Saturday, Sept. 23, 1905.**

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

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*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*


# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING IN THE NORTH.—From Rufford Abbey, where he spent a most enjoyable time, despite one or two days' bad weather, the King went on Monday to Edinburgh, reviewed the Volunteers, and proceeded thence to Glenquoich, where he spends the remainder of the week as the guest of Lord Burton. One incident in the journey to Edinburgh recalls a story that used to be told of Queen Victoria. The Royal train was put into a siding for a little time, as the King did not wish to arrive in Edinburgh too early, and for a similar reason Queen Victoria once had her train taken off the main line, and kept waiting. Two platelayers were walking down past the Royal special, and one remarked to the other, "They do say as the Queen be in that train." "Really now," was the reply. "And what be they a-doin', keepin' her waitin' in a sidin' for a durned express? I reckon some folks do want manners taught 'em." At Glenquoich the King has had some deer-stalking, and the sport this season being good, it is reasonable to hope that he will have had better luck than last year, which was not a good one, even for the Prince of Wales, who can hit most things that fly or run. The King will stay in Scotland for about three weeks.

THE QUEEN IN COPENHAGEN.—There is a remarkable gathering of European Royalties in the Danish capital just now, and the most noteworthy fact about the matter is that it is quite a family party. The King of Greece, Queen Alexandra, the Dowager Empress of Russia, the Grand Duke Michael, the Duke and Duchess of Cumberland, and Prince William of Schaumberg-Lippe (who is expected this week), have all gathered at the castle of Bernstorff. and the festivites which should have marked King Christian's birthday earlier in the year are taking place now. Among all these Royalties one might suppose that the Court Chamberlains would get slightly mixed in the order of precedence; but there is not likely to be a repetition of an incident that once marked a family gathering in the early history of Denmark. A chieftain of some note was invited to the wedding feast of his brother, and having some distance to go, arrived late, and was accommodated with a side seat. A cousin, sitting near him, remarked that he seemed to have been left out in the cold. The chieftain glared at the speaker for a moment, and then thundered, "Where I am, there is the head of the table!"

THE DUKE OF CONNAUGHT'S TRAVELS.—One is accustomed to thinking of the members of our Royal Family as great travellers, but the amount of railway and motor-car journeys the Duke of Connaught has accomplished during the last two months must constitute something like a record. He is to extend his travels shortly, and at the end of this week arrives in Guernsey on a three days' visit to inspect the forces and defences there, and to unveil a memorial to the Guernsey men who fell in the Boer War. And immediately afterwards he will leave for South Africa to spend some three months' touring Cape Colony, Natal, the Orange River Colony, and the Transvaal. This will be the first official visit paid to the new colonies by a Prince of the Blood, though Prince Arthur of Connaught was out there for some time with his regiment. The Cape was not visited by King Edward when Prince of Wales, and only a very short visit was paid by the Duke of Clarence and Prince George of Wales (as he then was) during the cruise of the "Bacchante." The Duke of Connaught will be accompanied by the Duchess and Princess Patricia, and the voyage to the Cape and back will be made in a war-ship. In the course of his travels, one wonders if the Duke will come across the old Boer woman who retains such kindly memories of poor Prince Christian Victor. When her house was occupied by the British forces the Prince insisted on getting her a chair, and, taking her little grand-daughter on his knee, tried to get the mite to say "God Save the Queen." "No; never!" exclaimed the child. "He may save her if He likes; but I won't ask Him to, not for anybody."

*Copyright.*

THE KING AT DONCASTER.

Last week the King was in Yorkshire, staying at Rufford Abbey as the guest of Lord and Lady Savile. In addition to attending the race-meeting, he went for motor-car excursions in the neighbourhood, visiting Belvoir among other places.

M. LOUBET AND THE PENINSULA.—Next month the round of Royal and Presidential visits which has been preparing during the summer will begin with M. Loubet's departure for Spain and Portugal. The President of the French Republic is one of those men who always succeed in making friends, and King Carlos, musician, painter, and poet, as well as many other things, has so many tastes in common with M. Loubet that the pleasure King Carlos has said it will give him to see the President in Portugal is by no means merely "official." In Spain M. Loubet is also much liked, but it is to be hoped that King Alfonso will not be wanting to take his guest on any of those wonderful motor jaunts which are keeping his Ministers and his well-wishers in a continual state of fear lest something serious should happen. We are so accustomed to connecting the King of Spain with automobilism now that it seems strange to think that only a year ago we should have been writing in these columns about the interdict that his mother and his advisers had put upon the King's use of his first motor. Much dust has been blown up from the roads of Spain since then.



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# THE ROYAL REVIEW IN SCOTLAND.

Illustrations Bureau.

THE ARRIVAL OF THE ROYAL ARCHERS.

The third Royal Review of the Scottish Volunteer Forces was held by King Edward on Monday at Holyrood. The illustration shows the Royal Company of Archers, the King's Bodyguard in Scotland, marching to their station in front of the central pavilion, led by the Duke of Buccleuch.

Illustrations Bureau.

AFTER THE MARCH PAST AT THE EDINBURGH REVIEW.

The King and the Duke of Connaught leaving the parade-ground on their way back to Holyrood Palace. The King afterwards left for Glenquoich, where he is now staying as the guest of Lord and Lady Burton.



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# THE MARCH OF EVENTS.

(1) Miss N. E. Coote, winner of the Irish Gold Medal in this year's Croquet Tournament. (2) The presentation of the Freedom of the City of Worcester to Sir Edward Elgar. (3) The South of England Tennis Tournament. Miss Green. (4) Miss Boothby. (5) Miss Brown. (6) The opening match of the New Zealanders' tour. The game against Devon, won by the New Zealand XV. by 55 points to 4. (7) Miss Daniells, a competitor at the South of England Tennis Tournament.

*(From photographs by Rouch, Bennett, Worcester, Hawkins, and Briach.)*



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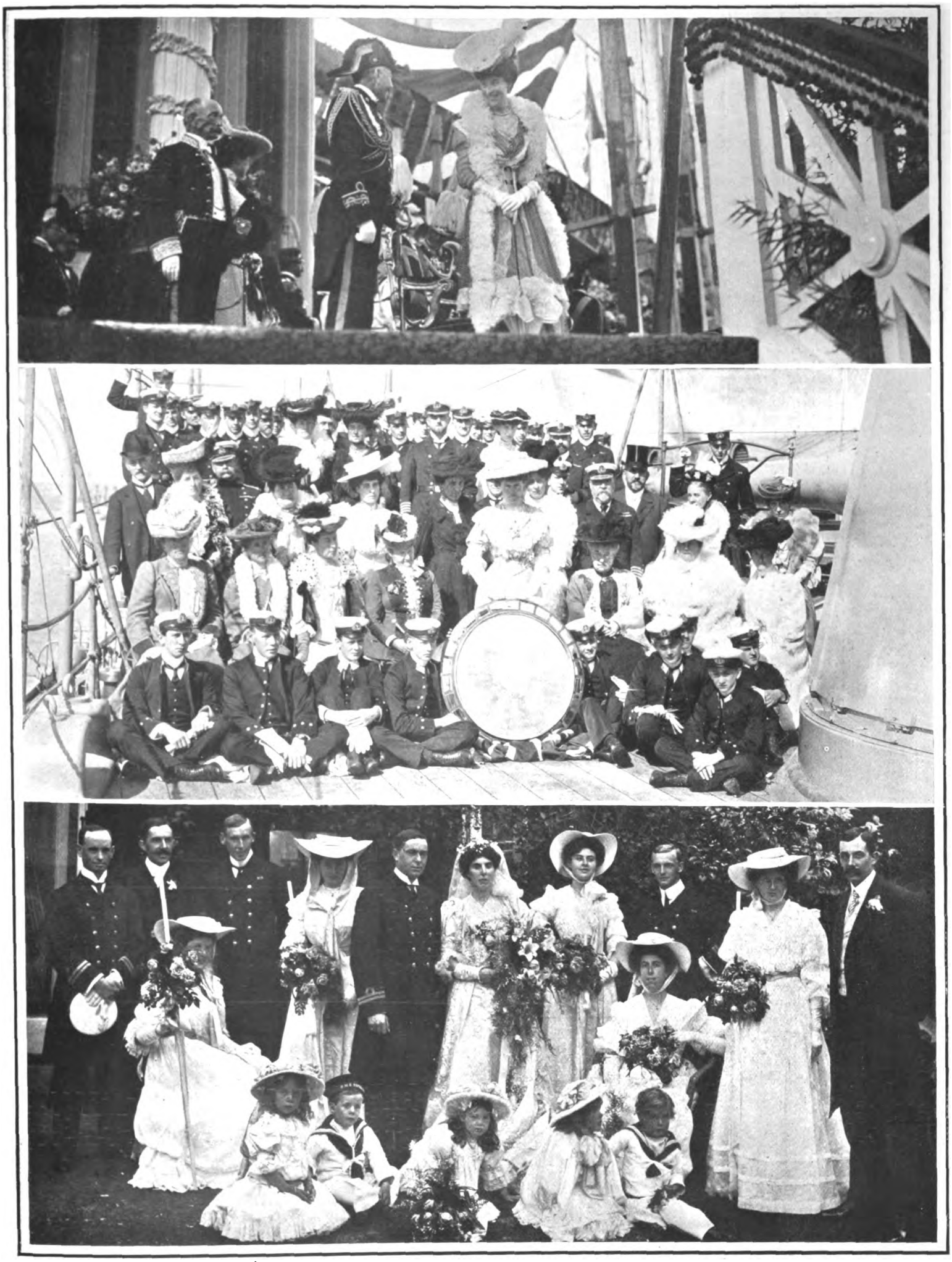
# THE MARCH OF EVENTS.



(1) The launch of the Italian battle-ship "Napoli." The "Napoli" was launched at Castellamare last week, the religious ceremony being led by the Archbishop of Castellamare, and the naming ceremony being performed by the Duchess of Aosta, who is shown in the above illustration talking to Vice-Admiral Mirabello, Minister of Marine. There were some 15,000 spectators. (2) The presentation to the cruiser "Hampshire." Last week Lady Curzon-Howe presented a replica of King Arthur's Table, which has been subscribed for by the ladies of Hampshire, to the armoured cruiser of that name. A large silver bowl was also presented to the ward-room mess at a luncheon given by the officers to Lady Curzon-Howe and the ladies' committee interested in the presentation. (3) The wedding of Lieutenant Herbert Hope, R.N., and Miss Kewley. On Saturday last a Naval wedding took place at Tunbridge Wells, the ceremony taking place at St. Mark's Church. The church path was lined by twenty-five petty officers, and they drew the bridal carriage from church to Oakleigh, thence again to the railway station. There were seven bridesmaids and two pages, who were dressed in sailor costume, with hat ribbons of H.M.S. "Excellent," to which establishment the bridegroom is attached.

*(From photographs by Abéniacar, Gale and Polden, and Lankaster.)*



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# THE CAVALRY MANŒUVRES

*Knight, Aldershot.*

## SCENES IN BERKSHIRE DURING LAST WEEK'S OPERATIONS.

(1) General Sir John French Commanding-in-Chief. (2) The Duke of Connaught conversing with Lady Wantage. (3) "More haste less speed"—gunners in trouble. The 1st King's Dragoon Guards have a breakdown. (4) Major-General Scobell with Major Fuller, his A.D.C., and Mrs. Fuller. (5) On outpost duty. The 5th Lancers outside camp.



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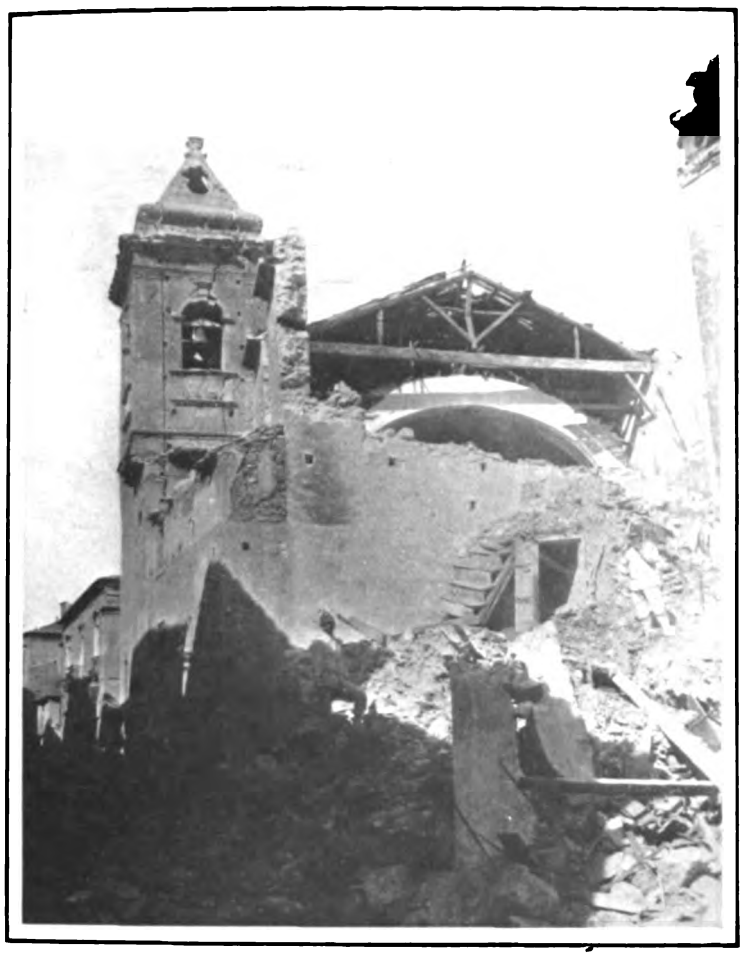
# THE MARCH OF EVENTS.



*Abéniacar.*

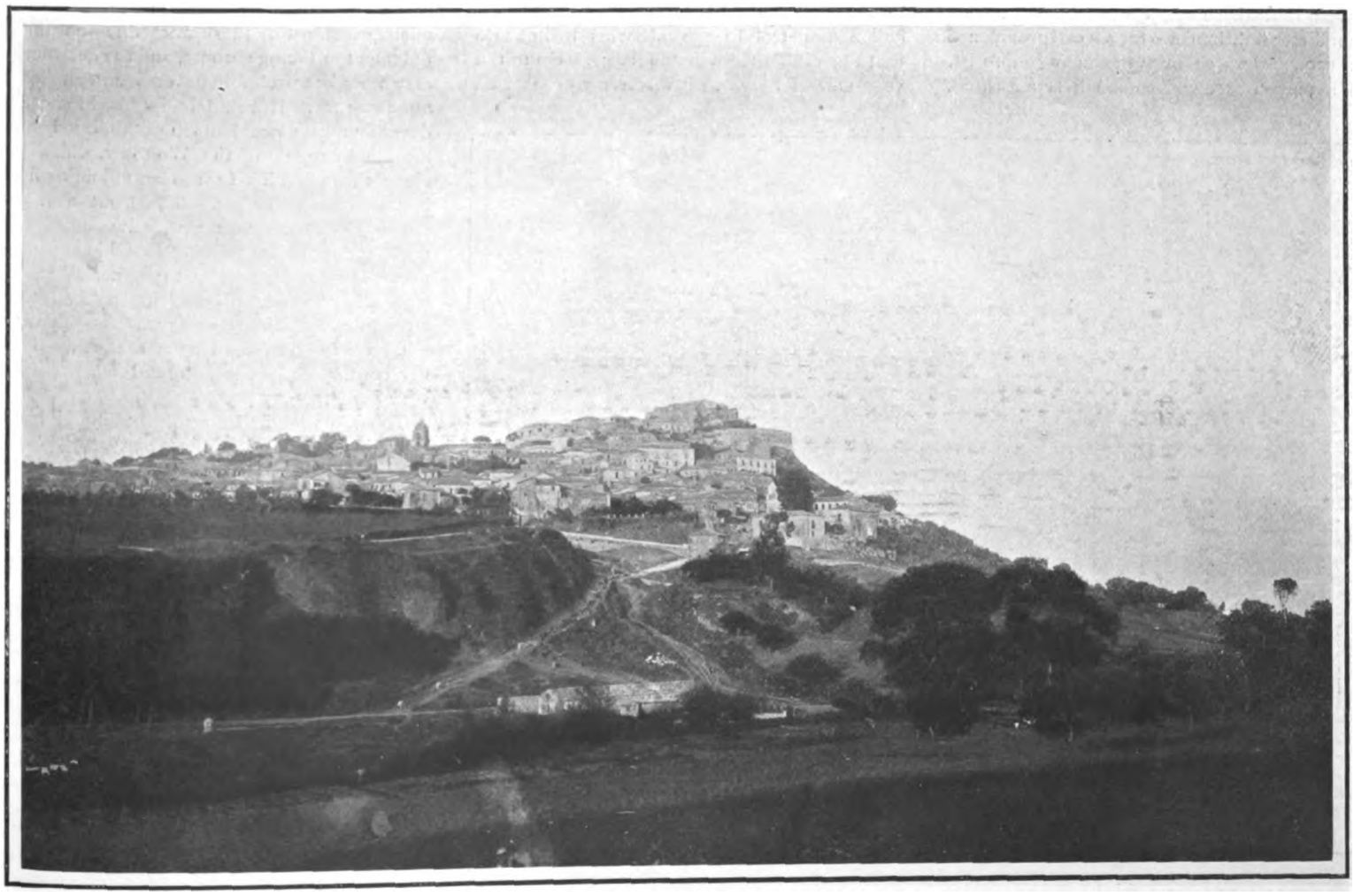
THE CHURCH OF PARGHELIA.

The most noteworthy feature of the damage done by the earthquake is the extensive destruction of churches and monastries.

*Abéniacar.*

THE CHURCH OF STEFANACONI.

When King Victor Emanuel arrived in Stefanaconi the children crowded round him, kissing his hands and his riding-boots.



*Abéniacar.*

THE EARTHQUAKE IN CALABRIA.

Monteleone, a wonderful old city, perched among the mountains, and at one time the residence of Cicero.



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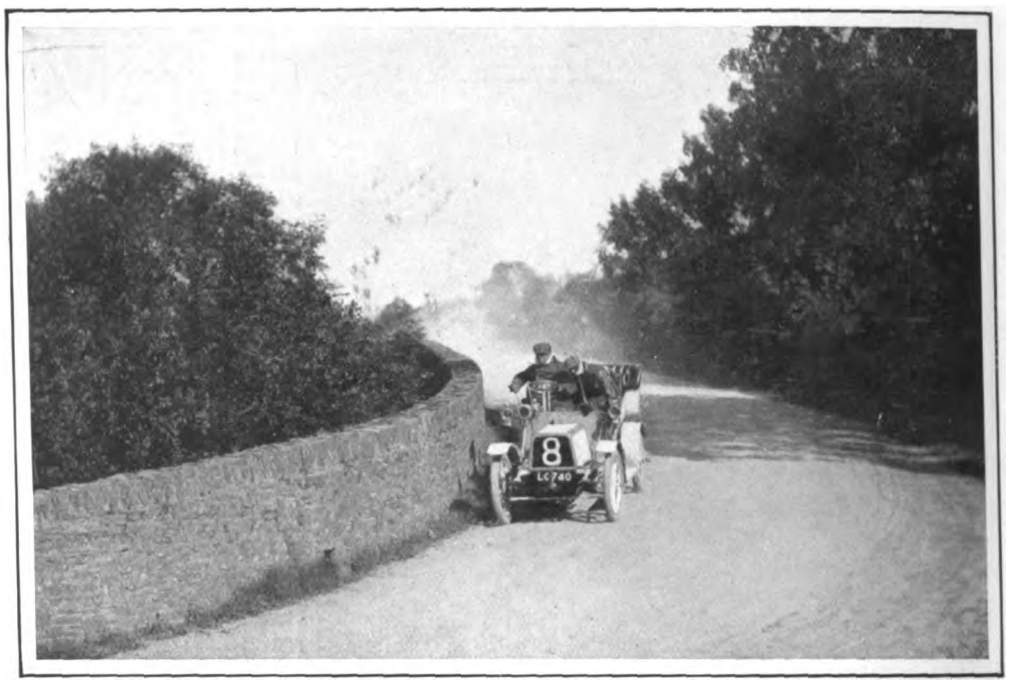
# The Motor: On Highway and Seaway.

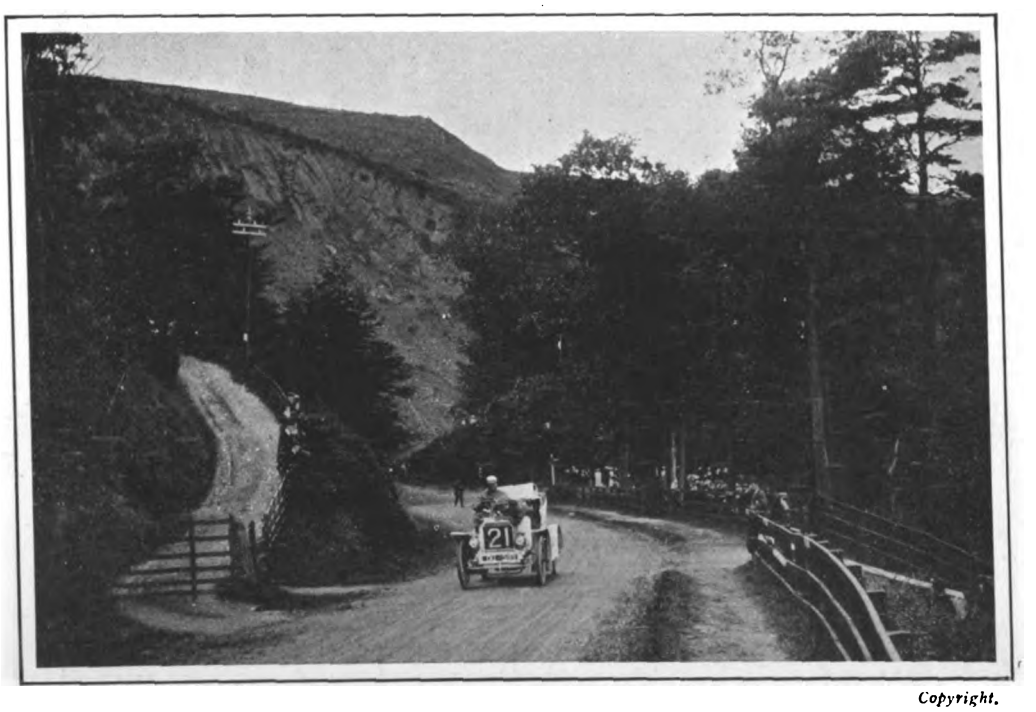
THE technical experts who framed the rules for the Tourist Trophy Race, which was run in the Isle of Man last week, omitted one important factor from their calculations. With the praiseworthy intention of limiting the speed to a reasonable average, and ensuring that only genuine touring vehicles should compete, they restricted the allowance of fuel, and drew up elaborate regulations in regard to the weight of both body and chassis, their dimensions and fittings, load to be carried, and so on. The contest was to be a race, it is true, but at the same time a race tempered by discretion, engendered by the fear of running short of fuel before the distance had been covered. The experts forgot, and for that matter so did everybody else, that human nature is the same the world over, and that no one, least of all a motorist, cares to be outstripped by another. There may have been drivers who kept in mind throughout the race the Nemesis that might overtake them as the result of any failure to husband their somewhat slender allowance of petrol, but they were not much in evidence, and I think it may be safely said that the great majority drove their cars "all out" from start to finish. In some cases it was not the excitement of the contest that caused this seeming disregard of prudence, but the knowledge gained in practice spins, and the openly-expressed intention of these competitors to drive at the fastest speed of which their cars were capable, caused no small anxiety to the officials, as the course contains many pitfalls for the reckless or inexperienced.

The numerous accidents that occurred proved that these fears were by no means groundless; but, thanks to the special providence that seems to watch over the racing motorist, not a person received so much as a scratch.




*Topical*

THE TOURIST TROPHY RACE.
Mr. Astell's Orleans car rounding an awkward corner.

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THE 20-H.P. MAUDSLAY AT THE FOOT OF SNAEFELL.
The race was run through some of the most charming scenery in the Isle of Man.

I think, however, that most people will agree that some method will have to be adopted of reducing the speed in future years, even at the risk of diminishing the spectacular interest of the race. The winner averaged close on thirty-four miles an hour, and not one of the fast cars experienced any difficulty in finishing the course on the fuel allowance. To a certain extent this result was due to the excellent state of the roads and the atmospheric conditions, which, so far as I could judge, were favourable to economy in consumption; but the fact that some of those in the first flight finished with more than a gallon of petrol to spare, seems to indicate that the allowance was too large. Up to the very end of the race it was freely prophesied that those cars which passed the enclosure at speeds well over forty miles an hour, would pay the penalty in the last round; but in the result only seven vehicles out of forty-two starters ran short of petrol, and none of these had at any time been prominent in the race.

The actual allowance was 9¼ gallons for the 208½ miles, equivalent to 1 gallon per 22½ miles, which at first sight seems none too much for cars ranging up to 20-h.p., over a course which includes some very steep and long ascents. As a matter of fact, eighteen finished, seven, as I have said, ran out of fuel, and the remaining seventeen met with various mishaps. Most of these were due to want of judgment in taking corners, and the destruction of wheels has probably never been equalled in a motor-race. It would be impossible here to describe all the accidents in detail, but I think the plucky repair of the Wolseley, which ran clean through a hedge into an adjoining field, is worthy of mention. The front axle and steering connections were badly bent, but, nothing daunted, the driver and his mechanic proceeded to put matters to rights. The axle was dismounted, placed in a fire, and straightened. The steering was also repaired, and after the parts had been reassembled the car continued the race, and did two circuits in very good time.

The Wolseley had an unfortunate day, as it was also run into by the Thornycroft, which badly bent an axle in the process. The latter car, pluckily driven by Mr. T. Thornycroft, continued the race in an apparently dangerous condition, and was finally placed *hors de combat* through the shedding of a wheel on the summit of Snaefell. An Argyll tried conclusions with a public-house shortly after the start, but managed to continue for a time, in spite of a broken radius rod and other damage. A Speedwell, a White Steamer, the Vauxhall, and the Cadillac, among others, collided with roadside obstacles through attempting to take corners too fast, and paid the penalty in shattered wheels. As to the other mishaps there is little reliable information, and in some cases the excuses put forward by disappointed competitors were obviously intended for public consumption.

Although the greatest praise is due to the makers of the Arrol-Johnstons, which secured the chief honours of the day by taking first and third places, it is somewhat



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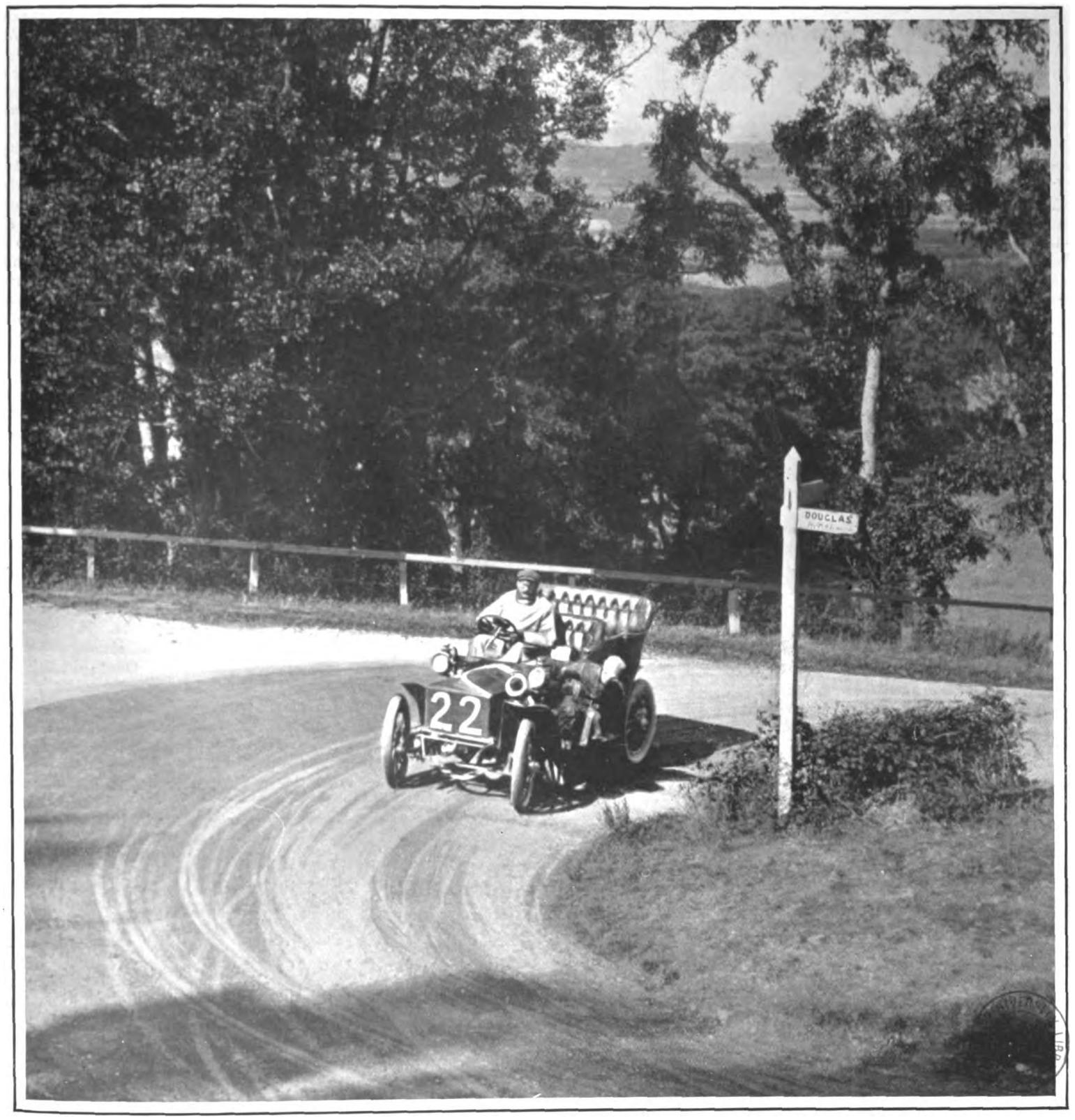
doubtful whether the car, which was built expressly for the race, is quite of the type which the race is intended to encourage. The engine has, I understand, a very high compression, and is fitted with the now obsolete (for motor cars) "hit and miss" governor on the exhaust. Both these features made for fuel efficiency, but the latter certainly lessens the flexibility of the motor. Its performance was a marvellous one, and the more surprising as the makers have hitherto turned out only heavy solid-tyred cars expressly intended for rough Scottish roads. The full results are given on another page, so there is no need to set them out here. Special credit attaches to those firms who entered two cars and succeeded in completing the course in good time with both. A full-speed run of 200 miles over up and down roads abounding in sharp corners and steep gradients, and in many places possessing a surface far from smooth, is calculated to try the capabilities of a car to the utmost, and where the times for the different circuits indicated an absence of serious delays the achievement is one of which any maker may be proud.

The organisation of the race was beyond criticism, and the Automobile Club is to be congratulated on having successfully inaugurated a novel and useful form of competition which is certain to be repeated in future years. This year's contest was admittedly in the nature of an experiment, and the experience gained last week will have revealed the weak points in the present rules. One alteration that is obviously required is the raising or abolition of the maximum weight allowed for the chassis. The limitation of the fuel allowance is a sufficient check on the unduly heavy car, while the imposition of a minimum weight for both chassis and body excludes the flimsily-built machine intended to hold together for the race only. Many of the competitors came to the scales with standard cars, which were found to be greatly over-weight, and in order to get within the limit expedients were resorted to which were certainly contrary to the spirit, if not the letter, of the rules. Frames and levers were bored out, steps removed, under shields and mats discarded, and the proper bonnets replaced by coverings of cardboard or tin. One car went through the race with only one brake, while several removed their axle caps to save a few pounds. Nevertheless, it was too late to alter the rules, and if the committee took a lenient view of the more glaring instances of weight-cutting, the reason may doubtless be found in the natural reluctance to disqualify a competitor who had spent time and money in order to take part in the first of the Tourist Trophy contests.

RADIATOR.

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THE TOURIST TROPHY RACE IN THE ISLE OF MAN.

Mr. Percy Northey, who was placed second, driving the 20 h.p. Rolls-Royce round the famous Hair-pin Corner.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

THE competition for the Jubilee Vase of the Royal and Ancient Club attracted a large gathering of members to St. Andrews last week. Among the fair number of scratch and plus players present was Mr. A. G. Barry, the Amateur Champion, who owed four strokes. For the first three rounds Mr. Barry displayed admirable form, but, falling off in his game in the fourth round, he was thrown out of the competition more easily than had been expected. The final was played between Mr. W. E. Fairlie (plus 1) and Mr. Spencer Gollan (scratch). There was a large crowd to see the match, and though a high wind blew from the south-west, the play of both was extremely good and close. After a ding-dong match Mr. Fairlie won on the home green by a hole.

* * *

The Prime Minister is at present enjoying his annual golfing holiday at North Berwick, where, with Mr. Laidlay, Mr. Gerald Balfour, Mr. Alfred Lyttelton, Mr. R. Lyttelton, the Hon. Evan Charteris, and others, he takes part every day in a foursome or three-ball match. Lord Chelsea, Lord Chesterfield, Lord Sandhurst, and Sir Edward Sassoon, M.P., have also been a good deal on the links.

* * *

Mr. and Mrs. Asquith, who are staying at Glen of Rothes, Elgin, for the shooting season, have been playing a good deal of golf on the Lossiemouth course of the Moray Club. Mr. and Mrs. Asquith and their guests travelled over to Lossiemouth by motor-car, returning to Glen of Rothes in the afternoon when the day's golf was over.

* * *

At St. Anne's (writes the golfing correspondent of the *Scotsman*), where a charge of half-a-crown was made for admission to the course to see the recent International Professional Foursome, a somewhat amusing incident happened. Along with a friend, Braid and Herd walked down to the course about fifteen minutes before the hour at which play was to begin, but when about to proceed through the gateway they were "held up" by a member of the local police force, who asked them to produce their badges. "Badge," said Braid, "I have no badge. We are two of the players." "Can't 'elp that, gentlemen. You won't get in without a badge," replied the constable. "I'll tell you what it is," rejoined Herd, with a laugh, "there'll be nae play the day if you keep us out." But no amount of explanation could persuade the constable to allow the Scotsmen to pass through until their friend had gone forward to the club-house and brought one of the stewards to their assistance.

* * *

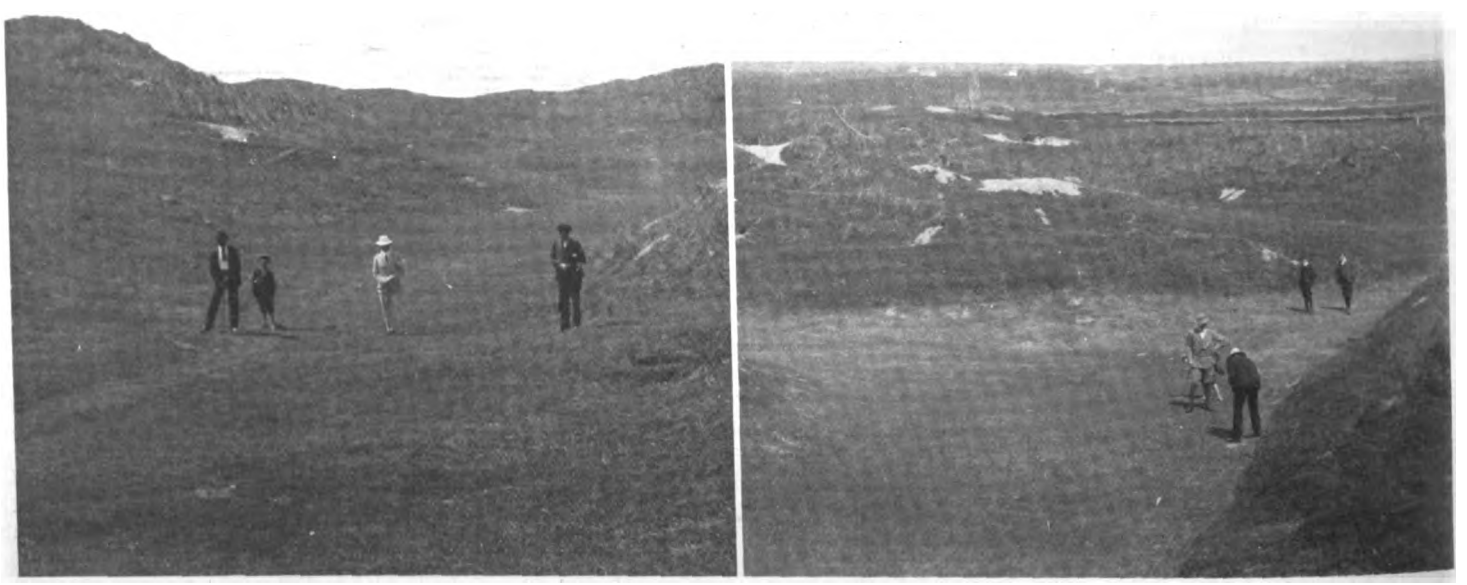
The cow, even on the golf links, is rarely credited with being a skittish animal. As a rule, she browses quietly, and neither heeds the shouts of "fore" when blocking the way to the green, nor does she realise the possibility of getting a hard knock from the driven balls that drop about her ears. But at Hawick the other day a cow on the golf course became suddenly nimble and curious about a ball driven off the tee by a player. As the golfer started towards his ball the cow also took it into its somnolent head to see what a golf ball was like. It forestalled the player, therefore, by some distance, sniffed enquiringly around the Haskell, found the odour to its liking, and picked it up in its mouth. The distressed golfer started to shout and run, in order to save his ball from precipitate mastication. The cow ran also, and then the links reverberated with the amused laughter of the player's comrades. In a while, however, the cow had time to become disillusioned of the Haskell morsel after licking the paint off, and the ball was dropped.

* * *

The golf week at Lucerne has been a busy as well as an animated one. The competitions connected with the Championship of Switzerland brought together in the final Mr. H. Gaw and Mr. A. H. Crosfield, a player known at Hoylake and Cannes. Over the thirty-six holes Mr. Crosfield was defeated by 5 and 4 to play. Lady Margaret Hamilton-Russell, who won the English Ladies' Championship three times, won the Ladies' Championship of Switzerland and the Colburn Challenge Cup. At the close of the meeting the prizes were

SOUTH OF IRELAND CHAMPIONSHIP.

Mr. Horace Castle (Chiswick) won the South of Ireland Championship at Lahinch last week by 5 and 3 against Mr. A. C. Lincoln (South Herts.)



THE LAHINCH LINKS.

A general view of the course at Lahinch, over which the South of Ireland Championship is played. The pictures show the "Dell" hole and the way to the 4th hole.



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# On the Links.

distributed by Lady Margaret Hamilton-Russell, her own prizes being presented to her by Mr. H. Morgan, the captain of the Lucerne Club.

* * *

"Golf Faults Illustrated," by Mr. G. W. Beldam and J. H. Taylor, the well-known professional, is an interesting book which has been published by Messrs. George Newnes, Limited, price 3s. 6d. The articles bearing this title appeared as a series in *C. B. Fry's Magazine*, and their publication in that popular and widely-read periodical undoubtedly attracted a great deal of attention from golfers of all classes. The authors have, therefore, taken a wise course to embody so much valuable practical instruction in book form, so as to be more readily accessible not only to beginners in the game, but even to experts who believe that their own instruction cannot go further. Mr. Beldam and Taylor take the beginner in hand from the very first step, and show him by a wealth of beautiful photographic illustration, the product of Mr. Beldam's camera, which is the right and the wrong way to grip the club, to place the feet, to address the ball, and to swing. Taylor by his own play showing how the various stages of the game should be acquired, and Mr. Beldam by his masterly photographs and his perspicacious letterpress in analysing faults which the beginner should always guard himself from falling into, have combined together to produce one of the most informatory manuals of golf instruction that the beginner can consult.

## BEXHILL GOLF CLUB.

A FEW years ago, Bexhill was quite a small village, lying some four miles west of Hastings. Nowhere in the South of England has any town sprung up so quickly. There is now an excellent golf club, which was founded in 1890. The Earl De La Warr, who is the landlord, was unanimously elected president, and Mr. A. J. Ballour, M.P., hon captain, and in 1892 Lord Cantelupe (who has since succeeded to the title) was captain of the club. So quickly did the club grow that in 1897 Mr. G. Graham was invited to accept the post of secretary, which position he has held ever since, the club now consisting of 260 members. Mr. H. S. Colt (of Sunningdale) was at one time on the committee.

The links, which are situated only five minutes' walk from the station, are divided into two parts by the railway. Originally the first nine holes lay on the right, parallel to the sea. Lord De La Warr, however, requiring some ground on which he could lay out Tea Gardens (which have never yet been opened), only seven holes are now available on that side; but additional land having been obtained, the other eleven holes are situated across the line.

The course was laid out by Douglas Rolland, who is the professional and greenkeeper, and I was glad to find him recovering from the severe rheumatism which has prevented him from playing for some time past.

The hazards are all of a most sporting nature, and most of the holes are very carefully guarded. The eighth, for instance, has a furze bank on the right, a narrow ditch on the left, and also in front. The palings of the cricket ground are just beyond the putting green, and there are two pot bunkers carefully placed to catch a topped drive from the tee. From the twelfth tee a magnificent panoramic view of

THE JUBILEE VASE AT ST. ANDREWS.
Mr. W. E. Fairlie, who beat Mr. Spencer Golian in the final by a hole, driving.

THE JUBILEE VASE.
Mr. Spencer Gollan, who is also known as the owner of race-horses, driving in the final along a line of spectators at St. Andrews.

THE JUBILEE VASE.
Mr. Spencer Gollan gets well out of an awkward bunker at St. Andrews.



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# *On the Links.*

the sea is obtained, stretching from Hastings on the left to Beachy Head on the right, both of which can be plainly seen even on a dull winter's day. There is only one hole out of the eighteen from which the sea is not visible. The thirteenth is another extremely sporting hole. The tee shot is played across a wood, whilst in front, and on the right of the putting green, are a ditch and a few bushes. The fourteenth hole brings us to the furthest point on the links from the club-house, and is down by the Hastings new gas-works. At the sixteenth green we return again to the left of the wood which we encountered at the thirteenth hole, and the seventeenth tee shot is played across it again.

The amateur record for the green, 71, is held by Dr. Murdoch, the present captain of the club, and A. Mitchell, of St. Leonard's New Club, holds the professional record, 65. The course has, however, been considerably lengthened, and it is doubtful whether this score could now be achieved. The present "Bogey" score is 76. The last nine holes being some 500-yds. longer than the first nine holes, the outward "Bogey" score is 36, and homewards 40. The circuit of the course is about 5,000-yds.

Every facility is offered to visitors, the green fees being extremely moderate: One day, 2s.; three days, 5s.; one week, 7s. 6d.; and for one month, 20s. On a Bank Holiday, however, to avoid over-crowding, the charge is raised to 4s. There is ample accommodation for visitors at the various hotels and boarding-houses to suit all purses, whilst in the summer the sea-bathing and deep-sea fishing are alike excellent.

A. V. D. RINTOUL.

THE BEXHILL LINKS.

A view from the 16th tee, showing players at the 15th hole. The 16th green is just to the right.

GOLF AT BEXHILL.

General view of the first seven holes. On the right is the famous motor-car track.

A VIEW OF THE COURSE.

The 17th tee, which needs a good shot to carry the wood.

A FAMOUS PROFESSIONAL.

Douglas Rolland ("Dougie"), at one time the longest driver and one of the best match players living, playing a short brassie shot.

## *Correspondence.*

### "WHY WE WERE BEATEN."

TO THE EDITOR OF "THE KING."

SIR,—I am a member of the Dufftopper Golf Club, Sliceton. Perhaps you know it. We are only a dozen miles or so from St. Paul's, and on a fine Saturday afternoon the crowd round our first tee looks (from a distance) like a gathering of the unemployed.

Last Saturday was no exception to the rule. Walking up the path leading to the club-house I dexterously avoided a magnificently sliced tee shot (Vardon does not mention this useful accomplishment in his book—a most curious omission), and found my partner impatiently awaiting my arrival. I was certainly a little late, and, therefore, I received his upbraidings with meek resignation.

We were not kept waiting long—barely an hour and a-half. I do not wish to dwell on the game, being the unsuspected possessor of a modest temperament. I beat my man by 6 and 5, and played like a budding champion. Gashley, my partner, was playing rather above his form. Some of his divots were really beautifully cut. He informed me, however, at the turn (where I was 4 up) that he wasn't taking our game seriously. He said that I had kept him waiting too long at the tee, and had put him completely off.

It was then, Sir, that an illuminating idea struck me. I made a vigorous canvass of all the match players, and in each case the defeated one was good enough to explain the reason of his downfall. I append the list herewith and (for the moment) cease from comment:

SMITH *v.* PORKINS.—Smith won by 5 and 3. Porkins had been playing cards. He didn't go to bed till three o'clock on Saturday morning. He didn't expect to win, and only came out for a little fresh air. If he'd been playing his game he would have licked Smith's head off.



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# *On the Links.*

THE PROFESSIONAL FOURSOME AT LYTHAM AND ST. ANNE'S.

(1) Taylor standing in the bunker; Vardon putting on the 18th green. (2) The crowd at the 9th hole. (3) The captain, Mr. E. Hulton and Mr. T. Pym Williamson, the secretary, discussing the play between the rounds. (4) The 4th tee in the afternoon; Herd driving, and Vardon watching the ball. (5) Braid and Herd on a hill; Braid plays a marvellous shot. (6) Braid driving at the 1st hole; Taylor and Mr. J. L. Low on the left. (7) Braid putting.



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# *On the Links.*

*A. H. Robinson.*

LADIES' GOLF AT HARROGATE.

A view of the club-house and putting green. The ladies from left to right are: Miss Irvin, Mrs. Oliver (wife of the hon. secretary), Miss Mitchell, and Mrs. Harker.

SLOWBY *v.* BRAGGS.—Slowby won by 3 and 1. Braggs said that Slowby's methods would put Vardon off. Slowby (alleged Braggs) took about five minutes to play every shot. He wouldn't play an approach before he'd walked up to the green and drawn a map of it. As a consequence Braggs lost all interest in the match.

POTTHUNTER *v.* BIFFLEY.—Potthunter won by 2 up. Biffley was only out for smiting practice. He wasn't troubling about his irons. He went for everything, and reached the fourteenth in 2 (regular beauties). Biffley couldn't understand a chap always playing as if his life depended on it. Potthunter played short at the third and tenth, but that sort of thing didn't appeal to him (Biffley). He simply couldn't play a potty game, although he knew jolly well that he lost a lot of matches through his rooted distaste for "pawky" shots.

SMILER *v.* SNATCHEM.—Smiler won by 1 up. Snatchem said Smiler's win was right down comic. He (Snatchem) ought to have been at least 2 up. Smiler was playing putrid approaches ("daisy dribblers," nearly all of them), but by the Devil's own luck they nearly all stopped dead at the pin. And Smiler's putts—to call them flukes was to indulge in positive flattery. They were roarers!

HEELER *v.* BOUNCERBY.—Heeler won at the twelfth hole. Bouncerby didn't get a decent lie the whole round. Simply impossible to play out of them with anything less than a niblick. Golf under such conditions was, of course, out of the question. There were only about forty good lies on the course—and Heeler got them all.

ROBINSON *v.* TWEEZER.—Robinson won by 4 and 3. Tweezer was playing with an old ball, and in consequence got bunkered at the second and fourth. If he had played a new ball——

MAGSON *v.* KEENLY.—Magson won by 2 up. Keenly had to give Magson ten strokes according to handicap. Keenly said playing with duffers always put him off his game.

STEDDY *v.* LONGSMACK.—Steddy won by 3 and 2. Longsmack said the Dufftopper Links were awful bumble-puppy after what he'd been used to in Yorkshire. A good driver got no advantage, and there were only about three holes where you wanted a brassie. It might do for the doddering brigade, but it cramped Longsmack's game.

HARROW *v.* BYLES.—Harrow won by 8 and 7. Byles was trying Vardon's interlocking grip for the first time; he wasn't really thinking of the match.

TURFSWAT *v.* HITTENMISS.—Turfswat won by 3 and 2. Hittenmiss had the game in his pocket at the turn, but he wanted to make a match of it, and he let Turfswat snatch a hole or two. It was mistaken generosity, and Hittenmiss was a fool for doing it.

I fear, Sir, that here the list must end, but I ask you whether it does not once more demonstrate (if such demonstration were needed) the uniqueness and mystery of this wonderful game. For you will observe that in no single instance was the defeated one in the matches cited vanquished because he played an inferior game to that put up by his opponent. Does not this present golf in a new aspect, and at once remove it irrevocably from comparison with other commonplace games? In what other pastime, Sir, has the loser such a wealth of—er—explanations to account for his misfortune? It is time, Sir (in my humble opinion), that this new charm of the game received its recognition.—Believe me, Sir, yours enthusiastically,

A REFORMED DUFFER.

## *FIXTURES.*

**September 23.—Hanger Hill, Open Amateur Competition.**
**September 23.—Manchester, Autumn Meeting.**
**September 23.—Raynes Park, Autumn Meeting.**
**September 23.—Wallasey, Autumn Meeting.**
**September 23.—West Derby, Autumn Meeting.**
**September 23.—Rochester, Atkin Cup.**
**September 23.—Sundridge Park, Autumn Meeting.**
**September 25-30.—Burnham and Berrow, Autumn Meeting.**
**September 25.—Royal Guernsey, Autumn Meeting.**
**September 29.—Beckenham, Autumn Meeting.**
**September 29.—Brighton and Hove, Autumn Meeting.**
**September 29-30.—Acton, Autumn Meeting.**
**September 29-30.—Bushey Hall, Open Amateur Meeting and Challenge Cup.**
**September 29-30.—Hanger Hill, Autumn Meeting.**
**September 30.—Newhaven, Autumn Meeting.**
**September 30.—Royal Jersey, Autumn Meeting.**
**September 30.—Southport, Autumn Meeting.**
**September 30.—Matlock Bath, Autumn Meeting.**

*A. H. Robinson.*

THE HARROGATE LADIES' CLUB.

The 2nd tee, Mrs. H. Oliver driving. To her right stands Mr. T. M. Irvin, Miss M. Irvin, Mr. H. Oliver (hon. secretary), and Miss Irvin.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. LXII.—Mr. Edward E. Micholls, J.P., Prospective Conservative Candidate for Monmouth District.**

THE Monmouth District (more popularly known as the Monmouth Boroughs) is not the outcome of any modern measure of electoral reform. The political union of Monmouth, Newport, and Usk is as old as Henry VIII.'s time, and a hundred years ago, when Newport in Cornwall and Newport in the Isle of Wight were each returning two representatives to Parliament (the "Honourable Sir Arthur Wellesley, K.B.," amongst them), Newport in the Welsh borderlands helped Monmouth and Usk to give the "next brother to the Duke of Beaufort" a seat in the House of Commons. The Monmouth Boroughs, under the old order of things, sent one member to Westminster, and they do the same to-day, with this difference, that Newport has in the interval become a place of great commercial importance, and, as an interesting travel-book recently published by the Great Western Railway clearly shows, is ripe for still further developments. During the past quarter of a century the political pendulum of the Monmouth District has oscillated pretty regularly between the Conservative and Liberal poles, Dr. Rutherfoord Harris, and afterwards Sir Joseph Lawrence, winning back the seat which Mr. Albert Spicer had wrested from the strong hands of the late Sir George Elliot. At the present moment, however, it seems probable that the Conservative success scored by Sir Joseph Lawrence four years ago will be repeated at the next General Election, as, in the person of Mr. E. E. Micholls, that party has secured a Prospective Candidate who is no novice in the art of electoral campaigning, and whose record, both as regards politics and philanthropy, is one of which any man might well be proud.

Born just sixty years ago in "Cottonopolis," where his grandfather had established a branch of the well-known business founded by his great-grandfather as far back as 1780, Edward Micholls was sent to the Edinburgh High School, where, like the late Duc de Montpensier and his brothers, he greatly profited by the admirable educational system pursued by the then rector, Dr. Schmitz. The house in Plymouth Grove occupied by his parents at the time of his birth was that in which Mrs. Gaskell wrote "Mary Barton," and they afterwards migrated to Grove House, now converted into the Whitworth Museum, and one of the sights of Manchester. After leaving Edinburgh Mr. Micholls went to Dresden, where he perfected himself in five languages, and acquired a fund of information which stood him in good stead when he went into the great cotton-spinning house, now extinct, but famous in the sixties, seventies, and eighties as Micholls, Lucas, and Co. of Manchester, Micholls, Lucas, and Co. of Kingston Mill, Stockport, and Lucas, Micholls, and Co. of London.

Of this firm Edward Micholls eventually became the head, his partner being Colonel F. Lucas, M.P., who matriculated in politics by fighting Mr. Perks in 1895, and five years later won the Lowestoft Division of Suffolk with a majority of 1,729. In early life Mr. Micholls married Miss Mary Beddington of Carshalton, who has been closely associated with her husband in carrying out the philanthropic and political schemes in which he has displayed so much constitutional energy. Mr. Micholls is an ardent and consistent supporter of Mr. Balfour, and an innate love of politics had a good deal to do with his final retirement from business pursuits five years ago. His militant Conservatism dates from 1868, when he recorded his first vote for Mr. W. Romaine Callender, a loyal supporter of the late Lord Beaconsfield. As a boy of ten Mr. Micholls well remembers Richard Cobden and John Bright dining with his father at Grove House; but at the present juncture he favours a change in the fiscal policy of the country, after the summoning of a conference of our kinsmen across the seas, to discuss fairly and freely the advantages of a closer union with the Mother Country from both a commercial and political point of view. He would on no account be privy to any legislative enactments or economical experiments which would make the lot of the working-man a whit harder than it now is.

Holyer.

MRS. E. E. MICHOLLS

Wife of the Prospective Candidate for the Monmouth Boroughs. (After a painting by Sir W. B. Richmond, R.A., exhibited in the Royal Academy this year.)

The mother of Mr. Micholls was a Behrens, born, by a curious coincidence, in the Moseley Street Mansion once tenanted by the Grants, the Cheeryble Brothers of Charles Dickens. The good work accomplished by Mr. and Mrs. Micholls is in strict accordance with Cheeryble tenets and traditions. Mrs. Micholls laboured indefatigably in Derbyshire for the organisation of an efficient plan of district nursing, and she has since rendered important services to the cause of education by co-operating with Lady Airlie, the Master of Trinity and Mrs. Montagu Butler, Sir J. Wolfe Barry, K.C.B., and Professor and Mrs. Lewis Campbell in founding a feminine Eton at Wycombe Abbey. She is also a member of the committees of the Chelsea Hospital for Women and the Queen Victoria Jubilee Nursing Movement. The exertions of Mr Micholls contributed not a little to the return of Stockport to the Conservative fold. He also made his influence felt in Derbyshire, where he was Ruling Councillor of the High Peak Division of the Primrose League. He is now a member of the Municipal Society of London. At the present moment he holds the post of Vice-president of the Western Division of the National Union of Conservative Associations. His fight for the Accrington Division of Lancashire was a memorable one, and in his two contests for the London County Council at Stepney and Norwood he succeeded in materially reducing the Liberal majority. He was recently chosen by the Conservative Central Office as a candidate for the Isle of Thanet, but retired rather than imperil the safety of a Unionist seat. Mr. Micholls is a member of the King's College Hospital Committee and of the Froebel Educational Institute. Since the unanimous acceptance of Mr. Micholls' prospective candidature for the Monmouth Boroughs at the next election, the Talbot and Tredegar Primrose League Habitation, of which Lord Tredegar is President, and Mrs. Micholls Deputy Dame President, has shown signs of increased power and prosperity, while unwonted vigour is manifesting itself in the ranks of the Monmouth Boroughs Conservative Association, as well as in the concerns of the local branch, which flourishes under the ægis of Lord Llangattock. When in London Mr. and Mrs. Micholls reside in Prince's Gate, and he has taken a lease from Mr. H. Addams-Williams of Llwyn Celyn, a good shooting estate in the very centre of the Llangibby country, where he preserves foxes with the care which might be expected from his record with the Cheshire Hounds, and from one who nine-and-thirty years ago played for the Gentlemen of Lancashire against Yorkshire and Warwickshire. He belongs to six first-class golf clubs, and has won the Bombay Cup at Wimbledon. In 1903 and 1904 he was secretary of the Buxton and High Peak Club, and did a great deal to promote its popularity.



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# The Parisians of Paris.

## CLIENTS AND SALESWOMEN.

IT is ten o'clock in the morning. The pavement is blocked with people—struggling, pushing, swaying. They look, from a distance, like a plague of flies. What has occurred? Another motor accident? The conductor on the top of the steam tram reassures the travellers. It is the Printemps, the Magasins du Printemps, the great shopping centre, the *affaire Jaluzot, quoi!* The new management has placarded Paris with the announcement of an "Extraordinary Sale," and the call has been answered. Every newspaper has published an advertisement in thick characters on the fourth page, and by ten o'clock the interested Parisians, from all corners of the capital, have made a hasty toilet, and are battling for underclothing, carpets, ribbons, calico, on the pavement, in the streets, before the roughly-erected planks piled with every variety of merchandise. Many push their way to the front, and would enter the building that stretches through the Boulevard Haussmann, the Rue du Havre, and the Rue de Provence; but the doors are closed. There are others before them, and the vast emporium is full—full of swaying, struggling people within as without. For Parisians love a bargain, love the possibility of buying a yard of material under the ordinary price; or a parcel of silk, that they do not actually want, for the proverbial song; and the rush has been great, greater than had been expected. Let us remove the roof, like another Asmodeus, and peep inside any one of these establishments—and there are many of the same category—and "see how the wheels go round." It is no small undertaking to direct a business like the Printemps, the Louvre, or the Bon Marché! The inner workings are curious, and the experiences of a director would be food for philosophers. All classes of men and women congregate here—the best and the worst. There are appointments made and kept, generally in the reading-rooms; and many meetings that end at the altar are commenced here. Men walk in and out with no purpose of buying. They are probably seeking their wives or daughters, and wander from one department to the other; nobody can interfere with them, for they dress and move like gentlemen, and a shop is open to all. I happened once to be in the lace department at the Printemps, and was surprised at the cool manner in which a bill was paid and a couple walked away together. Sixty francs worth of Bruges had been bought by a quiet-looking little party; she followed the saleswoman to the desk; a man raised his hat and put the three louis on the counter; the lady smiled; and in another minute both were gone.

Géniaux, Paris.

AT THE PRINTEMPS.
"A pushing young particle."

The thefts committed here are serious items, and a special account is kept of them. In one of these establishments the yearly robberies attain the remarkable amount of £10,000. Fortunately for the proprietors, only a small quantity of goods are abstracted by professional thieves, who are generally well known and carefully watched by detectives on the premises. The majority are taken by ladies, respectable women, who cannot resist temptation, who, having spent all their ready cash in one thing or another, secrete, in their muffs or beneath their cloaks, some article that takes their fancy. These articles the management generally get returned. And this is their *modus operandi*. On the following day an employé calls on the lady, and politely, but decidedly, informs her that among the things she purchased and took away there was one for which, "by mistake," no charge had been made. This employé, an expert in these matters, never fails to impress the client, and invariably leaves with the stolen object under his arm. In this manner about £6,000 of the £10,000 find their way back to the shop. Who can account for this dishonest chord that suddenly vibrates in the mind of highly-respectable women, who go to church, pay their rent, and look with horror upon theft generally? They are not kleptomaniacs, for it may only happen once in their lives that they succumb to temptation. I leave it to psychologists to answer the question. The statistics in the "theft department" show that the stolen objects are mostly umbrellas, muffs, and remnants of lace.

And now a word about the saleswomen. At most of these big emporiums the first year of a woman's services are not remunerated. She has her midday luncheon, composed of meat and a vegetable, cheese or fruit, and half a bottle of wine, beer, or milk; and an evening meal of the same description. Those who prefer to dine in their own homes are allowed about a shilling. They, however, are able to make a little money called *guelte*, by a small commission on the sales they make. This commission, the first year, rarely amounts to more then 10d. a day, because their time is chiefly occupied running errands for the senior assistants. The second year they receive £5 for their twelve months' services, and a "rise" of £4 on each succeeding year.

The system of fines is curious. Any employee arriving only half a minute

Géniaux, Paris.

OUTSIDE THÈ PRINTEMPS.
From a photograph taken during one of the autumn sales at the famous Paris bon marché.



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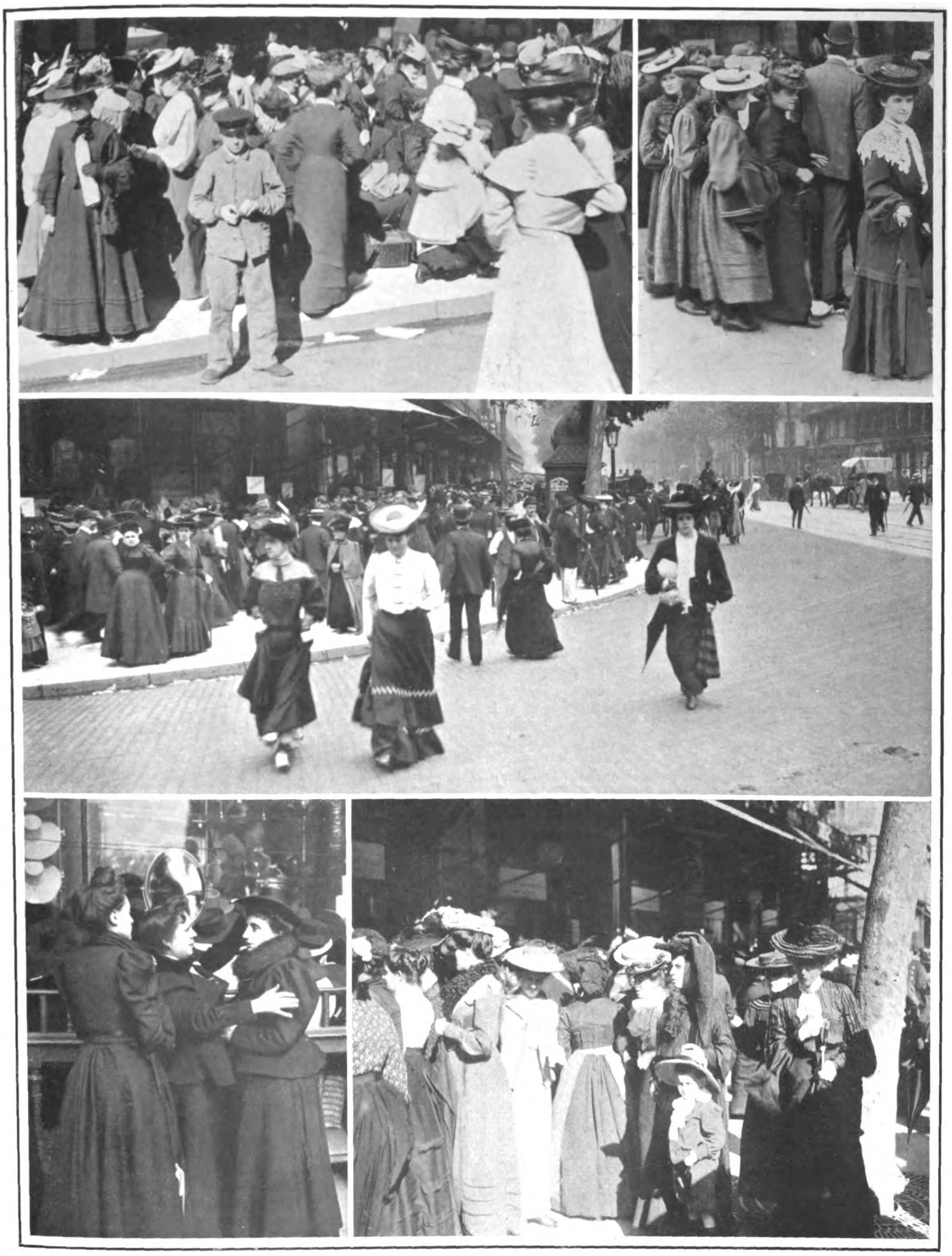

AN AUTUMN SALE AT THE PRINTEMPS.

(1) A big sale day. (2) Purchasers waiting *en queue*. (3) On the Boulevard. (4) The new hat. (5) Some fair bargain-hunters.

(*From photographs specially taken for* THE KING *by Paul Géniaux, Paris.*)

later than eight o'clock is fined 10d. For the same money, however, she can give herself the luxury of being a whole hour late. But should she be unfortunate enough to arrive after the appointed time on a Saturday the punishment is doubled; as for some incomprehensible reason the management argue that an attendant unpunctual on Saturday would be also at fault on Sunday. Considering that on Sundays these large establishments are closed, it is difficult to understand how they come to this astounding conclusion. FRANCES KEYZER.



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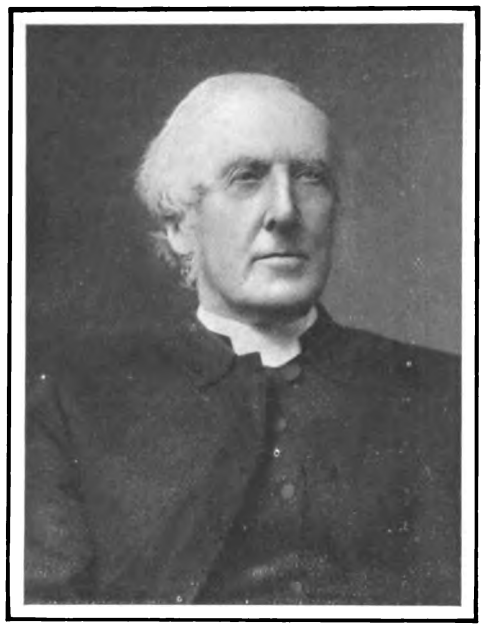
# The Church Dispute in Scotland.

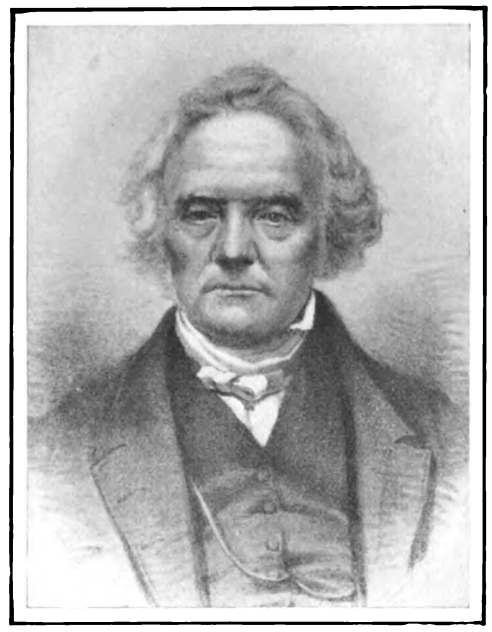
By OLIPHANT SMEATON, M.A., F.S.A.



*Elliott and Fry.*

THE VERY REV. ROBERT RAINY, D.D.

Principal of New College, Edinburgh, and first Moderator of the United Free Church.



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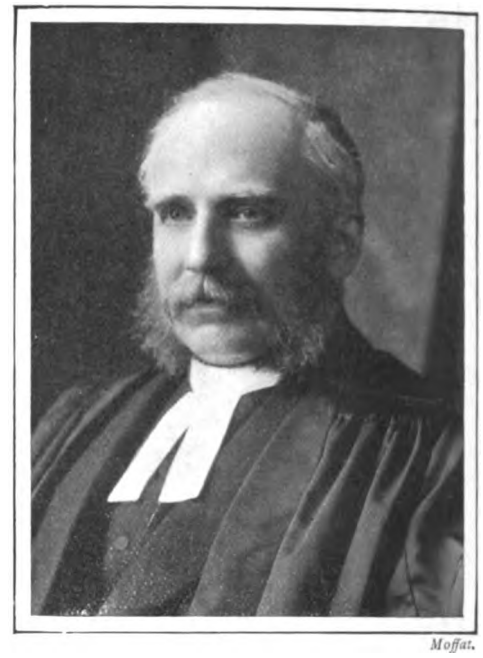
THE REV. DR. CHALMERS

Leader of the Disruption movement in 1843, and first Moderator of the Free Church.



*Moffat.*

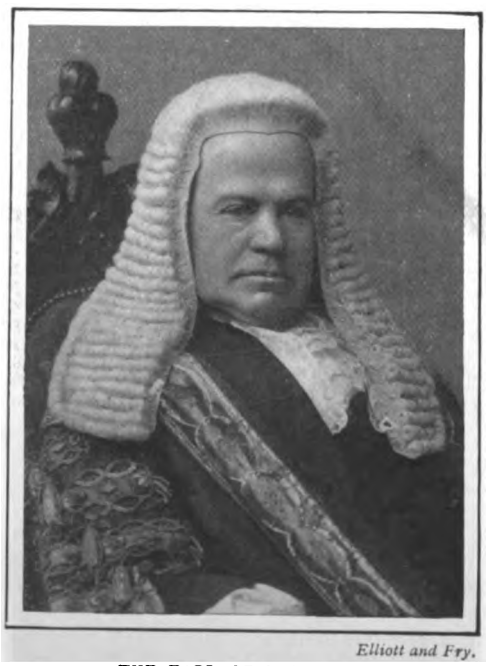
THE REV. COLIN BANNATYNE, M.A.

Minister of Culter, near Edinburgh; first Moderator of the legal Free Church.

ON October 31, 1900, in the great Waverley Market, Edinburgh, in presence of an audience estimated to number at least 5,000 people, the Free Church of Scotland consummated an incorporative Union with the United Presbyterian Church, the name of the combined body being "The United Free Church of Scotland," while the first Moderator was the veteran leader, the Rev. Principal Rainy, D.D.

On the previous day, in the respective Supreme Courts of the two contracting parties, the same question had been put, namely: "That this Church do now agree to enter into an incorporative Union with the Free Church" (or the United Presbyterian Church in the other case). In the Synod of the United Presbyterian Church the motion was agreed to without a dissentient voice; in the General Assembly of the Free Church by a majority of 643 against 27. This minority of 27 (consisting of twenty-four ministers and three elders) declined to enter the Union, claimed to be the Free Church of Scotland, and elected as their first Moderator the Rev. Colin Bannatyne of Culter, an eminently pious and spiritually-minded man (now Professor Bannatyne). At the same time, they took steps to declare their adherence to the Free Church principles of 1843; also that the inheritance and maintenance of these principles lay with them rather than with the United Free Church. To understand this claim it is necessary to revert still further back.

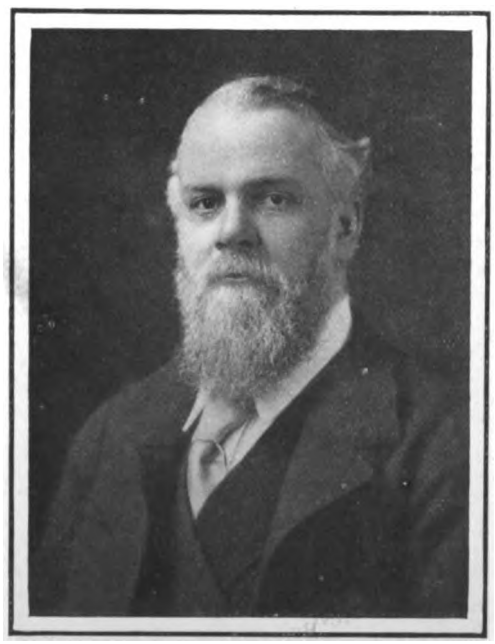
The Free Church of Scotland came into existence on May 18, 1843, at what is popularly known as "The Disruption." This historic event, which was the concluding scene in the exciting drama of the "Ten Years' Conflict," was waged over the question of "spiritual independence," the evangelical majority called "The Non-intrusionists" contending that the Church was free of State control in all spiritual matters, and that no minister could be "intruded" or settled over a people by a patron against their will. The Moderate minority, on the other hand, backed by the Law Courts and the Government, declared that the authority of the State was paramount in spiritual as in civil affairs. The Judicature decided against the evangelical majority's right to veto a presentation to a charge or living where a majority of the parishioners were opposed to it, whereupon that majority, led by Dr. Chalmers, one of the most eloquent men of his age, and, perhaps, the greatest spiritual force then existing in Britain, left the Church



*Elliott and Fry.*

THE EARL OF HALSBURY

Who heard the case on appeal, has been Lord Chancellor since 1895.



*Elliott and Fry.*

THE EARL OF ELGIN

The Chairman of the two Royal Commissions for investigation and settlement.

*Elliott and Fry.*

LORD ALVERSTONE

Who took the late Lord Shand's place on the second hearing of the appeal.



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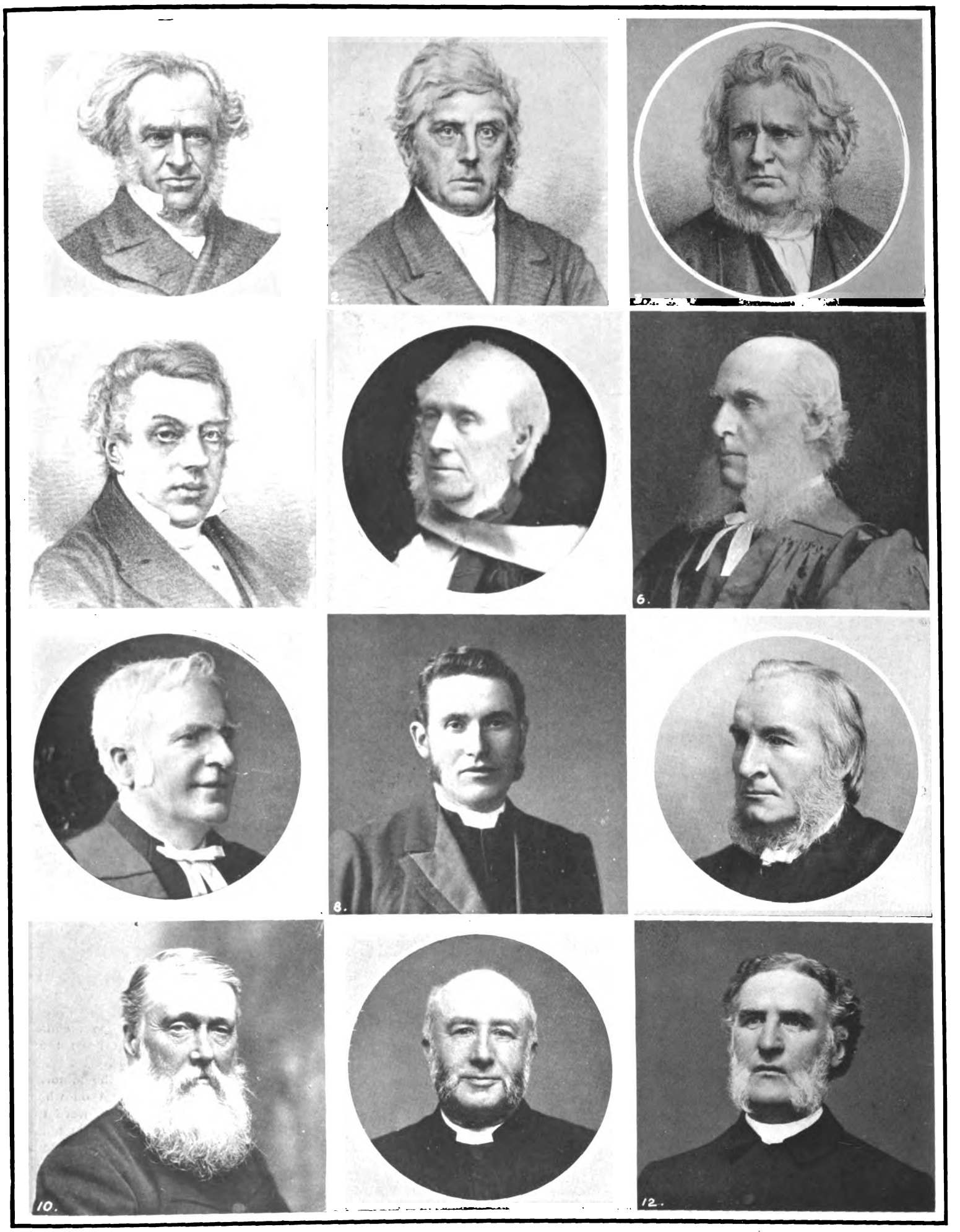


## THE SCOTTISH CHURCH DISPUTE.

(1) Dr. Candlish, a Disruption leader, who has been described as being a chief instrument for expounding the principles, directing the spirit, and organising the government of the Free Church. (2) Dr. Adam Cairns, one of the famous preachers of the Free Church, who went to Australia on the discovery of gold there, and did much valuable work for the union of the Presbyterian churches. (3) Dr. James Begg, Minister of Newington, Edinburgh, one of the Ministers of the first General Assembly of the Free Church, who signed the Act of Separation and Deed of Demission. (4) The Rev. Dr. James Buchanan, a leader in the Disruption Movement of 1843, Convener of the Foreign Missions Committee. (5) Professor the Rev. Thomas Smith, Moderator of the Free Church in 1891. (6) The Rev. J. D. McCulloch, Principal of the Theological Hall, and Convener of Highlands and Islands Committee. (7) The Rev. Murdo McQueen, Minister of Kiltearn, Dingwall, and late Moderator of the Free Church. (8) The Rev. J. Kennedy Cameron, Minister of Brodick, Arran, Clerk of Assembly for the Free Church, Convener of Sustentation Fund. (9) The Rev. Alexander Whyte, the most eloquent of United Free Church Divines. (10) The Rev. William Blair, Minister of Leighton Church, Dunblane, and one of the Clerks of the General Assembly of the United Free Church. (11) The Rev. George Robson, one of the most cultured and scholarly Ministers of the United Free Church, who formerly belonged to the United Presbyterian Section. (12) The Rev. Alexander Lee, Secretary of the Sustentation and Highlands and Islands Committee of the United Free Church.

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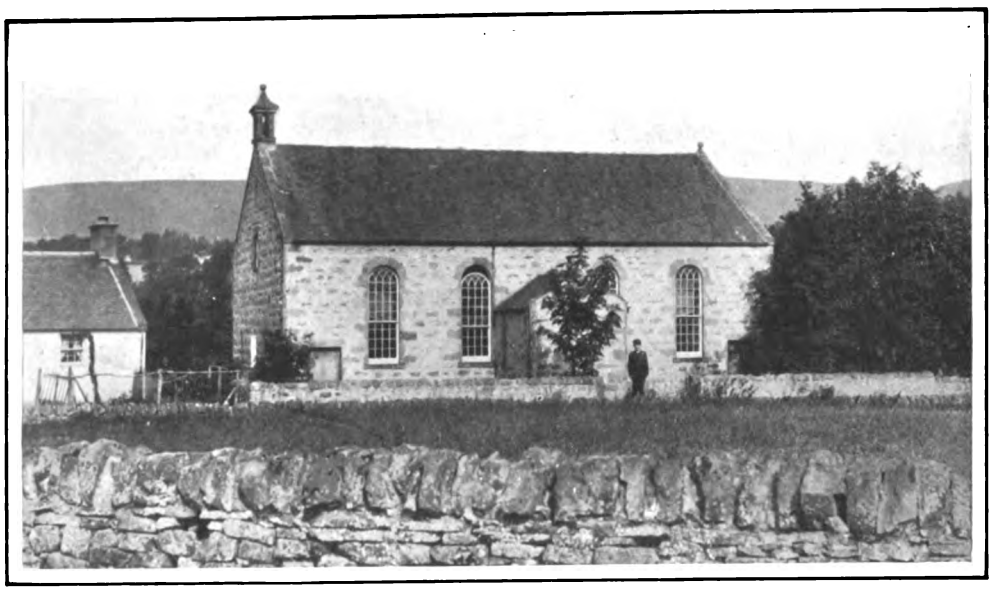


*Munro, Dingwall.*

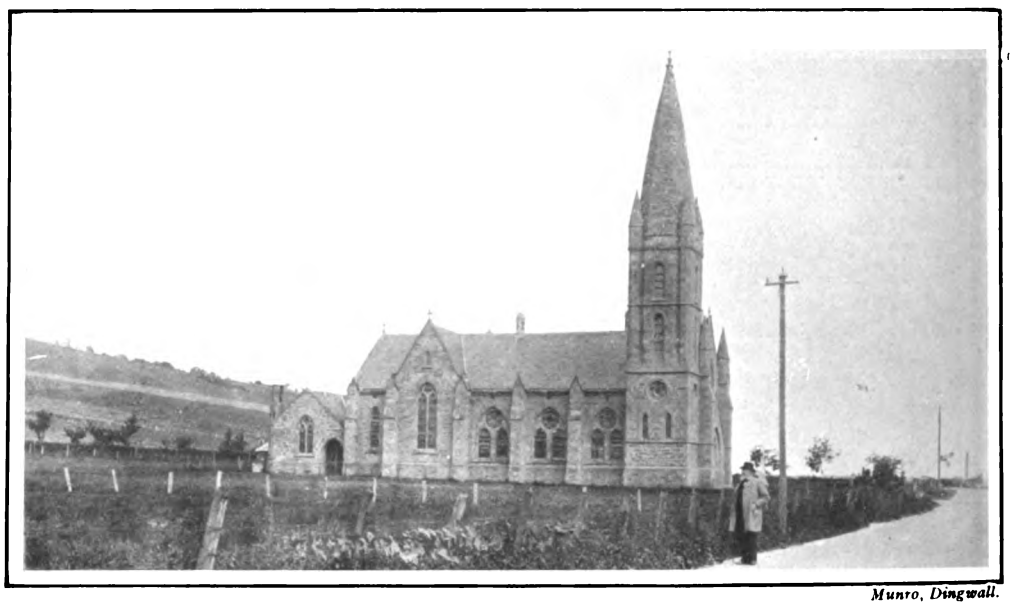
THE FREE CHURCH OF KILTEARN.

of Scotland along with 474 others, and founded the Free Church of Scotland. Though abandoning the Established Church, the Free Church of 1843 in its "Protest" asserted the following principle on establishments:

"And finally, while asserting the right and duty of the Civil Magistrate to maintain and support an establishment of religion in accordance with God's Word and reserving to ourselves and our successors to strive by all lawful means, as opportunity shall in God's good providence be offered, to secure the performance of this duty agreeably to the Scriptures, etc."

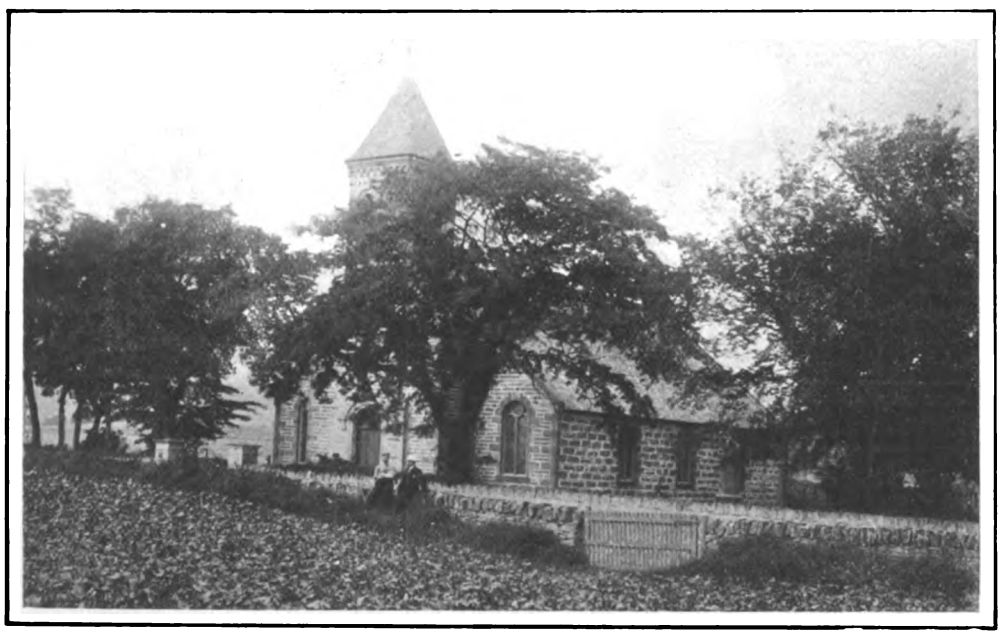
Such was the constitution of the Free Church.

The United Presbyterian Church was founded in 1847 by the Union of the "United Secession Church" (which hived off from the Establishment in 1733), and the "Relief Church" (which seceded from the State Church in 1762). These two sections, both before and after their Union, held strong views against all connection between Church and State, and urged, as a matter of right, a speedy disestablishment. Between these two great bodies, then, the Free and the United Presbyterian Churches, negotiations for Union began in 1863, being promoted by Drs. Candlish, Buchanan, Guthrie, and Rainy in the Free Church, and Principal Harper, Dr. Cairns, and Dr. Andrew Thomson in the United Presbyterian Church, while Dr. Begg, Dr. Thomas Smith, Dr. Moody-Stuart, Dr. Nixon, and other Free Churchmen, opposed it. So determined was the opposition of the minority, that the proposal had to be dropped in 1873, an Act, called the Mutual Eligibility Act, however, being passed in the Assembly of that year permitting congregations to call ministers from either body. Twenty-three years after, negotiations were resumed. The solid phalanx of objectors to Union had become greatly reduced by death, and those who now stood out against Union, although they possessed all the earnest determination and firm adherence to principles of their leaders of bygone years, had neither the commanding ability nor the recognised position of their predecessors. Still, they offered a noble and consistent resistance to what they considered to be a relinquishment of the principles of the Free Church. Among those who distinguished themselves in opposing the progress of the negotiations were the Rev. Colin Bannatyne, the Rev. J. D. McCulloch (now Principal McCulloch), the Rev. J. K. Cameron, Mr. Hay Thorburn, and Mr. Archibald McNeilage. As has already been stated, however, the Union was at length consummated on October 31, 1900, the Free Church entering it with 1,104 congregations, representing 296,085 members or communicants (exclusive of adherents), and the United Presbyterian Church with 594 congregations, representing 198,089 members, forming a total of 1,698 congregations, representing 494,174 members, and numbering, with adherents, over half a million. As to the numbers adhering to the minority in 1900, these are difficult to obtain, but the twenty-four ministers not entering the Union (who by this time have been joined by others) were followed by at least 10,000 members and adherents, the majority of them the pious-minded Highlanders of the North.



*Munro, Dingwall.*

THE FREE CHURCH, FORTROSE.



*Munro, Dingwall.*

THE FREE CHURCH AT ALNESS.

The grounds on which the minority took exception to the Union, and on which they based their judicial action, were that the funds of the Free Church could not legally or consistently be used for the endowment of voluntaryism, or the promotion of latitudinarianism, both of which they declared to be present in the United Free Church. They charged the latter with departing from the Westminster Confession of Faith by rejecting the doctrine of predestination, and that the United Free Church had also abandoned the Establishment principle, which the minority declared to be an essential principle in the polity of the Free Church. They therefore appealed to the Court of Session to declare them the legal Free Church of Scotland.

The case was first heard in what is known as the Outer Court before Lord Low, the



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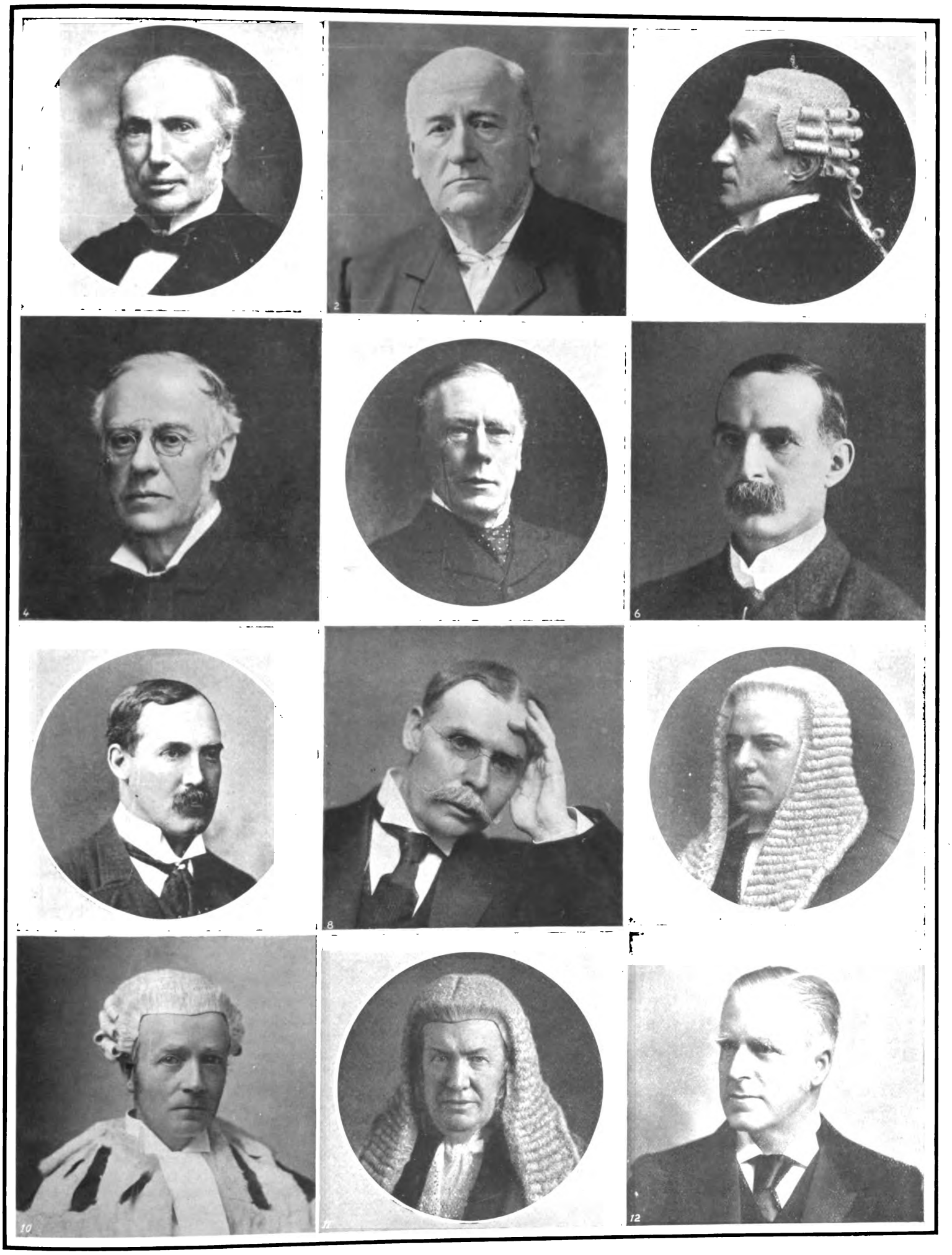

## THE SCOTTISH CHURCH DISPUTE.

(1) Lord Young, who heard the case with the Lord Justice-Clerk, Lord Trayner, in the Second Division. (2) Lord Kingsburgh, President of the Second Division of the Court of Session, which heard the case upon the Reclaiming Note from the Lord Ordinary's decision. (3) Lord Low. In his Court, as Lord Ordinary, in the Outer House, the case was first raised. (4) Lord Trayner, one of the Judges who heard the case in the Second Division of the Court of Session. (5) Lord Kinnear, one of the Executive Commissioners to allocate the Church property under the Act. (6) Sir Ralph W. Anstruther, the third member of the Royal Commission to take evidence, appointed December, 1904. (7) Sir Thomas David Gibson-Carmichael, fourth member of the Parliamentary Executive Commission to allocate property. (8) Mr. Thomas Shaw, K.C., M.P., a member of the Law and Advisory Committee of the United Free Church. (9) Mr. R. B. Haldane, K.C., M.P., one of the Counsel for the United Free Church. (10) Lord Robertson, Lord Justice of Appeal, who heard the Appeal in the House of Lords. (11) Lord Lindley, one of the Lords Justices of Appeal. (12) Lord Overtoun, one of the leading elders in the United Free Church, and one of its Trustees.

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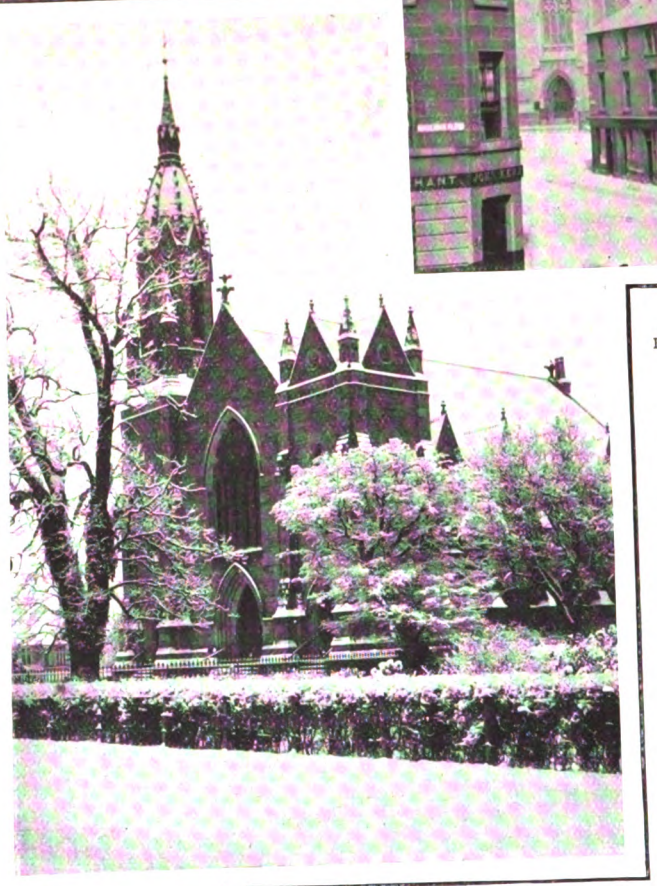
Lord Ordinary, who gave his finding in August, 1901. His Lordship dismissed the action and decided against the Free Church, adopting the view maintained by the United Free Church, that the Establishment principle was *not* an essential and fundamental doctrine of the former Free Church, and that the Union did not involve the giving up by those entering the United Free Church of any doctrine or principle which formed an essential or fundamental part of her creed or constitution. The principal counsel on either side were, Mr. E. T. Salvesen, LL.B., K.C., for the Free Church, and Mr. C. J. Guthrie, M.A., K.C., for the United Free Church.

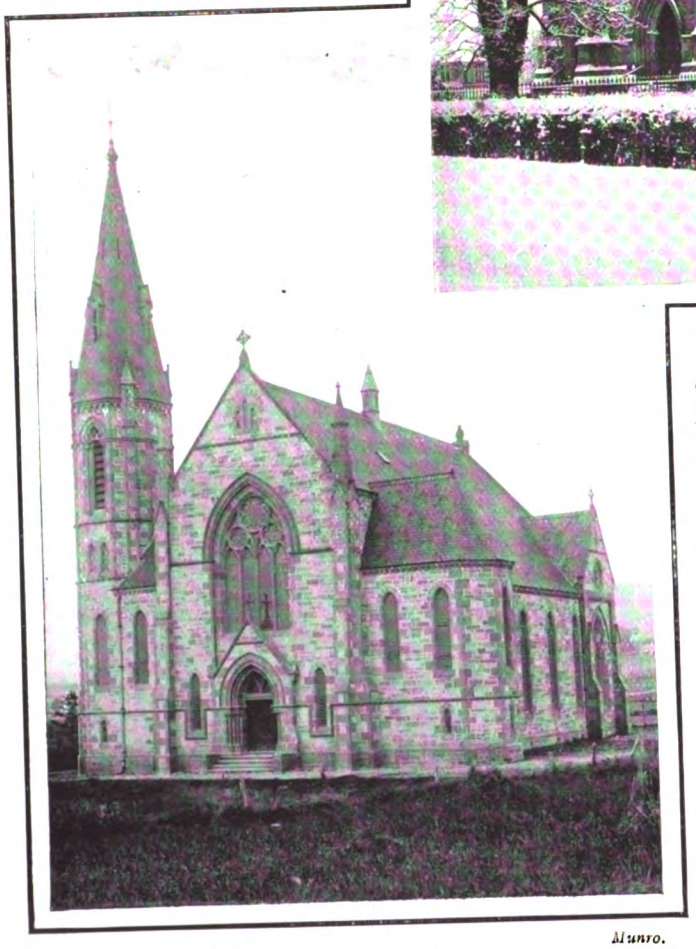
The case was then carried on a Reclaiming Note to the Second Division of the Appellate Section of the Court of Session, where, after being heard before the Lord Justice-Clerk (Lord Kingsburgh), Lord Young, and Lord Trayner, these three judges unanimously agreed with Lord Low, and one of them—Lord Young—even went further, holding that any two or more dissenting Churches may lawfully unite so as to form themselves into one Church, and that nothing more is necessary to Union than their own consent. The counsel were substantially the same on this occasion, save that Mr. Asher, the Dean of Faculty, was leader for the United Free Church.

The case was now appealed by the Free Church to the House of Lords, and in 1903 it was heard before the Lord Chancellor, Lords Macnaghten, Lindley, Davey, Shand, and Robertson, the counsel for the Free Church being Mr. H. Johnston, K.C. (now Lord Johnston), Mr. Edward T. Salvesen, K.C. (now Solicitor-General for Scotland), and Mr. J. Roberton Christie; while for the United Free Church there appeared the Dean of Faculty, Mr. A. A. Asher, K.C. (now deceased), Mr. R. B. Haldane, K.C., Mr. Charles J. Guthrie, K.C., and Mr. R. L. Orr. The case having been argued, the judges were preparing their decisions, when suddenly Lord Shand died. His decision had been written out, and was favourable to the United Free Church. His opinion, therefore, if delivered, with that of Lords Lindley and Macnaghten, would have left the Bench evenly divided, in which case the judgment of the Courts below—the Scottish Court of Session—would, by law, have become the finding of the higher tribunal. A rehearing of the whole case was rendered necessary, which began on June 9, 1904, before the remaining Lords, with the addition of the Lord Chief Justice, Lord Alverstone, and Lord James of Hereford. On August 2 the decision was given, five judges — Halsbury, Alverstone, Davey, James, and Robertson—declaring in favour of the Free Church, while two—Lindley and Macnaghten—dissented.

*Mathieson, Edinburgh.*
BUCCLEUCH-GREYFRIARS FREE CHURCH, EDINBURGH.



*Munro.*
THE FREE CHURCH, DINGWALL.



*Munro.*
THE FREE CHURCH, ROSSKEEN.

By this judgment the Free Church was vested with the whole of the property formerly held by the body prior to 1900. This amounted to over £1,000,000 sterling in invested funds, as well as colleges at home and abroad, missionary buildings all over the world, and all those churches and manses in Scotland which had not special clauses in their trust deeds. On October 23, 1904, the Court of Session made the House of Lords' judgment operative, which enabled the Free Church legally to claim its own, though it offered to delay taking possession until July, 1905, if only the United Free Church would give a guarantee that nothing would be taught in the colleges or churches contrary to what the Free Church claimed as its distinctive principles. This, however, the United Free Church refused to consider. Accordingly the Free Church demanded and was awarded by the Courts, the New College, Assembly Hall, the Church Offices, and about eighty churches.

The tremendous excitement and indignation aroused all over Scotland by the effects of the House of Lords' judgment, as the full scope of it began to be realised, at length showed the Government that something would need to be done to quiet the public mind in North Britain, otherwise serious consequences might ensue. But how was action to be taken? The decision of the Lords was unimpeachable in point of law from the standpoint from which they had viewed the case, viz., that when trust funds are under consideration, the law of trusts must recognise no exceptions. To permit tampering and tinkering with the laws, and particularly with the law of trusts, is a dangerous precedent to create. On the other hand, to everyone, save perhaps the interested parties, the fact was obvious that the Free Church was quite unable to administer the funds in accordance with the law of trusts, and that ere long they might find themselves brought up on a charge of breach of trust. What was to be done? The Legislature in its administrative



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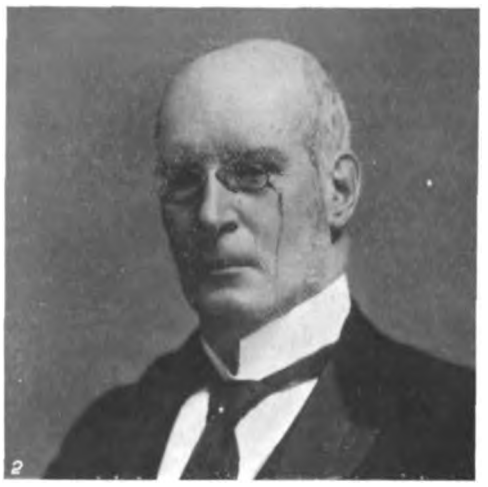

## THE SCOTTISH CHURCH DISPUTE.

(1) Lord Davey, one of the Lords Justices of Appeal before whom the case was heard. (2) Sir John Cheyne, Chairman of a Commission to hear cases in which the Free Church claimed churches from the United Free Church. (3) Lord Macnaghten, one of the Lords Justices of Appeal who heard the case. (4) Mr. J. Hay Thorburn, Deputy Clerk and General Secretary for the Free Church. (5) Mr. R. Allevne Lee, Advocate, Secretary of the Royal Commission. (6) Sheriff Guthrie, who was one of the Counsel in the Scottish Courts for the United Free Church. (7) Mr. Robert Russell Simpson, W.S., one of the most important officials in the United Free Church. (8) The Rev. Dr. Ross Taylor, Moderator of the United Free Church when the Union took place. (9) Mr. Edward Theodore Salvesen, Advocate, Solicitor-General for Scotland, Counsel for the Free Church throughout the dispute. (10) The Rev. George Adam Smith, Professor of Old Testament Literature in Glasgow Free Church College. (11) The Rev. Archibald Henderson, Minister of Crieff, and Junior Clerk of Assembly. (12) The Rev. Dr. Marcus Dods, Professor of New Testament Literature in New College, Edinburgh.

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capacity could alone provide both the bane and the antidote. Accordingly, after all attempts to bring about a compromise between the parties had failed, and after the United Free Church had shown its marvellous resources by subscribing in a few weeks £150,000 as an emergency fund, the Government appointed a Royal Commission, consisting of the Earl of Elgin, Lord Kinnear, and Sir Ralph Anstruther, to enquire into all the facts connected with the funds and properties of the Free Church, as to whether it could make use of them, and what action, if any, could be taken on the matter by legislation or otherwise. The Commissioners sat during January and part of February, 1905, and reported fully on the questions laid before them. On their report, the Government introduced a Bill into Parliament which speedily passed both Houses, under which an Executive Commission has been appointed, consisting of Lord Elgin (Chairman), Lord Kinnear, Sir Ralph Anstruther, Sir T. Gibson-Carmichael, and Sir C. B. Logan, to which the property has all been transferred for the purpose of making a just and suitable distribution of it between the two Churches. This Commission begin their sittings this week, and it is hoped that the work will be expedited as rapidly as possible, in order to do away with a situation which has done more harm to the spiritual life of Scotland than a century will repair.

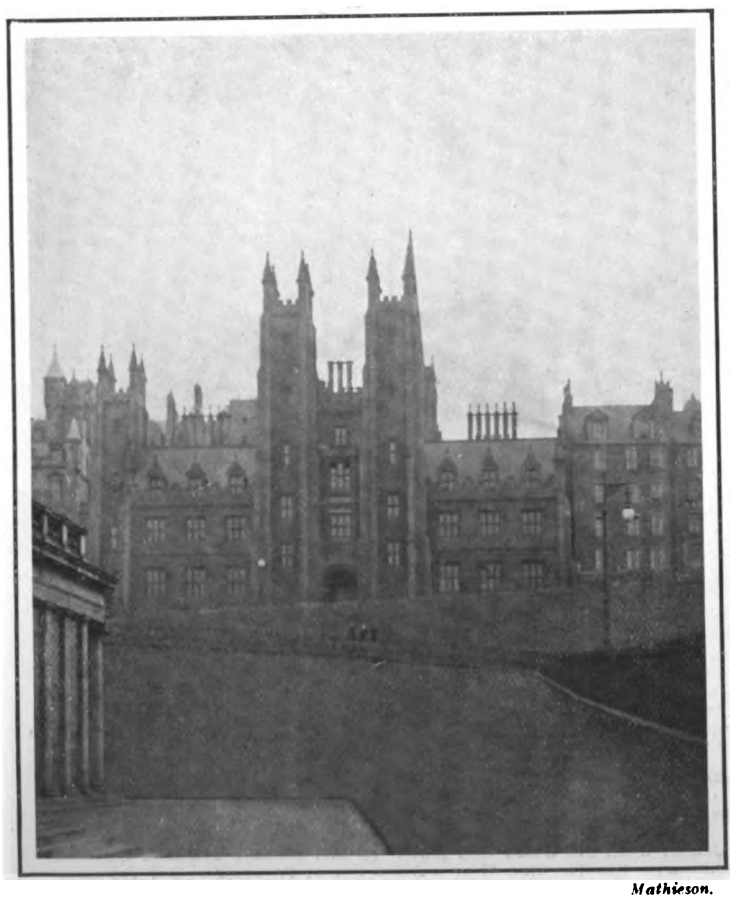
*Mathieson.*

ST. COLOMBA GAELIC CHURCH, EDINBURGH
Which was taken possession of by the Free Church after the legislation.

THE SYNOD HALL, EDINBURGH
Where the defeated Church held its Assemblies.

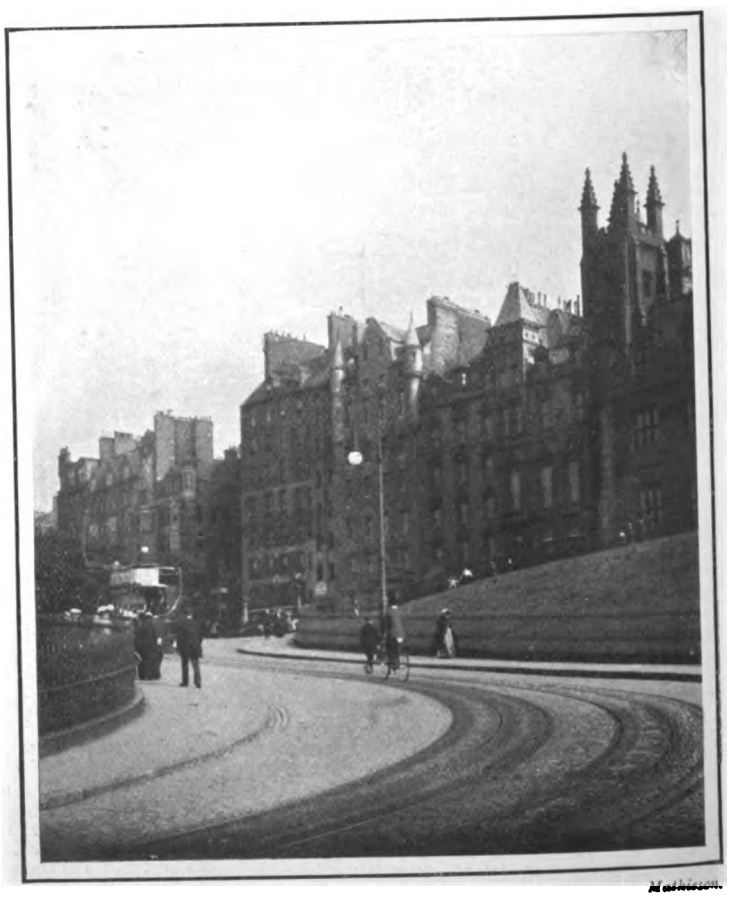
Among the important churches of which the Free Church has obtained possession, either by legal action or by force, are Buccleuch-Greyfriars and St. Columba's Churches in the Presbytery of Edinburgh, Fortrose in that of Chanonry, Alness, Rosskeen, and Dingwall in that of Dingwall, Nairn in the Presbytery of Forres and Nairn, and Petty in the Presbytery of Inverness. They also commenced their Theological Session last year in the New College with sixteen students, some of whom, however, will not return. During that session they were compelled to ask the aid of lecturers and professors from the Original Secession, the Reformed Presbyterian and the Baptist Churches, in the persons of the Rev. Professor Morton and Mr. Hay Fleming of the first-named Church, the Rev. Dr. Kerr of the second, and the Rev. J. Urquhart, of the third, who assisted the regularly-appointed professor of the Free Church, Rev. Dr. Alexander. This year the Free Church proposes to do its teaching work wholly by its own ministers, the Rev. C. Bannatyne having been appointed professor and the Rev. J. D. McCulloch principal.

What the future holds in store for the legal Free Church it is hard to say. They are a small body, and the struggle for existence will be severe. If they have done nothing else they have shown a devotion to principle and a readiness to endure sacrifice and suffering that must always ensure them respect.



*Mathieson.*

THE FREE CHURCH, ASSEMBLY HALL, AND COLLEGE, EDINBURGH.
This building, which is now in the possession of the legal Free Church, has many historical associations.



THE OFFICES OF THE FREE CHURCH, THE MOUNT, EDINBURGH.
This building also is now legally in the possession of the Free Church, who have removed the name of the United Free Church and insignia from above the doorway.



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# Royal Reviews in Scotland.

IT is not generally known that several reviews of Volunteers were held by the reigning Sovereign in the closing years of the last and early years of the present century, some of the corps then inspected bearing the same titles as are still in existence to-day. In 1799 George III. reviewed sixty-five corps in Hyde Park, when over 8,000 men were under arms. Amongst those were the Honourable Artillery Company, who fired the Royal salute; the St. George's, the Westminster, the Bloomsbury, the Temple, and the Finsbury. Another review was held on the same day the following year, when 11,200 men paraded, the Prince of Wales, as then Captain-General on this occasion, marching past at the head of the Honourable Artillery Company. Then again in 1803 the King reviewed 27,000 troops, while in 1814 the last of the old Volunteer Force of 1803 appeared in "review order" in Hyde Park on the occasion of the visit of the Allied Sovereigns. Most of these "Armed Associations," as many of them were then called, were raised between 1797 and 1803, and they were disbanded on June 30, 1814. Not until 1859 was the Volunteer Movement again set on foot.

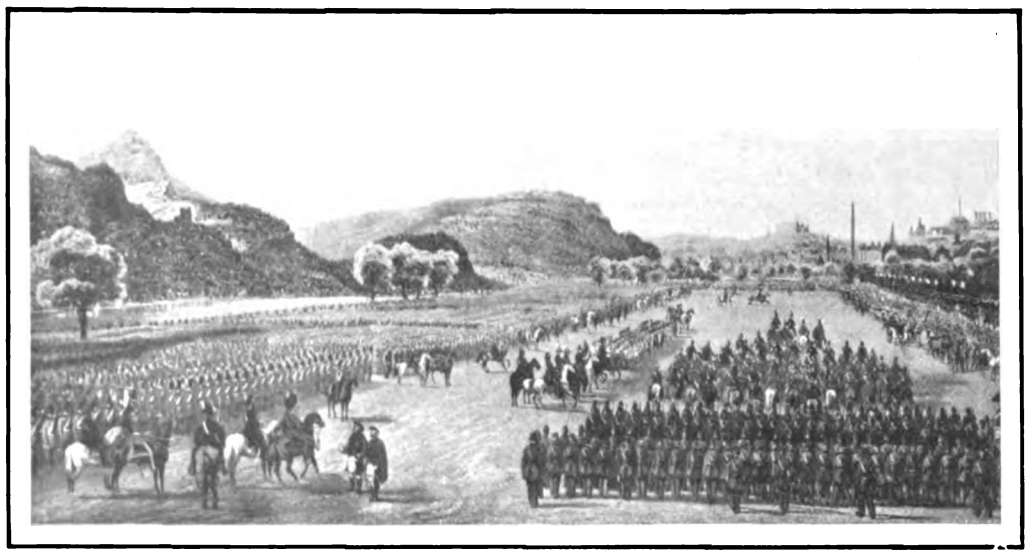
The Royal review held in King's Park, Edinburgh, on Monday last, marks the third occasion under the present force of Volunteers on which the reigning Sovereign has shown a mark of signal honour and favour to the Scottish Volunteers.

Following the great review in Hyde Park on June 23, 1860—a function which first opened the eyes of the country to the fact that the force was one which must not be despised (although it is interesting to recall that *The Times* did not condescend to notice the event!)—Queen Victoria held a similar review in Edinburgh on August 7, 1860, when some 22,000 Scottish Volunteers were on the ground.

In a general order issued by the Adjutant-General after the event, it was stated that "Her Majesty could not see, without admiration, the soldier-like bearing of the different corps as they passed before her, and she finds, in the high state of efficiency to which they have attained in an incredibly short space of time, another proof that she may at all times surely rely on the loyalty and patriotism of her people for the defence, in the hour of need, of the freedom and integrity of the Empire."

The 1881 Review lives chiefly in the memory, not only of those who participated, but in that of the whole country, through the merciless downpour of rain which continued during the entire proceedings. As we have seen it stated: "The rain descended in files, in sections, in companies; it descended in battalions; it descended in brigades and divisions." It descended until there was not a dry stitch of clothing on any one man of the 39,473 present. By common consent, however, the function was a most successful one, the appearance of the men steady and soldier-like, while in physique they represented a body of which any country might be proud.

On Monday about 300 officers and 1,300 non-commissioned officers and men who took part in this event, again paraded before His Majesty, chief amongst them being the Earl of Wemyss, who, for the third time, led past his old regiment, the London Scottish, which he founded in 1859—a unique achievement. No man who was present has done more for the Volunteer Force, by pen, speech, and action, than the veteran Earl.



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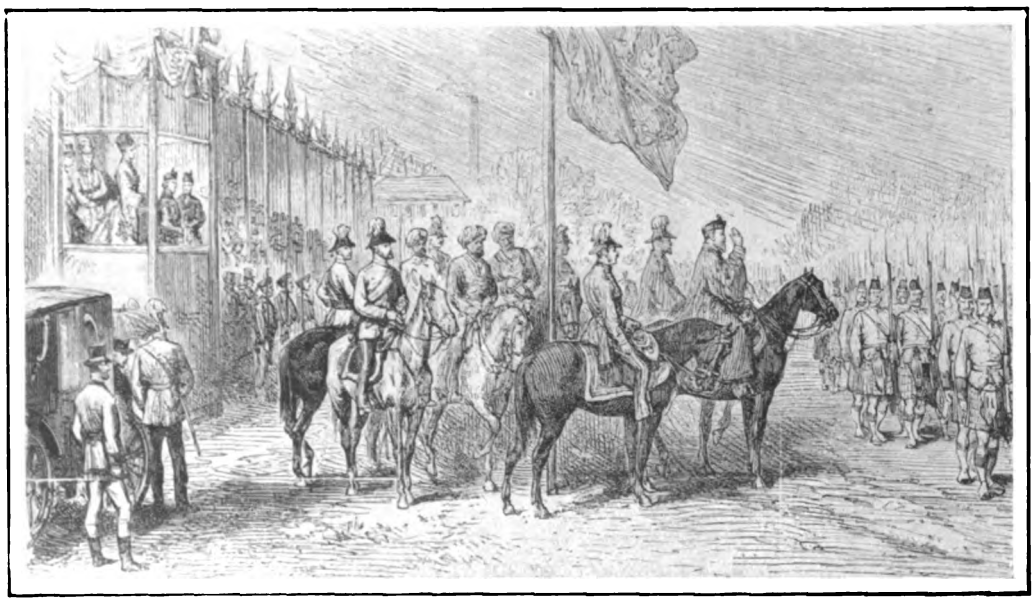
THE INSPECTION OF THE ROYAL SCOTTISH BY QUEEN VICTORIA AT EDINBURGH IN 1860.

This was the first review of the Scottish Volunteers since the inception of the movement.



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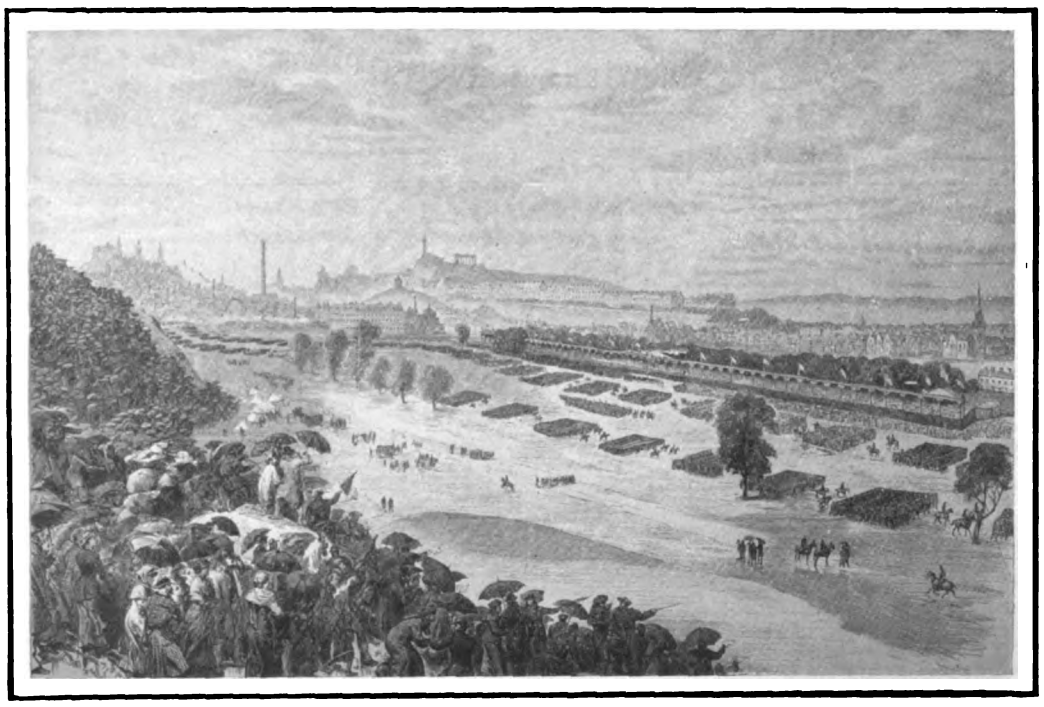
THE REVIEW AT GLASGOW BY THE PRINCE OF WALES IN 1876

On which occasion he, as Honorary Colonel of the Battalion, inspected the Sutherland and Caithness Regiments.



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THE MARCH PAST OF THE ROYAL SCOTTISH BEFORE QUEEN VICTORIA AT EDINBURGH IN 1881.

A celebration of the coming of age of the Volunteer Movement, August 25, 1881.



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# The Traveller.

## SOME NORTHERN HEALTH RESORTS.

*A. H. Robinson.*

AT WOODHALL SPA.

Visitors taking the "cure" at the popular Lincolnshire health resort. A view showing the Pump-room, Baths, and Promenade.

IT is not everybody who can afford the luxury of a foreign "cure," or, on the other hand, are willing to submit to the inconveniences which it so frequently incurs. For such as these there are several of the home watering-places, within a few hours of the metropolis, which have imitated with conspicuous success the methods employed by their more fashionable rivals on the Continent. Take Woodhall Spa, for example. This charming little Lincolnshire village owes its present-day popularity entirely to its mineral waters, which contain a greater percentage of iodine than any other in Europe. On this account it has proved a most valuable curative agent in the treatment of scrofula and many other skin ailments, while for gout it is regarded as a sovereign specific. Like many other famous springs, the discovery was purely the result of accident. It appears that in the year 1811 the late Mr. John Parkinson fancied the locality as a likely place for coal, and during the sinking operations the workmen employed found their progress impeded by the outflow of a spring, and the project was abandoned. Little thought was given to the spring until some years after, when local interest was aroused by the proceedings of a half-witted native named Myrril, who was observed in the daily habit of filling a bottle with the water discharged from the well into a small stream that had attracted his attention. Others quickly followed the lead thus given, and, discovering the curative properties of the water—afterwards confirmed by Dr. Franklin, F.R.S., as the result of careful analysis—quickly spread its fame to other parts of the country.

And so Woodhall Spa has steadily continued to increase in popularity year by year. Originally the accommodation for patients was of a very primitive kind, consisting of a modest brick shed containing only one bath. The Woodhall Spa Company, Limited, however, quickly recognised the growing needs of this rapidly-rising resort, and have built a handsome pump-room and baths, embodying all the modern improvements found in the fashionable Spas on the Continent. The equipment of this establishment includes shower, lave and local douches, inhalation,

*Photochrom.*

THE OLD SULPHUR WELL, HARROGATE.

One of the oldest features of this famous Northern Spa is the old sulphur well, which did service until the present luxurious baths were erected. The autumn season at Harrogate is an ideal time in which to take the "cure."



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respiration, and natural vapour baths from the heated mineral water can be applied wholly or locally. In addition to the Krewznach system, massage, as practised at Aix-les-Bains, is given when required. The entire building is heated throughout by warm water, thus ensuring a comfortable and equable temperature at all seasons of the year.

The comfort of visitors has been very carefully studied from almost every point of view. The Victoria Hotel, which adjoins the baths, and is the property of the same company, provides accommodation for about eighty guests. Here one can obtain the celebrated Bromo-Iodine waters, either for drinking or bathing purposes, without the necessity of stirring outside. There are several other first-rate hotels and hydropathic establishments, but the Victoria is the only one where the privilege may be enjoyed. The amusement of visitors has been carefully provided for by the directors of the Spa. For the golfer there is a capital nine-hole course adjoining the baths; well-kept tennis and croquet lawns are also available to those using the Spa. Hunting men will find Woodhall a convenient centre for the meets of the Southwold packs; it is also within an easy distance of the Blankney and Burton districts. For those bringing their hunters down with them the Spa provides first-rate stabling. Then good coarse fishing can be had in the Witham and Bain, and shooting for members of the Gun Club. Many places of interest can be visited in the neighbourhood, such as Kirkstead Abbey, Boston, which of course, possesses special attractions for American visitors, Scrivelsby Court, the historic seat of the Dymokes, Tattershall Castle, one of the finest specimens of mediæval brickwork in the country, and Somersby, the birthplace of Alfred Tennyson. The brook of which he sang

> "I come from haunts of coot and hern,
> I make a sudden sally,
> And sparkle out among the fern,
> To bicker down a valley,"

still ripples and sparkles by the old parsonage.

Situated in the heart of a beautiful woodland district, Woodhall can be reached within a comfortable three hours' journey from the metropolis by the expresses of the Great Northern Railway. For the sick or well it would be difficult to recommend a more delightful place for an autumn holiday than this pretty little Lincolnshire village, with its lofty pines and stately avenues.

To the north of Woodhall, in the adjoining county, lie two more famous Northern health resorts—Ilkley and Harrogate, as celebrated in their way, perhaps, as either Homburg or Carlsbad. It is almost unnecessary to commend to the health-seeker or holiday-maker two such well-known inland "cures." The discovery of Harrogate's famous Bogs Field Springs by Sir William Slingsby is an oft-told tale. Practically every kind of treatment can be indulged in at Harrogate, which possesses the most complete and up-to-date system of baths in this country.

The newest treatment of all is that administered by electricity. The process is an application of the alternate current by means of which 100,000 volts is passed through the patient without his feeling the least sensation. The effect is declared to be most exhilarating, while rheumatic patients are loud in their praises of the electrifying process. Both Harrogate and Ilkley—the latter situated in the lovely valley of the Wharfe—enjoy the purest and most bracing of air, an ideal situation, a plenitude of internal attractions and amusements, facilities for following almost any pursuit, and the proximity of exquisite country.

The country is seen, perhaps, to even better advantage now than in the middle of summer; while the air, which is always bracing, no matter how hot and oppressive in town, is deliciously fresh and health giving.

*Photochrom.*

THE GOLF LINKS, ILKLEY.

Like Harrogate, Ilkley is a favourite inland watering-place, not the least of its attractions being the fine and picturesque eighteen-hole golf course. It is also a most convenient centre from which to explore the valley of the Wharfe.

Ilkley is neither so fashionable nor so interesting a town as Harrogate, which is about four times the size; but for those who seek a really quiet and restful holiday, and have a fondness for long moorland rambles, it would be difficult to beat. There are numerous hydros where those wishing to undergo a "cure" can remain.

From London the Great Northern Company, in conjunction with the North Eastern Railway, run a number of daily expresses to these two favourite Northern watering-places, and until the end of September issue to holiday-makers and others special holiday contract tickets, available for a week or a fortnight, which cover any number of journeys anywhere between the stations for which they are available. This system gives the holder practically all the privileges of a season ticket, and is to be highly commended.



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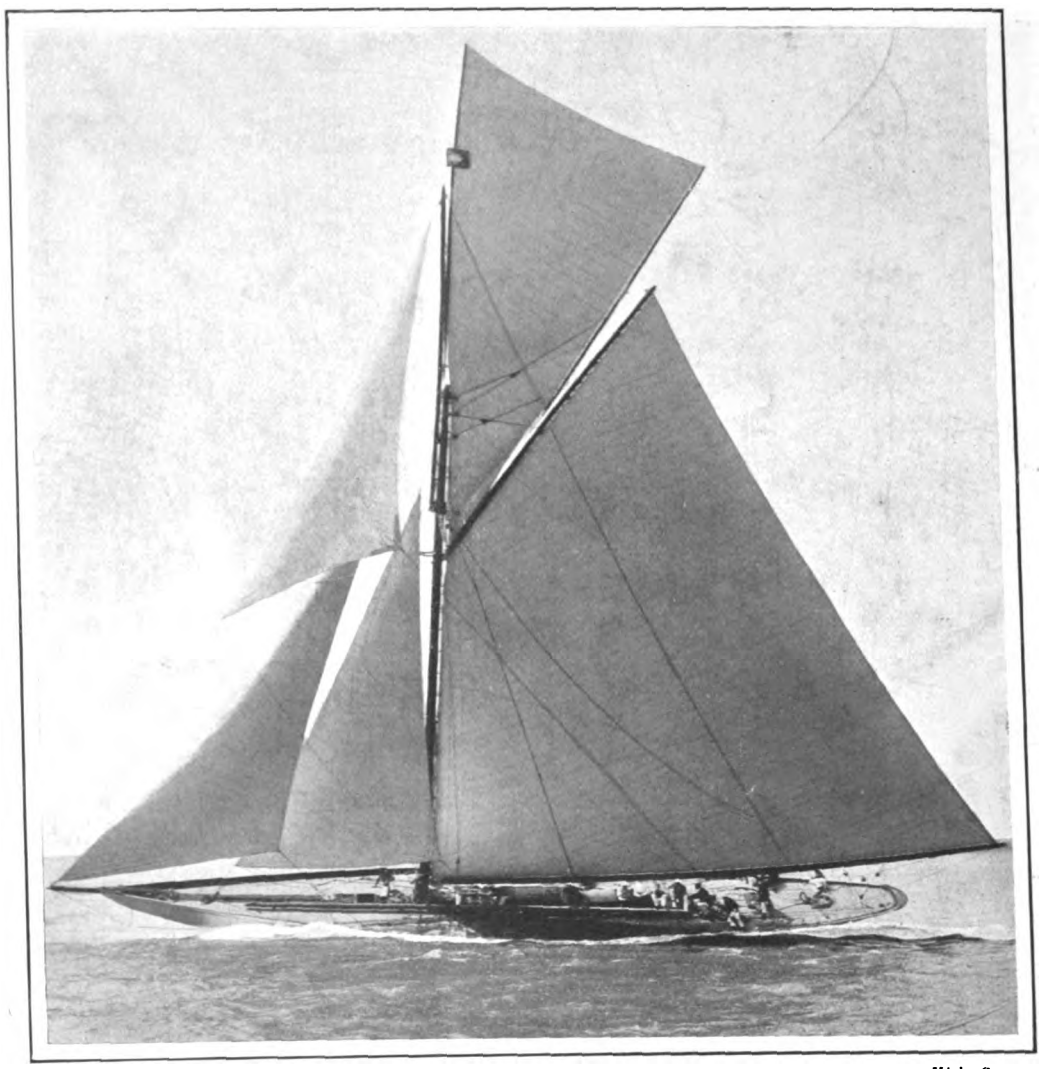
# Under the Burgee.

IT was the lot of the Royal Dart Yacht Club to bring the big class racing season of 1905 to a conclusion with its annual regatta at Dartmouth, on September 1. The Plymouth clubs arrived at the conclusion, early in the year, that the position at the end of the season was not one to be coveted, particularly in a year when the fixtures were in ordinary course falling late, and thus, by arranging their week's racing in July, left Dartmouth little option in the matter. In comparison with more recent years, the Dartmouth fixture should have been one of at least average interest; as it was, there was some excellent racing, but the boisterous weather of the preceding two days had been responsible for the absence of a few vessels, and the sport has not yet recovered to that extent that any club can view with equanimity even a moderate thinning out of the yachts whose presence may have been expected.

Dartmouth Harbour during regatta times usually presents a most attractive scene. The natural beauties of the harbour are such that it is difficult to imagine how they can be enhanced. When, however, both sides of the water-way are lined with scores of yachts, all displaying a profusion of bunting, the picture is one which no other regatta can rival, the lofty green slopes forming a pleasing background rarely seen in yachting pictures. Added to this, the town always endeavours to make regatta week attractive in other ways. No one can complain of dulness at Dartmouth. There is always plenty of fun in progress ashore, and at the end of the day's racing, there being little need for keeping anchor watch aboard the yachts, it is the custom for everyone to go ashore, and enjoy a turn on the roundabouts and visit the various shows in the fair, which is always a feature of the regatta. In this particular respect, Torquay is somewhat similar; but it is chiefly at the quaint old town of Dartmouth that yachtsmen give themselves over to the shore amusements. The regatta extends over three days, and includes small class sailing matches and rowing events inside the harbour, and this year, in addition to displays of fireworks, the front of the town was extensively illuminated every evening.

The townspeople put forth every effort to make the annual regatta attractive, and so the town identifies itself with the yachting fixture in a manner not attempted in other districts. Under all circumstances, it is hardly to be expected that yachtsmen will ever desert the fixtures in Torbay and at Dartmouth, late though they may come in the season. There is, however, one contingency that has to be taken into serious consideration in estimating the future welfare of these regattas, and that is the possibility of accidents to the yachts. This is a more serious matter for a club to contemplate, whose fixture comes at or near the end of the season, than for any whose regatta is earlier, as a yacht meeting with a mishap, necessitating extensive repairs, might not trouble to have them attended to with only one or two races to follow. There was an instance of this when Mr. Kennedy's yawl, White Heather, was dismasted in the Solent, and did not refit for the remainder of the season.

If this year's arrangements are adhered to, in future there will be only four days' racing after the Solent, and as two long passages have to be made in connection with these, fears are already entertained at the Western ports that more owners than at present may discontinue their season's racing with the close of the Solent regattas.



*Kirk, Cowes.*

ZINITA

65-ft. linear rater, built two years ago by Fife for Messrs. W. and J. C. Connell. The order was placed for her when it was expected that a class of these vessels would be formed, but her owners have had to be content with handicap racing. In the handicap classes she sailed as 92 tons Thames measurement.

The Royal Dart Club had an ideal day for its racing. The wind from the north-west had just that weight in it to make skippers doubtful whether or not to send biggest jack-yarders aloft; but as soon as one set the example, the others followed, though now and again some of the lighter-weather boats had as much as they could comfortably stand. The triangular course gave a reach, a run, and a turn to windward, so that, whatever any particular boat's favourite point of sailing might be, she had it at some time of the day.

Messrs. Connell's 65-footer Zinita was scratch vessel in the big handicap, and at the end of the first round looked like winning. The day was, however, not devoid of flukes, and once or twice vessels got lifts from slight shifts of wind, which enabled them to keep within their handicap times, while the heavier boats showed to advantage in the harder puffs, and Zinita had the barren honour of leading the fleet home, while the first prize went to Betty, which finished last, but well within her time. Valdora, in this race, threw away her chance by fouling the mark-boat at the start, and so disqualifying herself.

The race for 52-footers resolved itself into a duel between Sonya, the American craft, and last year's champion, Maymon, in which the latter was victorious after giving one of her best displays of sailing this season. In the first round she fairly beat Sonya on the turn to windward — the American's strong point.

As the vessels took up their anchorage in the harbour after the day's racing was concluded, they hoisted their strings of prize flags representing the season's winnings. Sonya flew twelve flags, while Maymon had just double that number. In the superior records of British boats in home waters against the latest Herreshoff production, designed and built specially for this class, students of form may take some consolation for our defeats in International racing in American waters. It has to be borne in mind, though, that Sonya has missed several races owing to mishaps, and a comparison of wins in proportion to the number of races sailed in will be of interest.

CORINTHIAN.



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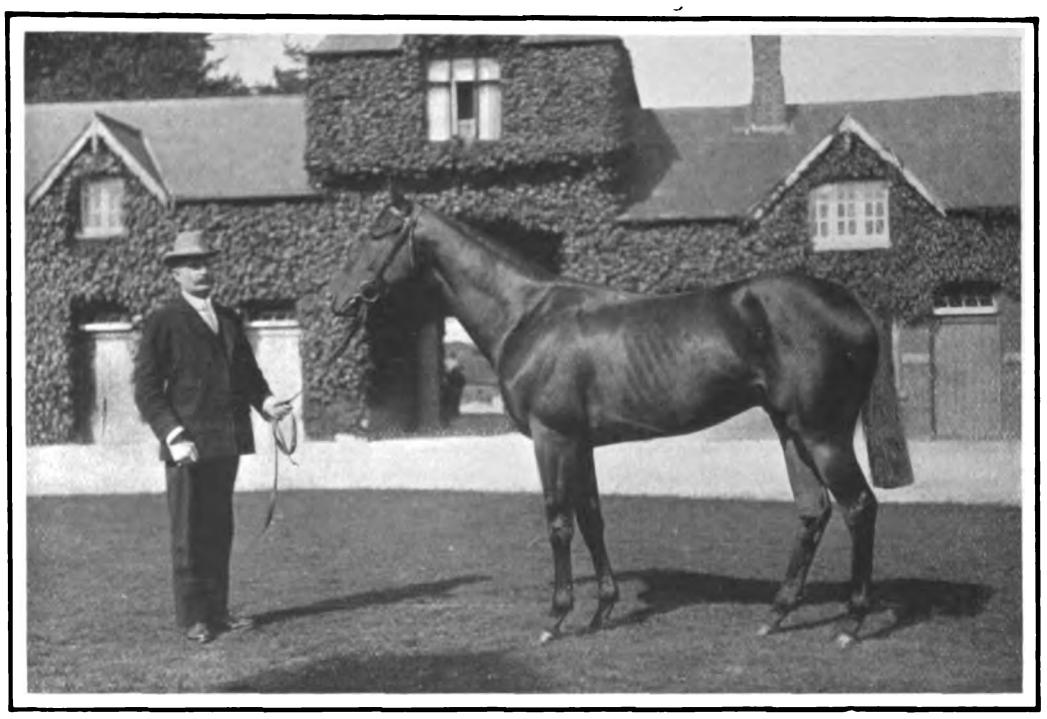
# THE DONCASTER WEEK.

THE patronage of his Majesty and, to some extent also, the glorious weather which prevailed, attracted the attendance of what can only be described as a great multitude when the great Doncaster Meeting commenced on Tuesday, the 12th inst., with the race for the Fitzwilliam Stakes, which was easily won by Out o' Sight, ridden by Morny Cannon, Myrcia was second, and old Cossack showed that he still retains some of his speed by carrying his 9-st. 2-lb. into third place. It is an open secret that the connection between Mr. R. H. Henning and Brewer, his trainer, is about to cease. Curiously enough, just now Mr. Henning's horses cannot do wrong, and Best Light won the Doncaster Welter Plate for him, beating Flower Girl by five lengths, with Golden Saint filling the third place. Then came the Champagne Stakes, in which one had been looking forward to a meeting between Admirable Crichton and Black Arrow, for whom, owing to the absence of Major Loder's colt, the race was considered a certainty if he could be prevailed upon to start. This brilliant but erratic colt must, I fear, be written of as being completely unreliable, for he either could not or would not gallop when it came to racing, and finished a bad fourth behind Achilles, Victorious, and the colt by Diamond Jubilee out of Dame Agaeta.

Mr. R. H. Henning scored again in the Great Yorkshire Handicap, which was won by Airship (7-st. 8-lb.) by three-quarters of a length, after a pretty race with Mark Time (9-st.); a length and a half away Throwaway was third, and Henry the First, Fermoyle, and Sandboy were amongst the beaten horses. Very popular was the victory of Lord Fitzwilliam's Foresight in the Glasgow Plate, which he won by four lengths from a field of twenty runners.

The Fates were unpropitious with regard to the race for the St. Leger of 1905. There had been a prospect of witnessing a contest between the winner of the Derby and the Oaks, with the French champion joining in the fray; but "the best laid plans of men and mice oft gang aglev." The weather prevented the arrival of Val d'Or, and no sooner was it certain that he would not run, than another blow descended, and Cicero was scratched. Even that evil was not sufficient unto the day, for it shortly transpired that Cherry Lass was not well, and, well—it is certain that never before has such a ragged field gone out to battle for the St. Leger Stakes. There was little delay at the post, and when the horses settled down to their work Magon settled down with a slight lead from Royal Ward, Cherry Lass, and Polymelus. After going about half a mile Cherry Lass improved her position, followed by Challacombe, Llangibby, Nimay, and Royal Ward. A quarter of a mile from home Cherry Lass was beaten, and Challacombe, taking up the running, won easily by three lengths. The race was run in 3-min. 5 2-5-sec., which is the fastest time on record for the St. Leger.



W. A. Rouch.

MR. W. M. G. SINGER'S CHALLACOMBE.
Winner of this year's St. Leger. Trained by Alec Taylor.

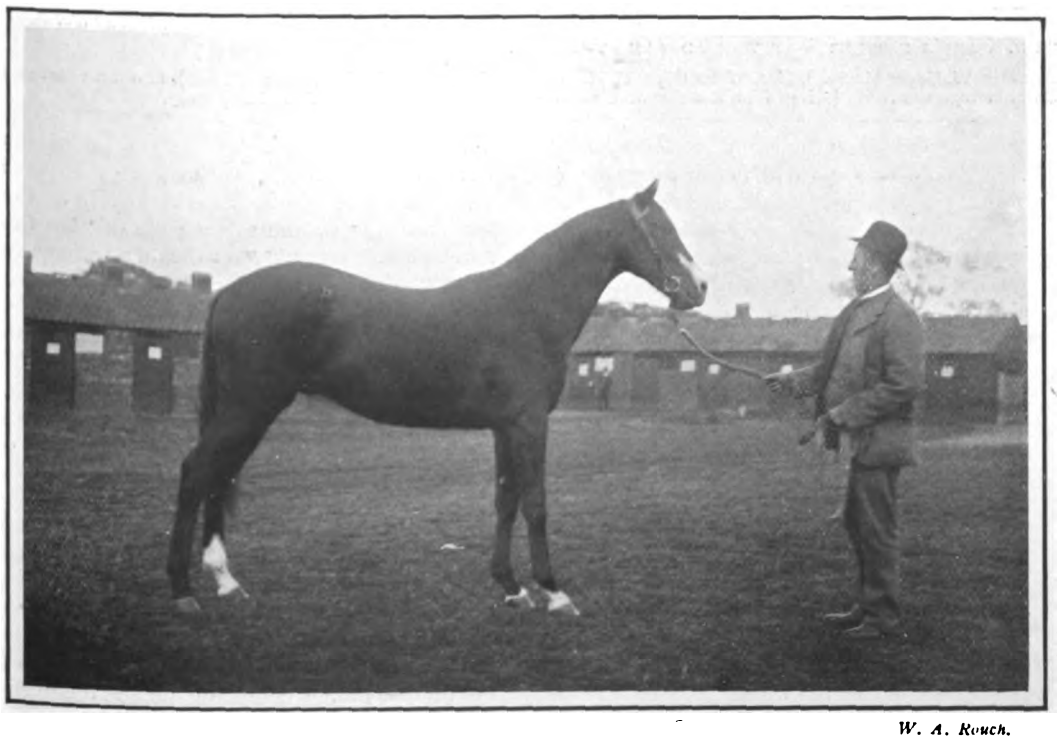
It never rains but it pours, and having won his first classic race Mr. Singer went on to annex the Rufford Abbey Plate with Harmony Hall; and Ulalume, running with her customary gameness, placed the Tattersall Sale Stakes to the credit of Sir E. Vincent by a neck, after a pretty race with Gals' Gossip.

The Cleveland Handicap, which has before now furnished a clue to the winner of the Cambridgeshire, was won by Rievaulx (carrying 6-st. 7 lb.) from Caravel (7-st. 8-lb.) and Sweet Katie (7-st. 10-lb.), and it should be remembered that although the judge's verdict was only three-quarters of a length in favour of the winner, it was a very meritorious performance, for after getting shut in coming round the bend, he extricated himself from his difficulties and won quite in the style of a good horse.

Very good indeed was the all-round sport provided by the racing on Thursday. The Portland Plate, for which seventeen competitors joined issue, was perhaps the principal event of the afternoon, and no more exciting struggle has been witnessed during the present season, nor do I think that Maher has ever ridden a more brilliant race. Those who are acquainted with the Doncaster course will appreciate the disadvantage under which Xeny laboured, owing to having been drawn on the far side of the course, and will realise the clever tactics of his rider, who, using the horse's tremendous burst of speed directly the barrier went up, was able to come right across and get the position on the rails. At the distance Xeny still held a slight lead, almost simultaneously Chelys challenged on the inside, and Thrush, Lord Toddington, and Melayr on the outside. A terrific struggle followed, in which Xeny, running with the utmost gameness, and beautifully ridden, remained victorious by a short head from Chelys, who finished the same distance in front of Lord Toddington. Mr. G. Faber, who has none too much luck in racing, won the Alexandra Plate with Mountain Rose, who, after being in difficulties, ran on very stoutly, and finally won easily by two lengths from Caio and Speculor. Mr. Jersey's pretty colours were seen to the front on Vergia in the Wharncliffe Stakes. Costly Lady added to the Heath House triumphs by winning the Scarborough Stakes, and Colonia made some amends to Colonel Hall Walker for his bad fortune with Black Arrow and Cherry Lass when she won the Rous Plate in good style from the Cydaria colt.

The race for the historic Doncaster Cup on the last day of the meeting was well worthy of its past reputation, and rarely has a keener struggle been fought out for the coveted trophy than that which resulted in the short head victory of Bachelor's Button from Mark Time, the nearest horse to them being Admiral Breeze, beaten into third place by eight lengths. The Prince of Wales's Nursery Handicap of 1,000-sovs. is often won by a youngster with a brilliant future before him, and on that account every one was glad to see the popular colours of Mr. L. de Rothschild victorious by the aid of his good-looking colt Radium, by Bend Or out of Taia, who won cleverly by half a length from Mr. F. A. Wigan's Sarcelle.

CAURIRE.



W. A. Rouch.

SIR TATTON SYKES'S BAY COLT
By Flying Fox—Flower of Wit, sold at the Doncaster Yearling Sales last week for 5,000 guineas.



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# *Letters of a Playgoer to a Friend in the Country.*

MY DEAR DEMETRIUS,—You want to know whether I have seen all the new plays. Yes, I have. And so, having answered your question, I remain, with kind regards, yours very sin—— Stay, though; I see a look of disappointment spreading over your cherubic countenance as you sit at your well-spread breakfast board. I can fancy your casting an aggrieved glance up at the ceiling, and then appealing for sympathy to Mrs. Demetrius across the table. In imagination I can hear your voice, "Well, I do think he might have told us something about them." Very well, Demetrius, so I will.

First of all, I know you want advice as to the theatre you should first visit when you next leave your quiet rectory to pass a day or two in London. On that point I have no hesitation. "The Prodigal Son" is the thing for you beyond a doubt. Mr. Walkley's epithet for it is "filling." You will get your money's worth at Drury Lane; no question about that. Also there is a real unction about Mr. Hall Caine's dramatic method which is certain to appeal to you. He handles his material in the large style, and his actors all take the cue from him nobly. The whole effect strikes one as being something over life-size.

Mr. Henry Neville, for instance, is the most impressive heavy father and Governor-General of Iceland that could be imagined. In reality, he would never have been allowed to remain in a post so unworthy of his magnificent manner. He would have been made king of somewhere, if not an emperor. I recollect once seeing Mr. Neville play an earl; it occurred to me that if he had been a duke they would have had to enlarge the theatre. Drury Lane is quite big enough already, so it is, on the whole, just as well that he is not given sovereign rank.

To Mr. Frank Cooper, too, the heroic style comes quite natural. He really is immensely effective. It is no wonder the house rises at him every night. Of course the part of the good brother who is sacrificed all through to the handsome scamp is one that, to some extent, plays itself, but not many actors could make so much of it as Mr. Cooper does.

Of George Alexander's Prodigal I would go further, and say that no actor I can think of would play it so skilfully. You see, the Prodigal is doing things all through the first three acts to make the audience dislike him. Yet it is necessary to the fourth act that he should retain some of their sympathy. Mr. Alexander suggests very cleverly that Oscar Stephensson is not really wicked, but only weak. He makes you feel that if it hadn't been for his wicked sister-in-law, he would have behaved himself and made his girl-wife happy, and never gone and cheated at baccarat in a Riviera casino.

But what a pity that would have been, for then we should never have seen the wonderful gambling-palace built up so solidly and gorgeously that one cannot believe it is put together and taken to pieces again every night. Nor should we have had his fine repentance scenes when, with whitened hair and a look of the "Silver King," he goes back to Iceland and tries to make amends for his folly and sin. So we ought to be grateful to the wicked sister-in-law for doing her part so well. By the way, if you have never quite realised what "twopence coloured" means, you will when you see Miss Nancy Price tackling this character with a lurid intensity that must be seen to be believed. From beginning to end, my dear Demetrius, you will revel in "The Prodigal Son."

I think you might perhaps like also "Dr. Wake's Patient," at the Adelphi. It will not put any strain upon your intellect. Mr. Jerome once recommended a book of his by guaranteeing that "it would not elevate a cow." This play would not overtax the mind of a sheep. It is chock full of the wildest improbabilities. Dr. Wake is a student at Guy's in 1894, and a Harley Street specialist in 1897! Dr. Wake's parents, an old farmer and his wife, have living near them in the country an earl and a countess, yet they do not know them by sight!! When their daughter is ill through losing her heart to Dr. Wake (not knowing who he is), because he looked after her when she had tumbled off her horse close to his father's farm, she is sent to consult a nerve specialist, who turns out to be no other than her unknown hero!!!

After this anything might happen. I fully expected the old farmer to throw off his disguise and declare himself to be Hawkshaw the Detective. The only person who amused me at all in the piece was Mr. Gayer Mackay, one of the two authors of it. He plays a foolish young fellow with a trick of strengthening all his adjectives with "abso*lute*ly," and is really funny. I am told I ought to admire Miss Braithwaite and Mr. Hallard as the lovers; you shall do it for me when you come to town.

If you stay at the Carlton, as you generally do, you will be nice and handy for "Oliver Twist," which is a very fair version of the novel, and has a genuine smack of Dickens about it. You will be able to look in at the Haymarket, too, and see a little of "On the Love Path." I think you will find a little quite enough. There is humour in the piece, but it is handled very economically. I reversed the judgment of the Carpenter and "said nothing but 'the butter's spread too thin.'" Still, Miss Ellis Jeffreys is a pretty woman, who knows how to wear smart frocks and smile; and Mr. Du Maurier has become a habit with a large class of playgoers. So, perhaps, the piece may go.

I should like to think "An Angel Unawares" is in for a long run. Miss Fanny Brough is an old favourite of mine, and the author is a chip of a famous old block; in other words, a son of Sir William Harcourt. It may do. I hope it will. But its theme lacks interest, I fear; not an uncommon complaint among the plays of the autumn season of 1905.

Believe me, dear Demetrius, yours very sincerely, SEPTIMUS STARR.

*Ellis and Walery.*

"DR. WAKE'S PATIENT," AT THE ADELPHI THEATRE.

Those shown in the above illustration are: Duff Wynterden (Mr. W. Gayer Mackay), Mrs. Wake (Mrs. E. H. Brooke), Andrew Wake (Mr. Charles Rock), two farm servants Dr. Wake (Mr. C. M. Hallard), Lady Gerania Wyn-Carteret (Miss Lilian Braithwaite), and the Earl of St. Olbyn (Mr. Alfred Brydone).



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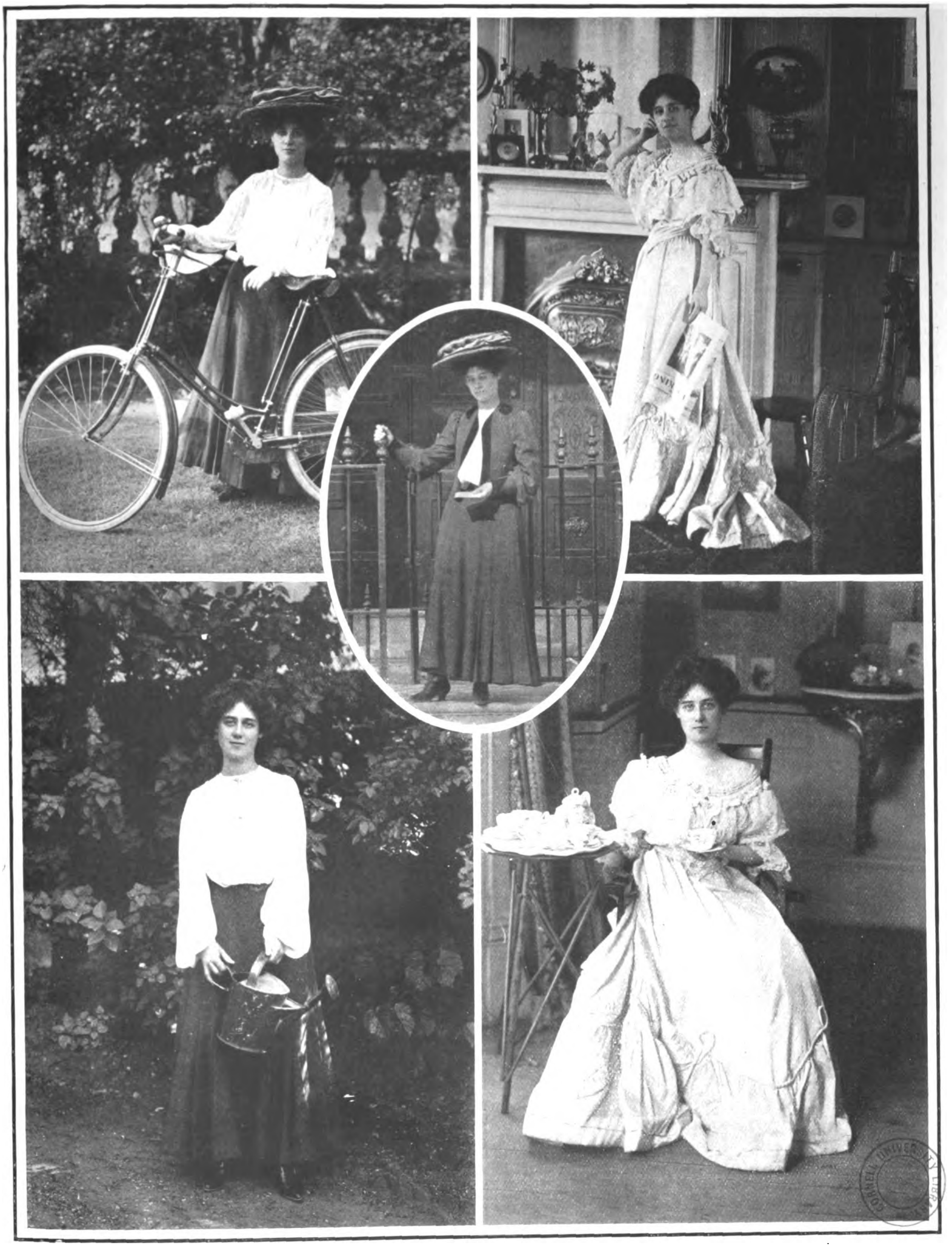
# POPULAR SINGERS AT HOME.

## *XIX.—MISS CARMEN HILL*



AT BEAUCHAMP LODGE, WARWICK CRESCENT.

Miss Carmen Hill is undoubtedly one of the most popular concert singers of the day, although probably one of the youngest, being born in Aberdeen in the early eighties. She studied at the Royal Academy of Music under Mr. Frederick King, and appeared in the production of "The Cherry Girl" at the Vaudeville Theatre. She has, however, given up the stage for the concert platform, and her rich and sympathetic voice made her one of the leading favourites at last season's Ballad Concerts.

*(From copyright photographs specially taken for this paper.)*



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# LITERARY NOTES.

TO erect a tablet to mark the houses habited by dear dead men and women who were great may be a very laudable business. To write at length about every such erection by the London County Council or any other body is not possible; but we must comment on the house chosen for a tablet to indicate the residence of Leigh Hunt. Perhaps the County Council recognised the possibility that the house in Edwardes Square, Kensington—which has the strongest claim to recognition—may be demolished within the next few years; but Upper Cheyne Row, where Leigh Hunt lived during the period of his most acute pecuniary embarrassments, is hardly a happy choice. Carlyle has described the Cheyne Row household as "a poetical tinkerdom" without a parallel. In Leigh Hunt's family room, he said, "you will find half-a-dozen old rickety chairs, gathered from half-a-dozen different hucksters, and all seemingly engaged and just pausing in a violent hornpipe. On these and around them and over the dusty table and ragged carpet lie all kinds of litter—books, papers, egg-shells, scissors, and last night when I was there the torn heart of a three-quartern loaf. His own room above stairs, into which alone I strive to enter, he keeps cleaner. It has only two chairs, a bookcase, and a writing-table; yet the noble Hunt receives you in his Tinkerdom in the spirit of a king, apologises for nothing, and then, folding closer his loose-flowing 'muslin cloud' of a printed night-gown in which he always writes, commences the liveliest dialogue on philosophy and the prospects of man." In this house Leigh Hunt lived in daily fear of the unwelcome visitors which every knock at the door might bring.

**A Poetical Tinkerdom**

* * *

THE lineage of our village may be traced back to the rude forefathers of Gray's Elegy and the several villages of Goldsmith, Gilbert White, Mrs. Gaskell, Jane Austen, and Miss Mitford; and we had thought that, next to Miss Hayden, Miss Haverfield had caught the atmosphere of that Arcadian hamlet best of living writers. Our village has had numberless disguises; its folk have spoken every kind of dialect; it has been made the home of faded gentility; of upper, middle, and lower class humour; of studies in sordid gloom; of stark passions; of rose-coloured idyls. It has always interested us, and we have loved its people. "Badmanstow" we read with pleasure—akin, oddly enough, to our joy in the bludgeon italics of Cobbett's "Rural Rides"; but either a new genus has arisen, or Miss Haverfield has now lost her powers of observation, understanding, and sympathy. That new genus is not; so it is Miss Haverfield who must be blamed for the failure of any of the poor creatures in "Because of Jock" (Allen, 6s.) to quicken our interest. The book is just worth reading; but we would have preferred, say, a Hetty Sorrel before a Fan, an Adam Bede before a Major Thornton. Because of the law of contraries, we turn away to read again Crabbe's black tragedies and hard-edged portraiture—to wander, as it were, in a Childe Roland country: "Bog clay and rubble, sand and stark black dearth."

**Because of Jock.**

* * *

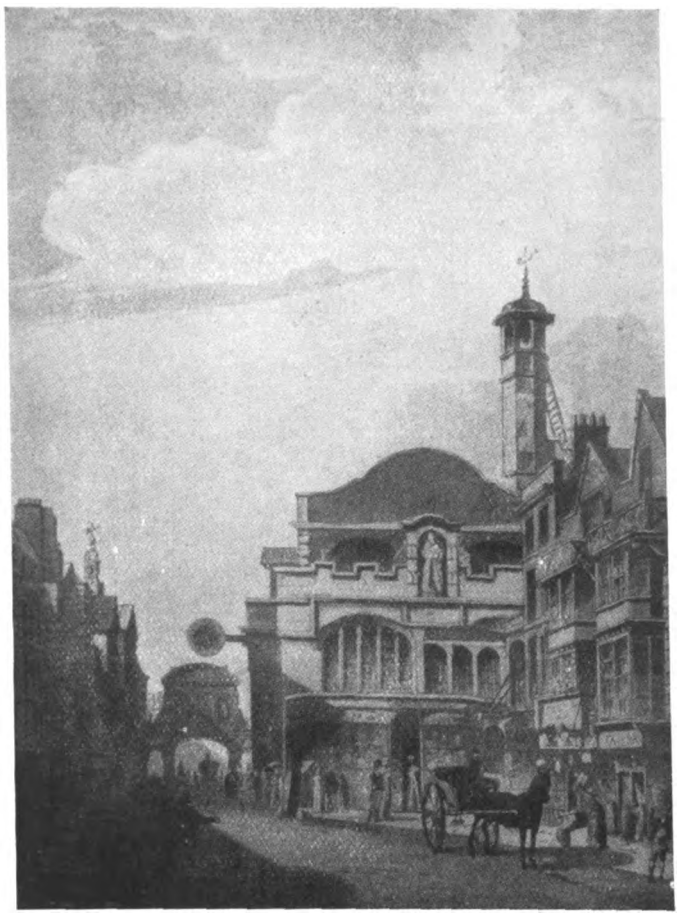
THOUGH there are two Tommies—old Tommy, the roué, and young Tommy, the prig—in "Tommy Carteret" (Ward, Lock, 6s.), Mr. Justus Miles Forman has made his principal figure a ghost. Old Tommy we despise; young Tommy we long to frog-march to the nearest haven for the weak of mind; the ghost we find a most unsatisfactory spook. We admire Lytton's spectre, because about it is nothing human; like the farmer's daughter in—was it not?—the "Bab Ballads," its "principal feature is eye." The vagueness of Milton's death—"what seemed his head," etc.—we can praise; but to us that wanchancy thing that "Loup'd and flang and capered on the Bass Rock" what time the creishy weaver sat at his loom, was, in essence, human. "Grandfather's siller tester" would, we know, have made him feel uncomfortable for all time; he would have loup'd and flang and capered nevermore. But he interested us; Mr. Forman's creature—no wanchancy thing—does not. Maybe we do not possess that "feel for a ghost" which Mr. Snell of the "Rainbow" deemed necessary; anyhow, we dislike the ghost of Mariana. She talks, loves, coquets, and wears a dressing-gown. We think we could dissolve her did we try.

**No Wanchancy Thing.**

* * *

IN a case of alleged horse-coping before the courts the other day, mention was made of a pony which, when put in harness, "started kicking like lightning," and "went round and round, and yelled." The vagaries and infirmities of the horse have figured largely in literature. Everybody will call to mind the steed on which Petruchio rode to his wedding—a horse "possessed with the glanders, and like to mose in the chine; troubled with the lampass, infected with the fashions, full of windgalls, sped with spavins, rayed with the yellows," etc. Don Quixote's Rosinante was a strange beast, but more sinned against than sinning, and American humorists have worked the horse hard. Max Adeler's steed, which led its owner a dog's life, and on being doctored by its groom because its (artificial) tail came off, knocked its stall to pieces, dislocated its off hind leg, and expired in frightful agony, is well known; and there is also the horse which Mark Twain rode in the Holy Land, with its infinite capacity for shying, and for getting itself into such embarrassing positions as that in the illustration which depicts the animal scratching its right ear with its off hind foot, to the consternation of its rider. Since the days of Regnault, the son of Aymon, who with his cousin Maugin the enchanter "faked" the steed Bayard to deceive Charlemagne, horse-coping has been a much-practised but not popular art. Did Dr. Primrose try a little amateur faking on his "blind, spavined, galled hack" Blackberry before disposing of him? He certainly left intending purchasers to find out for themselves that the beast was wall-eyed.

**Vagaries.**



FLEET STREET, SHOWING ST. DUNSTAN'S CHURCH, AS IT WAS WHEN LAMB WAS A BOY.

(From "The Life of Charles Lamb," by Mr. E. V. Lucas. Messrs. Methuen and Co.).

* * *

MR. JOHN BLOUNDELLE-BURTON'S new romance, "The Sword of Gideon," will be published by Cassell and Co., Limited, on the 29th inst. The narrative deals, in so far as the romance itself is concerned, with the adventures of a young English officer of the Cuirassiers, or 4th Horse, in his perilous attempt to remove from Liége a beautiful young compatriot who, while that city is in the possession of the French at the outbreak of the War of Succession in Spain, is unable to quit it. Those who remember Mr. Bloundelle-Burton's romance of "Across the Salt Seas"—which originally appeared in these columns—will recall the use made of this stirring period by the author when describing the Spanish and Naval portion of that great campaign, and will doubtless read with equal interest the moving story of "The Sword of Gideon" in its Flemish setting. The historical characters introduced are, it is perhaps unnecessary to say in this author's case, actual ones drawn from the best references obtainable; and the Earl of Peterborough (the "Mordanto" of Swift), De Violaine, the romantic French defender of Liége, many officers of the (now) 1st (King's) Dragoon Guards, and last, but not least, Marlborough himself, all play their parts in the story.

**The Sword of Gideon.**

* * *

THERE is an excellent idea underlying Mr. Masefield's book, "Sea Life in Nelson's Time" (Methuen, 3s. 6d.), but he has apparently devoted insufficient labour to mastering his subject, for there are mistakes and mis-statements scattered throughout the book which we should not have thought it possible for any serious Naval historian to perpetrate. Mr. Masefield's object is to show us a picture of the existence of the men who fought and won the battles of the Nile, Copenhagen, and Trafalgar. But he does not show us, as he should, the wonderful change that came over the Navy during the forty-seven years of Nelson's life; and where he has been unable to find information bearing on the period under consideration, he has simply turned to earlier or later authorities, and, without acknowledging his indebtedness, applies their remarks to a time with which they have no connection.

**Nelson's Navy.**

* * *

"THE STORY OF PET MARJORIE," the "bonnie wee croodlin' doo" whose poetic fervour and naïveté captivated the heart of Sir Walter Scott, was published only a few months ago, but a new edition is already called for. The opportunity has been taken to embody new matter, including Dr. John Brown's "Marjory Fleming" and original illustrations by Warwick Brookes. The newly-discovered "journals" of Pet Marjorie, with the child's innocent observations on men and things, are also included. Messrs. Simpkin, Marshall, and Co. have just published the book.

**Pet Marjorie.**

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*BOOKS TO READ.*

The Improbable Idyl, by Dorothea Gerard. (Methuen.)
Shakespeare's Christmas, by "Q." (A. T. Quiller-Couch). (Smith, Elder.)
Starvecrow Farm, by Stanley Weyman. (Hutchinson.)
The Passport, by Richard Bagot. (Methuen.)
The Patient Man, by Percy White (Methuen.)
A Maker of History, by E. Phillips Oppenheim. (Ward, Lock.)
The Hundred Days, by Max Pemberton. (Cassell.)
Captain Maroon, by Robert Stuart. (Nash.)



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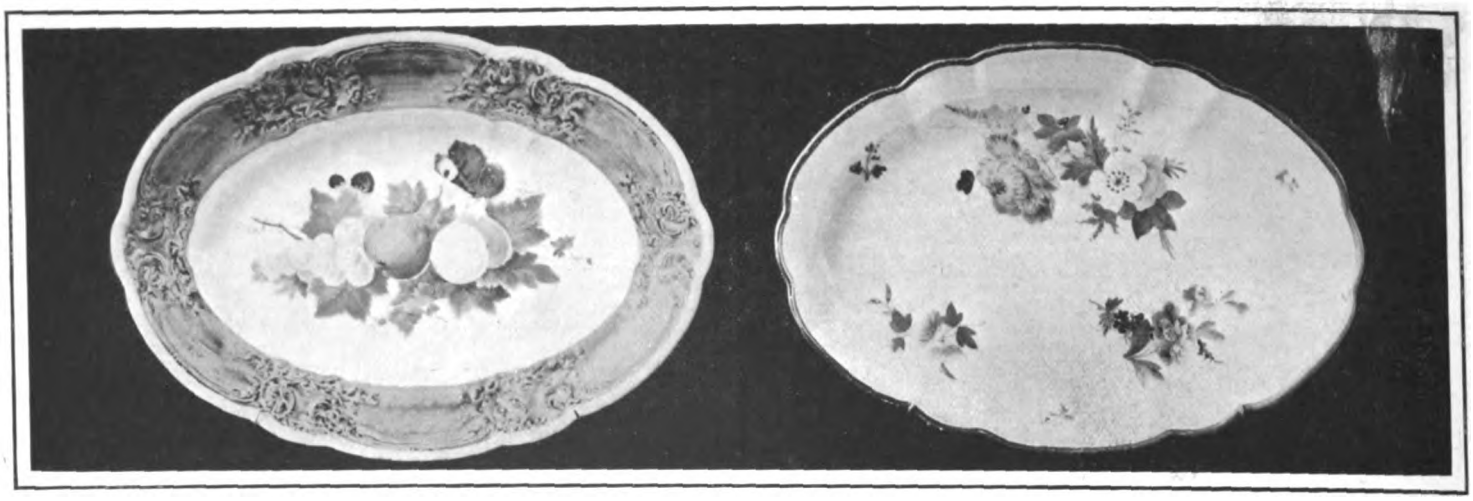
# Leaves from a Collector's Note-book.

No LIX.—*THE INFLUENCE OF WILLIAM BILLINGSLEY AND THOMAS PARDOE OF DERBY ON THE "POTTING" OF SOUTH WALES.*



FINE EXAMPLES OF THE ART OF PARDOE.
From photographs of the originals in the Cardiff Museum.

THE story of both Swansea and Nantgarw porcelain has already been dealt with generally in these columns. The writer has reserved the careers and achievements of the two Derby "men of mark," who migrated from the English Midlands into South Wales, and there exercised a phenomenal and preponderating influence on the artistic development of the two great china manufactories which, less than a century ago, flourished within easy reach of both Monmouth and Cardiff, for separate consideration. In the interval it has been determined that the Cardiff Science and Art Museum, in which the finest specimens extant of the handiwork of Billingsley and Pardoe are to be found, is, in the near future, to become the National Museum of Wales. On the wisdom and prudence of the decision arrived at, its able curator, Mr. John Ward, F.S.A. (the historian of Billingsley and Pardoe, and the collector and classifier of their productions) is entitled to the congratulations of his brother antiquarians all over the world.

It is from photographs taken at Cardiff under the personal direction of Mr. Ward that the accompanying illustrations have been reproduced. Billingsley, it appears, entered the celebrated Derby works as an apprentice in 1774, where he speedily distinguished himself as an able and artistic flower painter, but it was not so much his skill as a draughtsman and colourist, as his persevering researches as a potter which paved the way for the future triumphs of Nantgarw. Making the production of a porcelain comparable to Sèvres his objective, he successively opened potteries at both Pinxton and Mansfield. Thence he moved to Torksey in Lincolnshire, but quitted it under an assumed name in 1808, going with his son-in-law to Worcester and Coalport. In 1811 they resolved to commence "potting" on their own account.

A SUPERB NANTGARW PLATE.
Decorated by Thomas Pardoe with ewer and flowers.

The sequel of their venture is thus related by Mr. Ward:

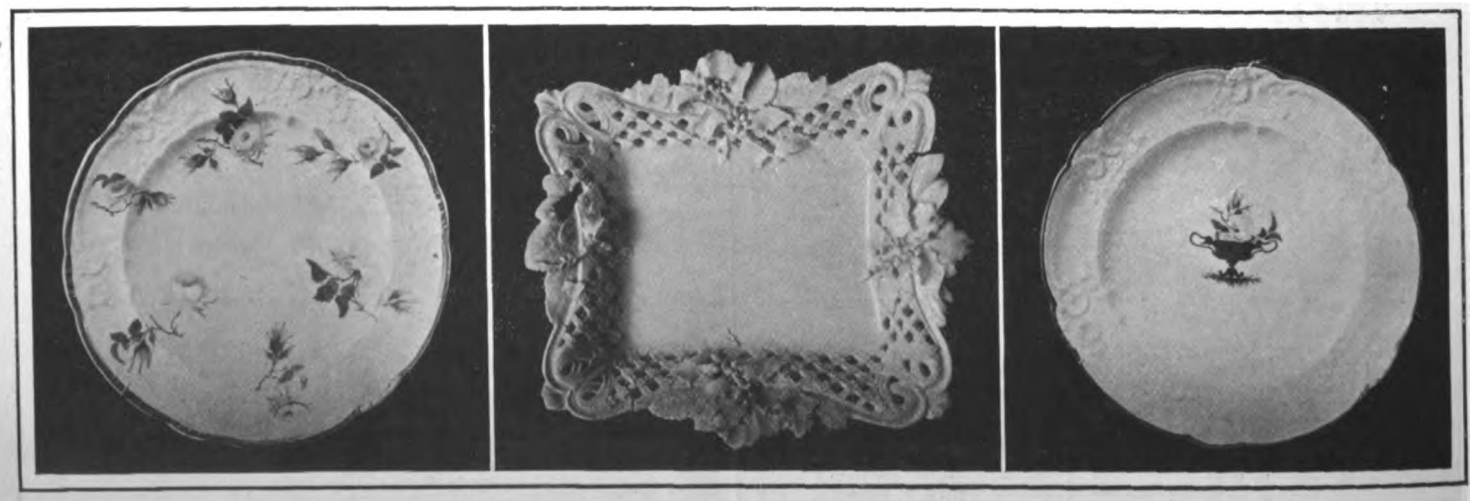
"Their slender capital of £250, augmented by £600 advanced by a public-spirited and versatile land surveyor of the county, William Weston Young, was soon used up. They, with Young's concurrence, made an appeal for Government patronage, submitting to that end examples of their work to the Board of Trade (one of which is now given by way of illustration). This, through a member of that Board, Sir Joseph Banks, led to a visit in 1814, from Mr. Dillwyn, the proprietor of the Cambrian Pottery at Swansea. This gentleman being favourably impressed made an arrangement with Billingsley (or 'Beeley' as he now called himself) and Walker, under which they removed to the above-mentioned pottery, and thus was introduced the manufacture of porcelain into Swansea. Disagreements between them and the proprietor, however, led to their return to Nantgarw in 1817.

"With pecuniary aid rendered by various local gentlemen the resuscitated works rapidly became so far a success that there was a considerable demand for the porcelain in the London market. Nevertheless in 1819 the partners were compelled to relinquish the concern through want of capital. This was followed by a sale, in which Mr. Young purchased all, or nearly all, of the plant and stock, and for two years longer he continued the manufacture on the spot under the management of Thomas Pardoe, a talented painter, who, like Billingsley, was a native of Derby, and had learned his art there, and who, probably, had already decorated much Nantgarw porcelain. Young in his turn found that his means were inadequate to make the manufacture a financial success, and after a spirited but fruitless appeal for local help in 1822 was reluctantly compelled to close the works. Thus ended the manufacture of porcelain at Nantgarw.

"Billingsley removed to Coalport, where he ended his days in 1828. His was a chequered career, and it is to be feared that he himself was responsible for much of his ill fortune; but it should not be forgotten that he willingly sacrificed everything to an attainment which, if never commercially successful, resulted, at all events, in the most beautiful porcelain hitherto made in Great Britain, and one that some experts have affirmed has not been surpassed since."

The skill and talents of these two remarkable men are at once apparent to those who visit the carefully-arranged China Gallery of the Cardiff Museum. An intelligent study of the specimens to be seen there is essential to those who avoid the danger of purchasing worthless counterfeits of what in reality is incapable of imitation.

B.



FINE EXAMPLES OF THE ART OF BILLINGSLEY.
The centre one shows a trial-piece made for the trade. From photographs of the originals in the Cardiff Museum.



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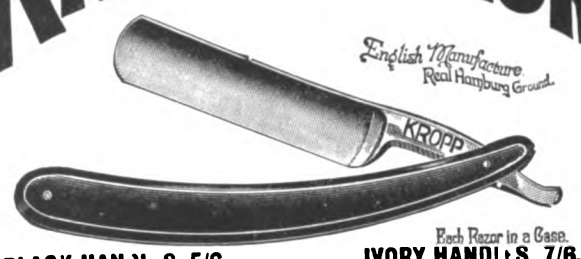


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A set of the Meteor, or loose plates from the same (temp. George IV.).—182, THE KING'S EXCHANGE.

"The Sufferings of John Custos, a Mason," circ. 1780-85, published by M. Swinney, of Birmingham £1 offered.—183, THE KING'S EXCHANGE.

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Parliamentary Directory or Hand-book for 1805—185, THE KING'S EXCHANGE.

Chat Books (illustrated) relating to Paul Jones.—186, THE KING'S EXCHANGE.

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# Motoring Notes.

THE Tourist Trophy Race in the Isle of Man was favoured by ideal weather, although a few heavy showers which fell shortly after daybreak rendered the course somewhat treacherous in places during the early hours of the contest. The weighing and examination of the cars occupied the whole of Monday and Tuesday, as in every case the body had to be separated from the chassis, in order to ascertain that both came within the prescribed limit. Wednesday was reserved for the measuring of the fuel allowance and the filling of tanks, which, together with every joint or opening in the petrol pipes and connections, were carefully sealed. The start took place at nine o'clock on Thursday morning, when forty-two cars were despatched at intervals of 1-min. by Mr. Woollen, the head-timekeeper.

* * *

The course was identically the same as that used for the Eliminating Trials in the spring, except that the actual starting point was on a side road leading by a steep decline to a point in the circuit close to Quarter Bridge. The cars were towed by horses from the storage tents and marshalled on the hill, so that when the word was given to go the driver had only to release his brakes and start his engine by letting in his clutch when the car had gathered sufficient momentum. Each competitor was accordingly enabled to commence the race with his precious store of fuel intact, and only one of the forty-two starters attempted to run his engine before the word to go was given.

* * *

The two 15-h.p. Orleans (a make which has a good name for economical consumption), the Rovers (which are very light), and the Arrol-Johnstons and the Rolls-Royces were the cars whose chances were most strongly fancied, but it was generally agreed that the contest was a singularly open one. Eight telephone stations had been erected at various points, and reports soon began to come through to the club enclosure near Douglas as to the progress of the cars, which showed that the order of starting was being rapidly varied.

* * *

The first to reappear were the two Orleans, which had started fifth and sixth respectively. Their times were 1-hr. 44-min. and 1-hr. 41-min. 28-sec., and their steady, silent running excited general comment among the spectators. Next came a Napier, followed by a Rolls-Royce, which had worked up from the seventeenth place in which it started. Only four failed to complete the first round, the absentees being Mr. Rolls's Rolls-Royce, a Speedwell, the Cadillac, and a Darracq. The fastest time was that of the Arrol-Johnston, driven by Mr. J. S. Napier, which covered the 52 miles 1 furlong in 1-hr. 32-min. 36-sec., Mr. Percy Northey's Rolls-Royce being second.

* * *

The next round saw the elimination of the Vauxhall, both the White Steamers, a Minerva, and the second Darracq. Thirty-three cars were still running, the fastest time for the two circuits being the 3-hr. 4-min. 57-sec. of the Arrol-Johnston. Mr. Northey was less than 3-min. behind, and the Vinot and Deguingand an easy third. By the next round the cars still running had tailed out considerably, and it was seen that the issue lay between the three mentioned so long as their fuel allowance was not exhausted before the finish. Further retirements reduced the number of competitors to twenty-eight, the two Thornycrofts, an Argyll, a Beeston Humber, and the Dixi failing to complete the third circuit.

* * *

The first car to finish was Mr. Northey's Rolls-Royce, but it was known that the Arrol-Johnston, which had started 23-min. later, was following hard on his heels. For some time the excitement was intense, but just as Mr. Northey's victory seemed assured the Arrol-Johnston was signalled, and passed the post 2-min. 8 2-5-sec. to the good. The winner's actual time for the 208¼ miles was 6-hr. 9-min. 14 3-5-sec., which works out at an average of 33·9 miles per hour. The following are the names of the other cars which completed the course and their times: 14-h.p. Vinot and Deguingand, 6-hr. 14-min. 35 2-5-sec.; 18-h.p. Arrol-Johnston, 6-hr. 36-min. 58 3-5-sec.; 16—20-h.p. Rover, 6-hr. 43-min. 53 3-5-sec.; 16-h.p. Swift, 7-hr. 1-min. 12 2-5-sec.; 15-h.p. Orleans, 7-hr. 7-min. 42 1-5-sec.; 14—16-h.p. Argyll, 7-hr. 10-min. 25-sec.; 15-h.p. Orleans, 7-hr. 19-min. 32 2-5-sec.; 18-h.p. Napier, 7-hr. 27-min. 44 3-5-sec.; 16—20-h.p. Standard, 7-hr. 28-min. 2 2-5-sec.; 16—20-h.p. Rover, 7-hr. 41-min. 33 3-5-sec.; 10—12-h.p. Peugeot, 7-hr. 58-min. 54 2-5-sec.; 15-h.p. Rykniel, 8-hr. 11-min. 44 1-5-sec.; 18-h.p. Napier, 8-hr. 17-min. 10 2-5-sec.; 14-h.p. Dennis, 8-hr. 26-min. 43 3-5-sec.; 20-h.p. New Simms Welbeck, 8-hr. 49-min. 8-sec.; 14-h.p. Dennis, 9-hr. 5-min. 48 4-5-sec. The only cars which were stopped from lack of petrol were the 14 h.p. Dixi and the damaged Argyll on the third round, and the 14-h.p. Clément, 20-h.p. Maudslay, 16—20-h.p. Humber, 14-h.p. Scout and 14—16-h.p. James and Browne on the fourth round.

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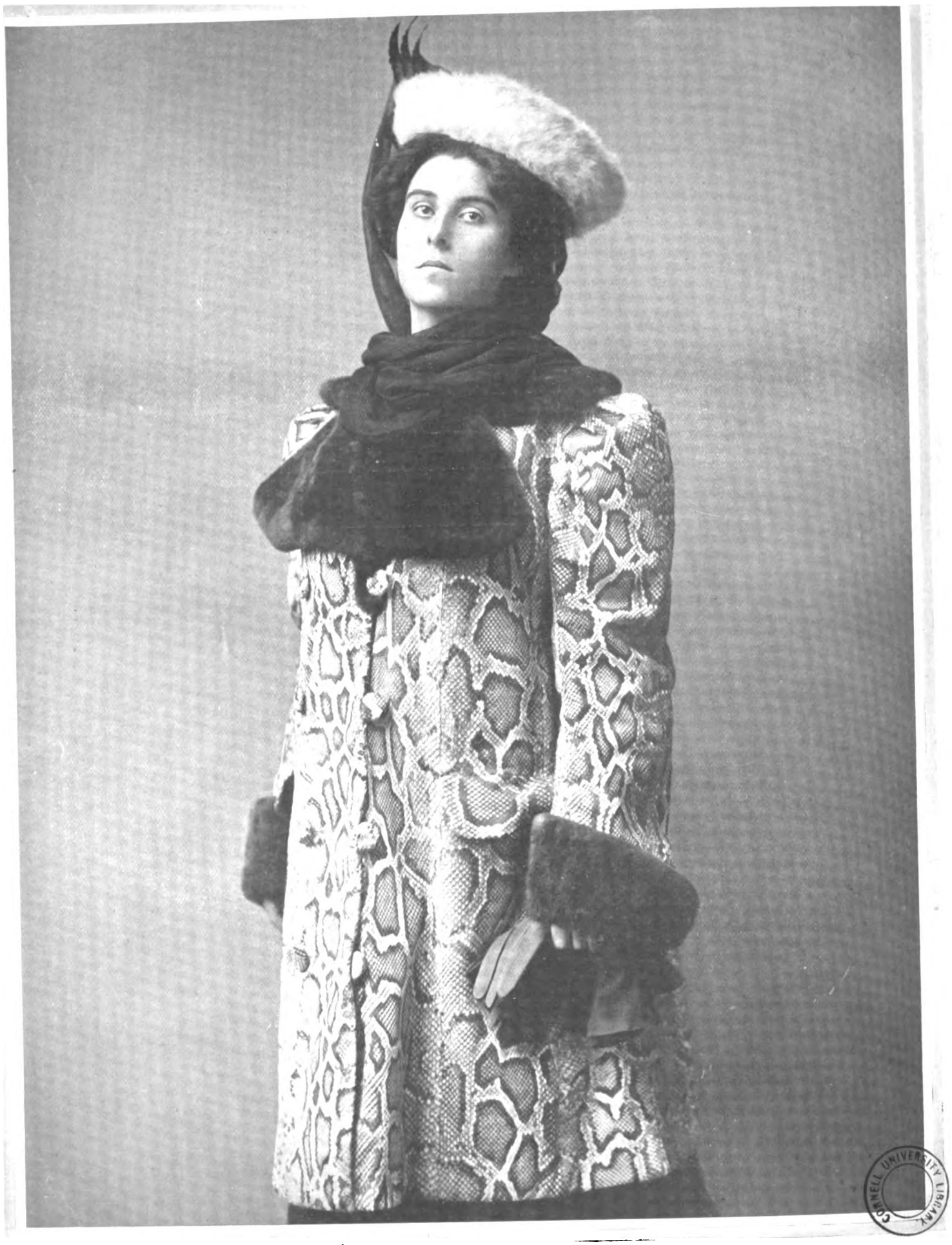

*A NOVEL COAT IN ANACONDA SKIN.*

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*(From a photograph taken at the Dover Street Studios.)*



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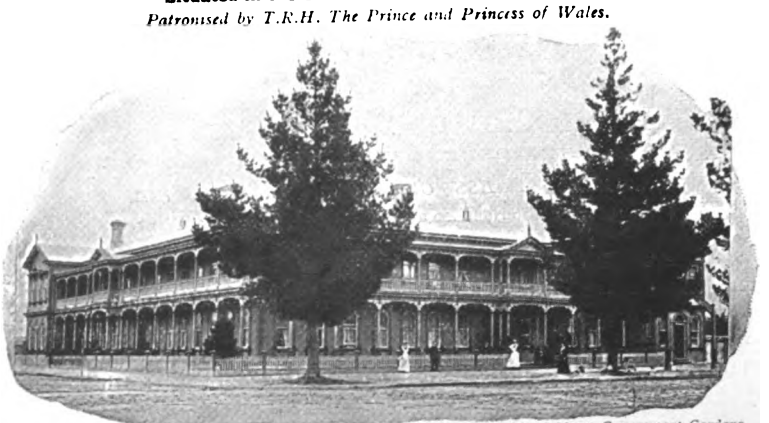
*Patronised by T.R.H. The Prince and Princess of Wales.*



**THE HOTEL** is in the immediate neighbourhood of the beautifully laid-out Government Gardens, wherein are situated the celebrated "Priest," "Rachel," "Postmaster," "Duchess," and other mineral baths, the curative properties of which are world famous. It has magnificent and lofty apartments, spacious promenade, balconies, snug alcoves, and luxuriously-appointed drawing, music, conversation, reading, smoking, and billiard rooms, perfect sanitation, and is lighted throughout by electricity.

**BATH CHAIRS** and attendance provided to convey invalids to or from the various bath houses.

Tariff 12/6 per day inclusive.

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## THE GEYSER HOTEL,

**WHAKAREWAREWA, ROTORUA.**

**Situated** in close proximity to the **wonderful Geysers** and **Maori Settlement.**

**Visitors** staying at the **Geyser Hotel** have continued opportunity of witnessing them as they can be seen plainly from the verandah of the Hotel, also of studying native life and customs.

**The Hotel** possesses its own private hot and cold curative mineral baths of which the most valued are the "Spout," "Oil," and "Carlsbad" Baths.

It has lately been greatly enlarged and re-furnished in a most comfortable manner. Electric light is established throughout the hotel and baths.

Coaches run regularly between Whakarewarewa, the Rotorua Sanatorium, and Government Gardens.

Tariff 10s. per day or £3 per week, inclusive. For a lengthened stay terms can be arranged.

**CHAS. E. NELSON, Proprietor.**




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# Fashions of To-day & To-morrow.

THE autumn season is now so far advanced that you can with safety put your mind on new sartorial creations. Although this last week has been unusually mild, still, the early mornings are chilly, and after sundown a fire has been welcomed already by many, and a cosy chat at dusk by the cheery firelight is a good opportunity of discussing what we shall order from amongst the thousand and one novelties awaiting us.

In hats I have seen some charming specimens, just arrived from Paris. Velvet in every possible colour and shape. One I think will be becoming to most faces was an improved mushroom shape, but elongated, and very much tilted over the face by means of a bandeau at the back, which was concealed by bows and loops of ribbon in the same shade as the velvet. The crown was swathed with folds of velvet, and at one side had a graceful osprey aigrette. The one I have in my mind was of garnet colour. Another was a rather large green velvet toque, also tilted very deeply over the face, but the bandeau was at the side in this case, and a white dove rested cosily amongst the folds of velvet; the rim was in quaint folds or plaits, and had small motives of dark embroideries. A charming picture hat in black velvet, with black ostrich tips curling gracefully over the brim and resting on the hair at one side, was most fascinating. A long, prettily-draped black chiffon veil hung in full folds almost to the waist. These hanging draperies are one of the newest features in millinery. Yet one more novel model occurs to me, that I must also describe to you. This was of a soft shade of olive green in a modernised French round sailor form, with rather a low round crown, which was wreathed with a double garland of green shaded roses, of the crumpled kind. This had a very high and full cache-peigne of innumerable soft silk loops and ends.

Bassano

*A HOME DRESS OF BRODERIE ANGLAISE.*
(Messrs. Charles Lee and Son, Wigmore Street, W.)

These novel shapes can all be seen at Messrs. Charles Lee and Son's of Wigmore Street, whose handsome home gown is here shown. The skirt is of white soie de Ninon, the lower part of sprigged net, with bouillonnés of the same; it has groups of tiny tucks in vandyked form, and full frills of lace. The upper portion, in polonaise form, is very charming in rich and elegant broderie Anglaise.

Our full-page illustration shows one of Messrs. Debenham and Freebody's very latest novelties in three-quarter fur coats. This is made from over a dozen selected skins of the anaconda, or South African snake. It is delightfully soft in texture and quite supple. The collar and cuffs are of the fashionable nutria, a South American rodent. This fur greatly resembles beaver, but has two very great advantages over the latter; and these are that the nutria costs just about half the price and is half the weight, which are naturally two great considerations. A pretty chinchilla toque is worn with this coat. Short Russian coats and boleros are very successful in this fur. There is a strong revival in sealskins this season. Sable, skunk, ermine, chinchilla, and all foxes will be much worn. For stone marten there is also a very great demand, especially as they now dye this to imitate Russian sables. The cost of this process is very great to get the right density. This firm purchased an enormous quantity of valuable furs in March, since which date the prices have gone up from 50 per cent. to 80 per cent. in mink and sables alone. They are, therefore, able to offer most advantageously their choice skins. The demand is greater than the supply in all good skins, and the rise in price is bound to increase in consequence.

A magnificent Russian sable bolero, made with the new wide sleeve, and combined with real lace, is one of the choicest models, and is known as the "Grosvenor," the price of this being £225.

The "Winifred," a nutria Russian coat, with long revers of embroidered silk or natural lizard-skin, is likely to be very popular, and costs only £14 10s. A seal musquash trimmed ermine is also a handsome little coat at £25. The "Olivia," a three quarter coat in this same fur, is admirably adapted for walking or evening wear, and is most reasonable in cost.

The scarf, in every possible skin and in the newest shapes, is to be had from the moderate sum of £2 15s. in the favourite mole-skin or beaver, and rises gradually in price, according to the skins selected, to £36 for one in finest quality Russian sable, with six natural tails. Fox stoles and scarves are to be had in every variety of colouring and quality.

Muffs are worn still very large, and some are elaborately trimmed with lace. A real gem is the "Badminton," of ermine and real lace, to be had from £20 to £25, according to quality.

Messrs. Debenham and Freebody make a speciality of motoring-coats for gentlemen, the racoon and leather coats being particularly recommendable. By the by, for motoring for ladies there is a rain and cold proof leather costume, which is delightful. It is supplied in most charming art shades of grey, green, fawn, and brown. This leather is as soft as a good glove, and is specially prepared for this firm.

One new and serviceable fur-lined coat in all shades of tweed at £6 6s. is a most desirable acquisition, and a full-length, double-breasted fur-lined coat, with fur collar and the new style of cuff, makes a most comfortable and stylish coat for all occasions.

R. D.



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Prevents the Hair from falling off.

Restores Gray or White Hair to its ORIGINAL COLOUR.

Being delicately perfumed, it leaves no unpleasant odour.

IS NOT a dye, and therefore does not stain the skin, or even white linen.

Should be in every house where a HAIR RENEWER is needed.

*Ask your Chemist or Hair-Dresser for*

**THE MEXICAN HAIR RENEWER.**

*Price 3s. 6d. per large Bottle.*

**Prepared only by the . . .**

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**33, Farringdon Road, London, E.C.**

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THE POPULAR
**SCOTCH**
*IS*
**"BLACK & WHITE"**
*WHISKY.*

**TO H.R.H. THE PRINCE OF WALES.**

Sole Proprietors: JAMES BUCHANAN & Co., LTD.,
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**Current Accounts.** 2 % Interest allowed on minimum monthly balances when not drawn below £100.
**Deposits.** 2½ % Interest allowed on Deposit Accounts.
**Advances** made. **Stocks and Shares** bought and sold.
Apply C. F. RAVENSCROFT, Secretary,
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119 and 120, BISHOPSGATE ST. WITHIN, E.C.,
and 28, BEDFORD ST., CHARING CROSS, London.

Assets, £694,403. Liabilities, £372,291. Surplus, £322,112.

Loans of £30 to £2,000 granted at a few hours' notice in town or country on mortgage of furniture, trade and farm stock, plant, crops, etc., without removal. Also on deeds, policies, and reversions. Distance no object. Easy terms.

2½ per cent. allowed on Current account balances.

DEPOSITS of £10 and upwards received on terms as under.
Subject to 3 months' Notice of Withdrawal 5 per cent. per annum.
" 6 " " 6 " "
" 12 " " 7 " "

Special terms for longer periods. Interest paid quarterly. The Terminable Deposit Bonds pay nearly 9 per cent., and are a safe investment. Write or call for Prospectus.

A. WILLIAMS, H. J. TALL, } Joint Managers.

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**For Infants & Invalids.**

**Finest Breakfast & Supper Food.**

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succeeds when other Foods fail. Babies who, from digestive or other trouble, cannot assimilate their food, **quickly thrive** on **Frame-Food** (containing Wheat Phosphates which Build up the Frame).

Hundreds of Mothers' letters testify to this.

N.B.—If weakly Babies thrive, how good Frame-Food must be for the stronger Babies! They **ALL** thrive on it.

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**REPORT**
**Particulars of CASE**
*when a Shilling 1 lb. Tin shall be promptly sent*
**FREE for TRIAL**
(Mention this paper.)

**FRAME-FOOD CO., LTD.,**
**The Famous Factory, Standen Rd.,**
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Boot-cleaning brought to perfection—perfect polish—brilliant and glossy—pleasure to use it! **JUST A SMEAR AND A RUB** of

**WREN'S BOOT POLISH.**

They've been tested and **proved** for many years.

Send 7½d. in stamps for samples (black and brown), and put them to the test!

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**THE PERFECT TOBACCO**

A Superb Mixture of
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**'Mexdolla' Mexican Cigars**

Composed of the Choicest Mexican Leaf raised upon Virgin Soil from Picked Leaves of the young Tobacco Plant.

Price **25/-** per **100**, post free.

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**FREDK. WRIGHT,**
Cigar Importer, **Cheltenham:** 112, High St.; **Gloucester:** The Cross; and **Bath:** 17, Northgate.

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**"Hydea"**

is the best English cloth—made of the best English wool—grown on the HYDE Farm, Gloucestershire. It is delightfully soft and elastic—absolutely the best for sportsmen—most durable for out-o'-doors—most handsome for town suits—long thread—refined finish.

**THE KING WEARS IT,**

and pays no more than you—because there's only one quality at one price. "HYDEA" is stamped on every two yards of the selvedge—that's how you may know it—that, and its excellent surface! Send for FREE Booklet:—

APPERLY, CURTIS & Co., Ltd.,
Dudbridge Mills, Stroud, West of England.



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# THE KING'S MENU.

## POTAGE A LA COLBERT.

This is a favourite soup with most people, and one that is very easy to prepare. Cut into small regular pieces any vegetables that are in season, such as carrots, turnips, leeks, a few peas, and a little cauliflower; blanch these, and then wash well in several changes of water. Put them into boiling water, to which you have previously added salt, and cook until tender. Strain and put into any good clear stock you have ready — a little chopped parsley or chervil is an improvement — and let all this boil up together. Then poach an egg for each person, and serve at once, taking great care that the eggs are not broken in dishing up. Bread croûtons are not necessary with this soup when eggs are used as a garnish.

## MOULES A LA MARINIERE.

There is, as a rule, a prejudice against mussels, but if properly treated there is nothing more to fear in them than in any other shell-fish. The best way is to place them in water for five or six hours before cooking them, renewing the water several times. By this means, not only do they throw off all impurities, but they gain in quality. After this proceeding put them in a casserole with some white wine, a glass to every four pints, or, if preferred, vinegar can replace the wine, some carrots cut in small pieces, a little onion, some finely-chopped parsley and thyme, and season with salt and pepper to taste. Place the casserole on a good clear fire, keeping it at first well covered, so that the shells can open. Shake them continually. When they open they are done. Remove one of the shells. When they are all thoroughly cooked serve them with part of the liquor in which they are cooked. The remainder of this liquor makes a very excellent soup, with the addition of a little onion, for the next day.

## MAYONNAISE DE VOLAILLE.

Carve a nice plump chicken into pieces, and arrange on a silver entrée dish in compact form. Make a mayonnaise as from previous recipes, and pour over this. Decorate with prawns and hard-boiled eggs cut in halves.

## POIRES MELBA.

Cut some good-sized pears in halves, and stew with two or three cloves and cherries until tender. Sweeten with Glebe sugar. These are served up on vanilla cream ices, and are a most delicious luncheon sweet. Any fruit can be treated in this same fashion. There are so many excellent brands of tinned fruits now, and with the practical ice machines, to be found in almost every household, this sweet will be found a most acceptable one.

## SEASONABLE LUNCHEON.

POTAGE A LA COLBERT.

MOULES A LA MARINIERE.

MAYONNAISE DE VOLAILLE.

POIRES MELBA.

## ANSWERS TO CORRESPONDENTS.

GERMAN CELERY SALAD (Elsa).—Firstly, boil some small round potatoes (which can be obtained anywhere), and leave to cool, after removing the skins; then take a root of celeriac, cut into quarters, boil until tender, and also leave to cool. Then proceed to cut a boiled beetroot into slices. By this time the potatoes will be cold enough to cut into slices. Place these as you cut them in a large bowl, then add the celeriac, also cut small, and make a mayonnaise sauce and pour over the whole; well mix same.

HAMBURG STEAK, WITH BOILED TOMATOES AND MACARONI.—Chop a pound and a-half of steak, sauté half a green pepper, chopped fine, in a tablespoonful of butter; add this to the meat with a teaspoonful and a-half of salt and a few drops of onion juice. Press into a compact oval shape about an inch and a-half thick, keeping the edges and centre of equal thickness. Brush a broiler generously with bacon fat, holding close to a brisk fire, then five or six minutes at a little distance, turning each ten seconds. Turn from the broiler on to a hot dish and spread, with two tablespoonfuls of butter, creamed with a little finely-chopped parsley. Surround with macaroni in cream sauce and broiled tomatoes.

CHEESE STRAWS.—One cup of flour, two cups of grated cheese, one tablespoonful of butter, pinch of salt, one small teaspoonful of Borwick's Baking Powder, mix with water, and roll out like pie-crust, cut in strips, and bake a light brown; very nice with salad.

SCALLOPED CHEESE.—Take four slices of bread, remove the crust, butter each slice, and put in a buttered baking dish in layers, then finely chop one quarter pound of cheese and sprinkle over it some salt and pepper. Mix four well-beaten eggs with three cups of milk, and pour over the bread and cheese. Bake in a hot oven as you would bread pudding.

WALNUT CAKE.—One cup of sugar, four tablespoonfuls of butter, seven of sweet milk, one teaspoonful of corn starch, one and a-half cups of flour, three teaspoonfuls of baking powder, the whites of two eggs well beaten, and one cup of finely-chopped walnuts. Mix the corn starch and baking powder together, stir the sugar and butter well together, add milk, then flour, and whites of the eggs. Beat thoroughly and then put in the walnuts well floured. Bake in a quick oven, and place half nuts on top when iced.

CHOU-FLEUR A LA SAUCE KARI.—Blanch and plainly boil the cauliflower until tender, then cut into pieces; place the pieces in a sauté-pan and pour an ordinary curry sauce over them, let it boil up, and then draw the pan to the side of the stove, and let it stay there for ten or twelve minutes; dish the pieces up in the form of cutlets, pour the sauce over them, and garnish round the cauliflower with little bunches of grated cocoanut, which have been warmed between two plates over boiling water. This is an excellent dish for luncheon or second course, or it may be served in the place of an entrée.

I think these are all the recipes you asked for, with the exception of a German apple cake, which I have not the space this week to give you.

BOSTON FIG PUDDING, ETC. (Kara).—This is a favourite American pudding, and I give you here the simplest way of making same. Stir one cup of any of the wheaten breakfast foods into two cups of scalded milk. As soon as the mixture becomes thick, remove from the fire, and stir gradually into a cup of figs, finely chopped, with one-fourth of a cup of suet shredded. Add half a cup of molasses, two well-beaten eggs, and one teaspoonful each of soda and salt. Turn into a three-pint mould and steam for three hours. Serve with any sweet sauce preferred.

CERVELLES AU BEURRE NOIR (J. D.)—Put the calf's or sheep's brains in strong salt water for an hour, skin them, put them in a sauce-pan, with a piece of salt and enough cold water to cover them, a tablespoonful of white Tarragon vinegar, three or four black and white pepper corns, a sprig of thyme, parsley, a bay leaf, one sliced onion, and let them come to the boil. Beurre Noir for sauce. Put about two ounces of fresh butter in a frying-pan, let it gently become a deep golden colour, then put in about two tablespoonfuls of the leaves of parsley that have been picked small, washed, and dried. Shake the pan, and as soon as the parsley is crisp, pour it, with the butter, over the dish, or into a sauce-boat. Put the pan again on the fire, and pour in a large tablespoonful of white Tarragon vinegar, let this just boil up, then pour it over the butter. Dust this over with a little coralline pepper. I am giving you Mrs. Marshall's recipe, as you particularly wished for same.

CHEESE RAMEKINS (Inquirer).—Soak two ounces of white bread-crumbs in a little new milk, then drain and pound them in a mortar with two ounces of mild cheese and half an ounce of butter till the ingredients are well mixed, then season to taste with salt, pepper, and mustard flour. Now work in the yolks of three eggs, and then mix in lightly the stiffly whipped whites of the eggs, fill the little china cases with the mixture, and bake for ten minutes or so till the tops are lightly coloured. Serve at once very hot. I can give you plenty of recipes for ramekin dishes. The little china dishes are purchasable for a few pence apiece at any of the stores or china shops. They are most useful for serving in individual portions otherwise unproduceable odds and ends, whether of fish, flesh, vegetables, sweets, or savouries.

MAYONNAISE DE VOLAILLE

*(Specially prepared and photographed for this paper.)*

"Pastry and Sweets: Practical Hints on their Preparation," is the name of a collection of most useful recipes which, written by an expert, combine daintiness, economy, and simplicity. For the present readers of THE KING may obtain presentation copies of it free, if they mention the paper when they write for it to Messrs. Alfred Bird and Sons, Devonshire Works, Birmingham. I would strongly advise those who may have occasion or are contemplating a seaside or country stay in lodgings to include in their luggage a copy of this book, and some packets of Bird's Custard Powder. With these and a spirit lamp a few minutes' preparation only is needed to make a variety of delicious, yet inexpensive sweets, made on the dining-room table without the least mess or fuss. Those who have suffered with the average landlady's heavy pastry, and stodgy unappetising puddings and moulds, will realise what a boon this is. Given a dish of delicious custard, however, ready flavoured to taste with vanilla, almond, lemon, etc., and a simple fruit compôte becomes a dish really "fit for a King," while the addition of an ounce or so of fine leaf gelatine transforms a pint of the custard into a delectable bavarois, either with or without the addition of fruit pulp, or juice, or glacé fruit, almonds, etc.; a spoonful or two of spirit or liqueur syrup can be added if liked. Also the addition of three-pennyworth of cream whipped till stiff, and mixed lightly into any of these stiffened custards, is, of course, a great improvement. Any bits of these bavarois—plain or with fruit syrup or liqueur, as suggested above—can be cut into small cubes or dice, diamonds, etc., and mixed into a mould of just liquid jelly make a very pretty harlequin jelly. These are only a few suggestions to indicate the numberless smart and attractive sweets which can be made in a few minutes with Bird's Custard Powder, without which no storeroom is properly stocked.



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# DEWAR'S WHISKY

A GUID AULD SCOTCH DRINK

## Vegetables need a Sauce

to make them really palatable, and the best Sauces are those made with

## Brown & Polson's "Patent" Corn Flour

as thickening.

The delicate flavour of this Corn Flour does not cover the natural flavour of the vegetables, but forms an agreeable complement.

Even such plain vegetables as leeks, carrots and turnips can in this way be made appetising.

Brown & Polson's Booklet "Simple Fish and Vegetable Sauces" contains 31 simple and easily made recipes compiled by an eminent cookery expert. A copy will be posted to any lady sending a penny stamp to Brown & Polson, Paisley.

## The Uses of Cyder:

(a) as a health giver.

(b) as a delicious beverage.

MEDICAL men all over the country are rapidly becoming acquainted with the medicinal qualities of the high-class dry Cyders of Whimple, with the result that they are not only using these Cyders personally, but are constantly prescribing them in a variety of cases subject to dietic treatment.

It is a proved fact that regular consumers of Cyder are exempt from many distressing maladies, such as stone and gravel. Cyder is also an effective remedy for gout and rheumatism.

Not only the phosphorus, but the acids of the apple are of singular use for persons of sedentary habits, whose livers are apt to be slow of action. These acids aid the liver in its work of eliminating from the body the noxious matter which makes the brain heavy and dull, and causes rheumatism and other kindred ailments.

If you would drink Devonshire's Delicious Drink at its very best—if you would realise to the full what a really enjoyable drink Cyder is—you should procure only that brand which comes from the presses of Messrs. Whiteway & Co.

Whiteway's Cyders are made only of the pure juice from the finest English apples, and are absolutely free from chemical preservatives.

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Henry Whiteway & Co., Ltd.

## SAVORY & MOORE'S BEST FOOD FOR INFANTS AND INVALIDS

If the food given in infancy is the right food, strong bodies, powerful muscle, and energetic brains will be built up. It is for this reason that "Savory & Moore's Best Food" is so popular with mothers, nurses, and doctors, many of whom use it in their own families, and the most striking proof of its excellence is afforded by the fact that its use has been adopted in so many Royal Nurseries. Dr. W—— writes that he "finds 'Savory & Moore's Best Food' agrees better with children than any other, and always recommends it to his patients as being by far the best assimilated by delicate infants."

The value of "Savory & Moore's Best Food for Infants and Invalids" for convalescents, the aged, and those of weak digestion, is very great. It is enjoyed, and is well digested and retained, when every other food fails. One special reason why it is so much appreciated is that it may be prepared in so many different ways, without either its digestibility or nutritive value being in the slightest degree lessened or impaired.

"Savory & Moore's Best Food" is supplied by all Chemists and Drug Stores, in tins, at 1s., 2s., 5s. and 10s. A LARGE TRIAL TIN will be sent post free for six penny stamps by Messrs. Savory & Moore, Limited, Chemists to The King, 143, New Bond Street, London, W., to all who mention this paper, together with handbook of great interest to mothers, nurses, and those having the care of invalids.




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# Here, There, and Everywhere.

A CHARMING souvenir album of the new Royal Mail steamer "Aragon" has just been published by the proprietors. It is beautifully printed on art paper, and bound in a tastefully-designed cover. The excellent illustrations with which it is provided show that everywhere the comfort of the passengers has been carefully considered, and the many modern improvements and conveniences are a characteristic feature of this fine vessel. Copies of the souvenir may be obtained at the head office of the Royal Mail Steam Packet Company, 18, Moorgate Street, London, E.C., at 2s. per copy.

MANY interesting novelties in apparatus and appliances for photographic purposes were exhibited at the fiftieth annual exhibition of the Royal Photographic Society, which was held last Tuesday at the New Gallery, 121, Regent Street, W. One of the most interesting features of the Kodak display was the selection of splendid enlargements from negatives by her Majesty Queen Alexandra. The Queen seldom travels without her kodak, which, in fact, is one of her most constant companions, and her Majesty's collection of photographs is, therefore, both extensive and unique. One may note the strong evidence of artistic feeling in the selection of the subjects as displayed in the pictures chosen for exhibition, and the fact that they have stood enlargement so well is excellent testimony to her Majesty's technical knowledge of the art.

THE disaster to the Japanese battle-ship "Mikasa" recalls very forcibly the similar accident at Spithead in 1795, when the "Boyne" (98) blew up, and the earlier disaster near the same spot in 1701, when the "Edgar" (74) was also destroyed by an explosion at a time when the crew were merry-making with a number of friends from the shore. A curious painting by an unknown author (reproduced on this page) was formerly in the possession of Messrs. E. and E. Emanuel of the Hard, Portsea, and a copy of it was made for them by Mr. H. Coish. Messrs. Emanuel exhibited the original oil-painting at the Royal Naval Exhibition at Chelsea, and it is now in the possession of Mr. Barker of London.

LAST Monday week saw the completion of the Thames down river steamers' passenger service—so far as the New Palace steamers "Royal Sovereign" and "Koh-i-noor" are concerned—for they finished their sailings to Margate, Ramsgate, Deal, and Dover on that day. A large number of passengers were on the boats, thus the company concluded a very successful season.

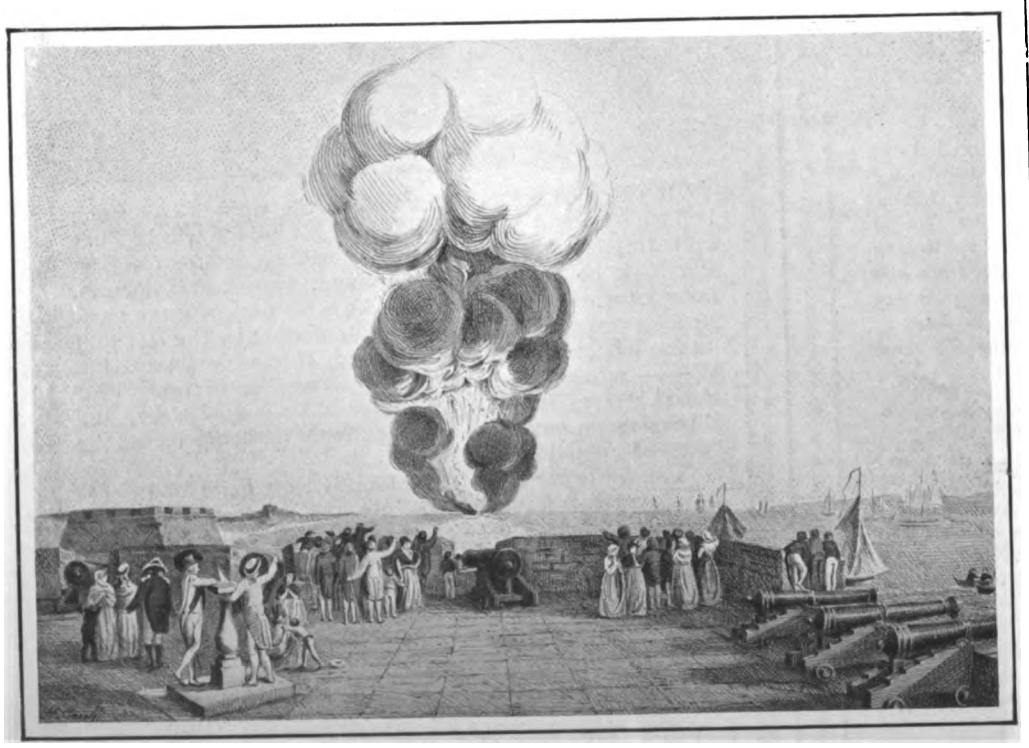
THE Crystal Palace Saturday concerts will be resumed on October 15, when Miss Marie Hall will give a violin recital. Herr Kubelik will appear the following Saturday, and the 28th inst will be devoted to chamber music by the London trio (Mme. Amina Goodwin, M. Simonetti, and Mr. Whitehouse). Three orchestral concerts will be given on November 4 and 25, and December 2, by the London Symphony Orchestra, with Mr. Landon Ronald as conductor, and the same organisation will be heard on December 9, with the Crystal Palace Choir, under Mr. Walter Hedgecock, in Dvorak's "Spectre Bride," the solos being taken by Miss Percival Allen, Mr. Lloyd Chandos, and Mr. Thos. Meux.

WITH the revival of the summer the Naval Exhibition, Earl's Court, still more strongly retains its hold on the popularity of the public. Last Tuesday and Wednesday the London Dahlia Union gave their annual display in the Princes Hall which was free to the exhibition visitors. There were numerous competitions this year, and a splendid assortment of beautiful blossoms of all types were on view. The excellent band of the Royal Artillery (Plymouth) began a week's engagement on Monday.

ONE of the latest additions to the Whitehall Series of Military maps, published by Messrs. Foster, Groom, and Co., is that of the Peninsular Campaign. It is boldly printed on stout paper, and should be specially useful to officers studying for the Military History Examinations. It clearly indicates the positions occupied by the opposing forces at the battle of Corunna, and is accompanied by a memorandum of the different engagements. An inset map of Spain is also provided, and the two are enclosed in a neat and serviceable wrapper.

A VERY popular programme has again been provided by Mr. Robert Arthur at the Kennington Theatre. The Moody-Manners Opera Company, which has been playing a different opera at each performance this week, has again proved a strong attraction, and have been playing nightly to full houses. The repertoire this week included "Faust," "Carmen," "Lohengrin," "The Bohemian Girl," "Tannhäuser," and "Maritana."

THE programme at the Brixton Theatre this week is quite up to the high standard which the management have so well maintained. "The Lights o' London," which has been presented this week by a specially organised company, under the direction of Herbert Hollister and Fred C. Drew, is still proving a great attraction.



THE BLOWING UP OF THE "BOYNE" OFF SPITHEAD IN 1795.

(From a drawing by H. Coish, after a contemporary painting in the possession of Messrs E. and E. Emanuel of the Hard, Portsea.)




## Amusements.

**HIS MAJESTY'S.** MR. TREE.
Every Evening at 8.
Charles Dickens's
OLIVER TWIST.
Dramatised by J. Comyns Carr.
Fagin ... ... ... MR. TREE.
Nancy ... ... ... Miss CONSTANCE COLLIER.
Matinees Saturday, September 30th, and every following Saturday at 2.15.

**CRITERION THEATRE, W.**
Sole Lessee: Sir CHARLES WYNDHAM.
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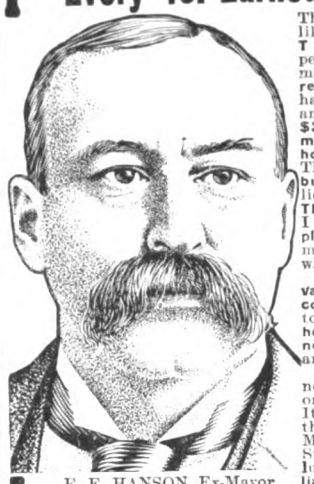

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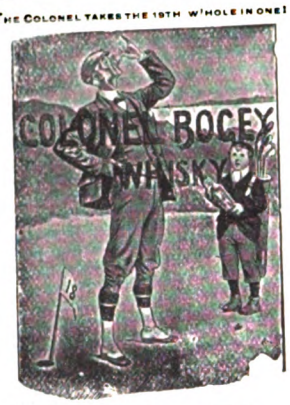


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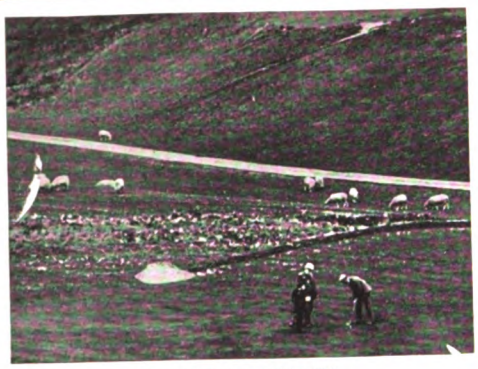

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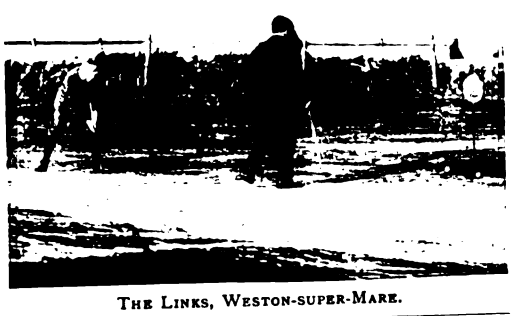

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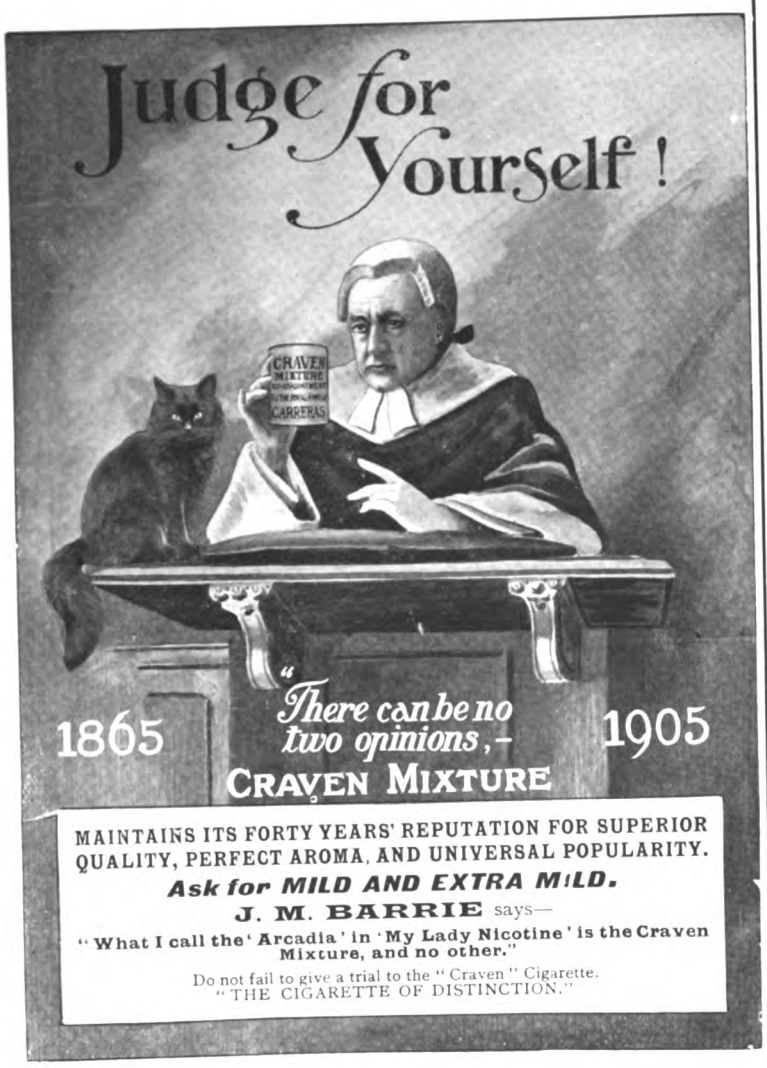


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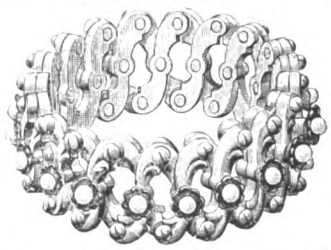

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# THE CHURCH CONGRESS AT WEYMOUTH.


# THE KING

*AND HIS NAVY & ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

VOL. XX. No. 452. SATURDAY, SEPTEMBER 30th, 1905. PRICE 6D.

Wheeler, Weymouth.

LIEUTENANT-COLONEL W. E. BRYMER.

Conservative Member for South Dorset.

(*See page 825.*)

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**EDITORIAL.**

*TO CONTRIBUTORS. — The Editor will be pleased to receive for consideration photographs and literary contributions. Contributors are requested to place their names and addresses on their MSS., and on the backs of photographs, which should be carefully packed and accompanied by descriptions of their subjects. The Editor will not be responsible for the return of artistic or literary contributions which he may not be able to use, and the receipt of a proof must not be taken as evidence that an article is accepted. Publication in* THE KING *alone will be recognised as acceptance. Where stamps are enclosed, the Editor will do his best to return those contributions which he does not require. If it is desired that rejected photographs should be returned, a sufficiently stamped and directed label must be enclosed for the purpose.*

THE KING *is on sale throughout Great Britain and Ireland, and may be obtained at all railway and other Bookstalls. The Publisher would advise subscribers to* THE KING *to order the paper regularly from a local Bookseller or Newsagent; but should any difficulty be experienced in obtaining the paper, reference should be at once made to him.*

*The Editor would be much obliged if photographers and others sending groups would place the name of each person on the pictures so as to plainly indicate to which figure each name refers.*

# THE KING

*AND HIS NAVY AND ARMY.*

**A WEEKLY ILLUSTRATED JOURNAL FOR SOCIETY, THE SALON AND THE SERVICES.**

**Vol. XX. No. 452. Saturday, Sept. 30, 1905.**

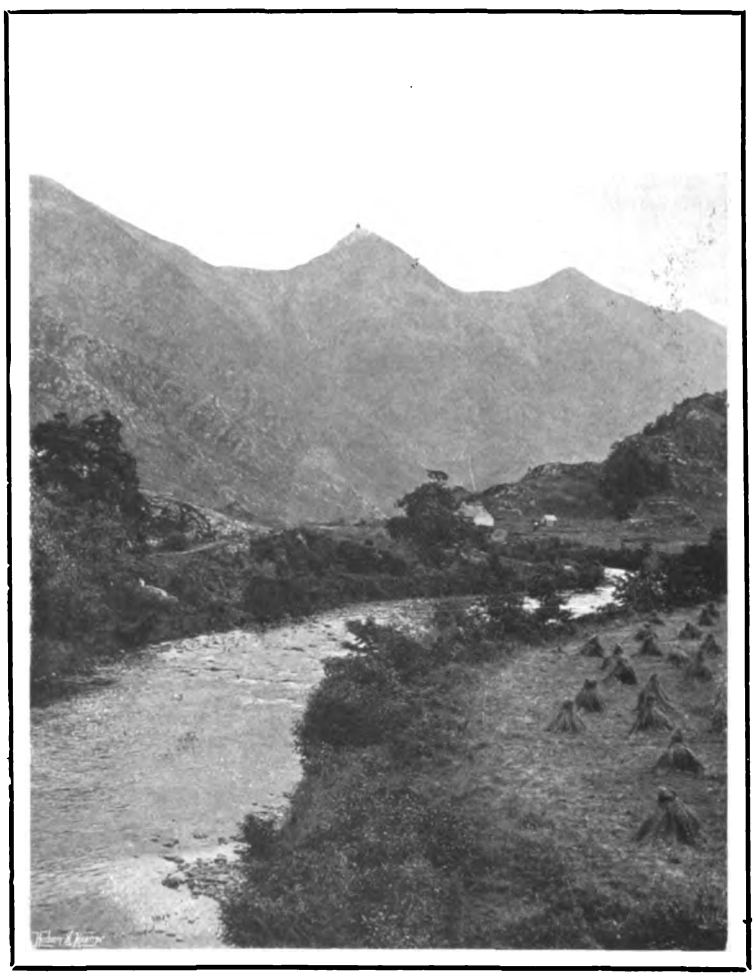
*Editorial Offices*—20, TAVISTOCK STREET, COVENT GARDEN, W.C.
*Telegraphic Address*—"INFORMALLY," LONDON.
*Telephones*—*No.* 2,748 GERRARD, AND 7,961 CENTRAL.
*Advertisement and Publishing Offices*—7-12, SOUTHAMPTON STREET, STRAND, W.C.

# *The March of Events.*

## PER MARE, PER TERRAM.

THE KING IN THE NORTH.—To be in Scotland and not been in neighbourhoods formerly associated with Jacobites or the Jacobite risings is very difficult, and in going from Invergarry to Mar Lodge at the beginning of the week King Edward only changed the date of the memories. Invergarry and the '45, Braemar and the '15, have this in common, that both saw, in part, the failure of their respective rebellions. But Braemar has in addition the honour of being the spot where the standard of rebellion was raised, though so prosaic are we to-day that the actual site of that historic event is now covered by an hotel. Mar's rebellion, as it is called, was a short-lived affair, and within six months the principals had fled to France. To-day, perhaps, the inhabitants of those delightful parts are more content to remember another event, which did more good to the Braes o' Mar than ever the rebellions would have done—King Edward's first visit to Deeside. It was fifty-seven years ago, and he was quite a little boy, and he and his brother both wore the kilt and the Balmoral tartan with its familiar grey pattern, and Queen Victoria, with her unfailing tact, had a Stuart tartan for her shawl.

THE KING AND THE CHURCH.—The world-wide interests of King Edward are forcibly brought home to us by the presentation of the lectern to the parish church at Bruton in the United States, in commemoration of the tercentenary of the foundation of the English Church in Virginia. Such an incident as this, dismissed by nearly all the daily papers in ten lines and less, is a wonderful instance of the thousand little matters that require attention. And it is just these "little things," the apparently trivial acts of thoughtfulness, which make King Edward so universally liked and respected. At home his interest in church matters is equally keen, and the little chapel of St. Nicholas in Carisbrooke Castle possesses the altar, reading-desk, organ, and candlesticks formerly used in Queen Victoria's private chapel at Osborne. St. Nicholas-in-the-Castle was a parish before the Norman conquest, but the present chapel is quite a new building.



THE KING IN THE NORTH. *Woodhouse.*

Glen Shiel, which is at the head of Loch Duich, which the King visited on Thursday last week, cruising round to Loch Hourn in Lord Burton's yacht "Chrysallis." It was of Loch Duich that King Edward remarked last year that he could not understand people going to Switzerland when they had such beauty spots in their own country.

THE PRINCE OF WALES'S TOUR.—The date of the departure of the Prince and Princess of Wales for India is drawing very near, and the "Renown" and "Terrible" will shortly leave Portsmouth for Genoa, where the Royal travellers are to embark. The Princess came back to town last week to complete her arrangements, and has been very busy ever since. The Earl and Countess of Minto are also getting ready to start for India, and a large number of well-known people will be going to the Shiny East during the next month. During the absence of their parents, the King's grand-children will probably spend a good deal of time in the Isle of Wight. Barton Manor, Osborne, which is still a Royal residence, is to be their home, and, being quite near the Royal Naval College, Prince Edward and Prince Albert will be in close touch with their future messmates. For it is quite certain that as soon as they are old enough both boys will undergo training for the Navy, although some little time must necessarily elapse, and then will be put under the regular *régime* in the same way that their father was.

THE DUKE OF CONNAUGHT AND GUERNSEY.—It is rather more than forty years ago that the Duke of Connaught paid his first visit to the Channel Islands, and that was in company with Queen Victoria and the Prince Consort, when they were on a cruise among the islands in the Royal yacht. Fifteen years later he revisited the islands, travelling on that occasion in his own yacht, and while he was staying at Alderney an incident occurred which two people at least remember to this day. Prince Arthur's yacht was at anchor in the roadstead and the weather was rough. A small yacht with three people on board had put out to sea, but was forced to return and tried to anchor. The anchor, however, failed to hold, and seeing that the craft was in danger of drifting on the rocks the Prince ordered his yacht's boat away to rescue the passengers. They were taken off just in time, and landed safe, if not very dry, before they knew to whom they owed their thanks.



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A FASHIONABLE WEDDING IN DUBLIN. *Lafayette.*

The marriage of Sir Philip Crampton Smyly, Chief Justice of Sierre Leone, to his cousin, Miss Eileen Smyly, was one of the most important events of the past week in Dublin. After the wedding a reception was held at the Royal College of Physicians. Among those shown in the above illustration are Miss Vivienne Smyly, Miss Phyllis Smyly, Miss Monty Tweedy, Miss Rose Tweedy, Miss Muriel Shaw, Miss Elizabeth Tweedy, Miss Nona Smyly, Miss Rachel Smyly, Miss Muriel Poe, Miss Sybil Plunket, Miss Constance Smyly, Sir William Smyly, Lady Smyly, Lady Smyly, Sir Philip Smyly, Dr. Tweedy, the Very Rev. the Dean of Christ Church, His Grace the Archbishop of Dublin, Rev. the Dean of Ossory, Colonel Owen, Mr. Jocelyn Smyly, Mr. Cecil Smyly, and Mr. Gilbert Smyly.

LORD GUERNSEY

One of the A.D.C.'s to Lord Minto, the new Viceroy of India.

LADY SHAFTESBURY

Who is to accompany the Princess of Wales on her visit to India.

*Lafayette.*

LORD FRANCIS SCOTT

Who has been appointed A.D.C. to Lord Minto, the new Viceroy of India.

THE HOUSE PARTY AT RUFFORD ABBEY. *Knights-Whittome.*

The guests at Lord Savile's Yorkshire house to meet the King. Reading from left to right, back row—Colonel Davidson, Mr. Rothschild, the Hon. Eleanor Brough m, Captain the Hon. R. Greville, Lord Savile, Earl of Crewe, Mrs. Vivien, Lord Brougham, and the Hon. J. Ward. Front row—Countess of Crewe, the Hon. Mrs. Greville, Lady Brougham, the King, Lady Savile, the Hon. Mrs. Keppel, and Mrs. Hwfa Williams.



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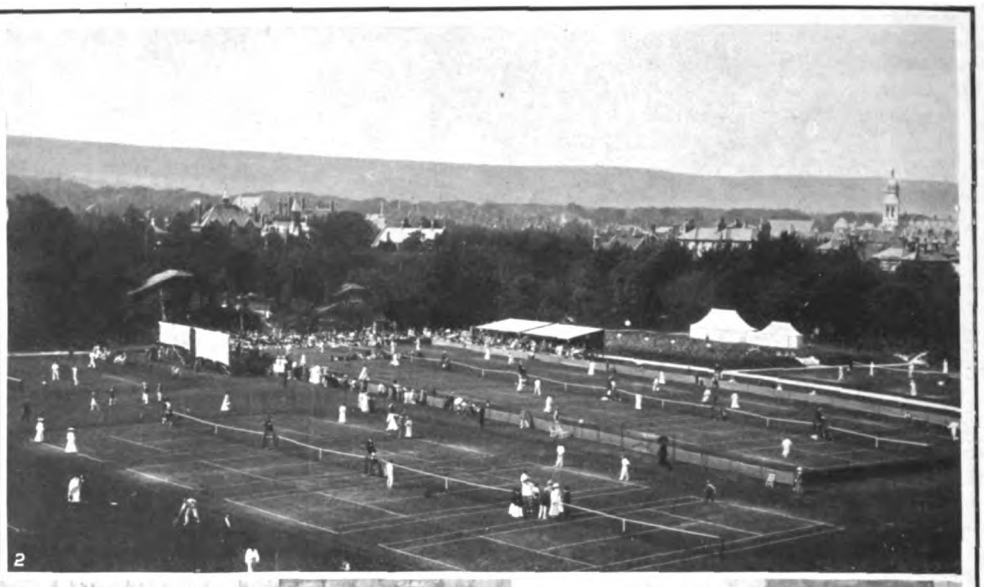
# THE MARCH OF EVENTS.



(1) The Eastbourne Tennis Tournament. Mrs. Hillyard, winner of the Ladies' Singles. (2) A general view of the courts at Eastbourne during the progress of the tournament last week. (3) The New Zealand Rugby Football Team. The remarkable success which the New Zealand team achieved in their first match was followed up during last week by victories over Cornwall and Bristol. In all the New Zealanders have scored 137 points in the three games, and have only had a dropped goal scored against them. (4) The Western Meeting at Ayr. In front of the grand stand. The Marchioness of Bute talking to Sir James Ferguson. (5) Foulke, the famous Chelsea goalkeeper, who was formerly connected with the Sheffield United Club.

*(From copyright photographs by Lavis, Eastbourne, and others.)*



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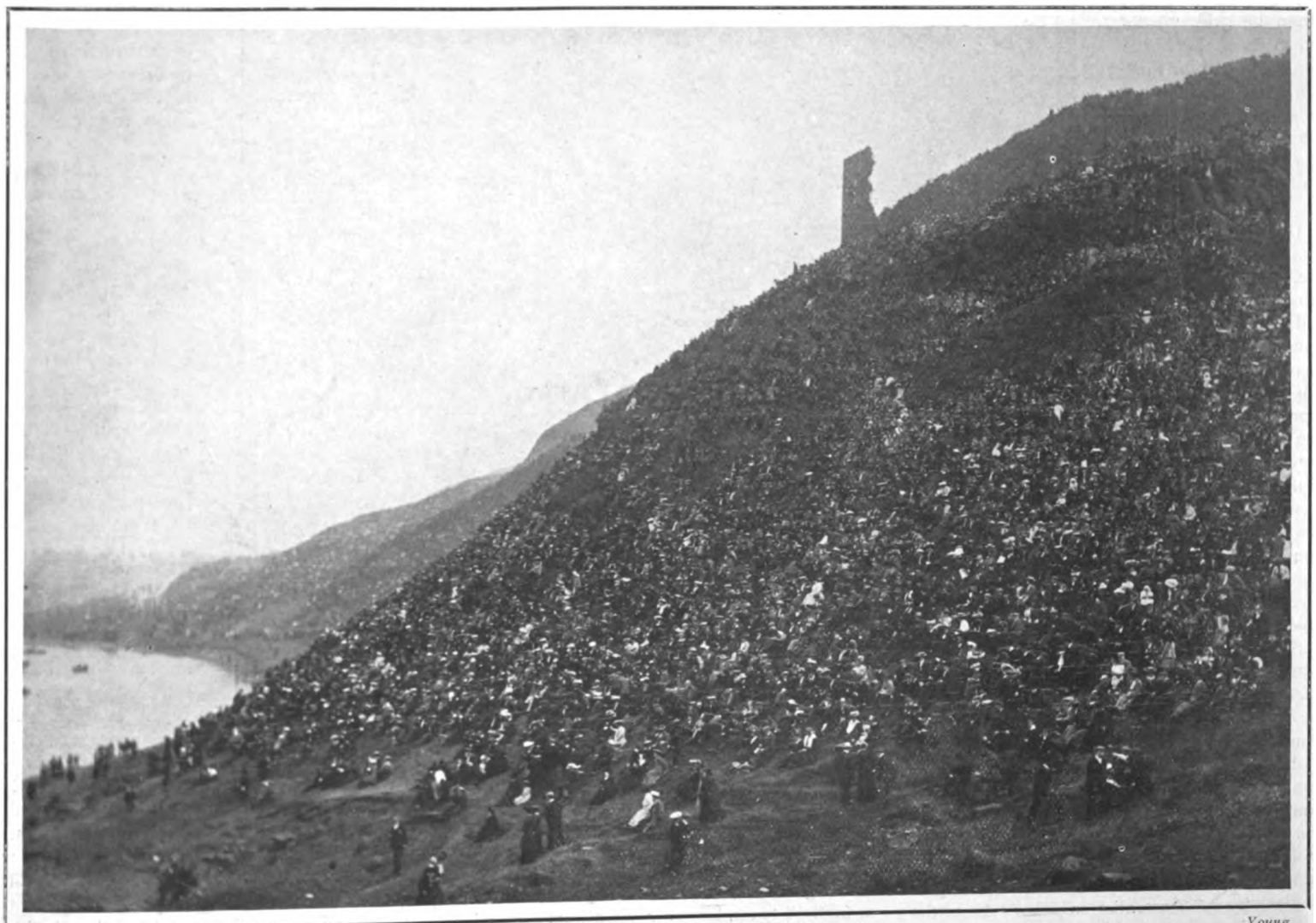
# THE MARCH OF EVENTS.

THE PRESENTATION TO THE CRUISER "ANTRIM." *Lafayette.*

Among the many presentations of plate and gunnery shields from the counties to their namesakes in the Navy, one of the most interesting was that from the people of Antrim to the armoured cruiser of that name. Three old Irish loving cups were copied, and the gifts presented by Sir George White recently at Larne. Among those seen in the above illustration are Sir George and Lady White, Colonel McCalmont, the Earl and Countess of Shaftesbury, Sir Hugh and Lady Smyly, Sir Daniel Dixon, M.P., Mayor of Belfast, and Captain Ingleneld commanding the "Antrim."



THE KING'S VISIT TO EDINBURGH. *Young.*

The huge concourse of people gathered to watch the Volunteer Review at Edinburgh last week were fortunate in having good weather for the occasion. From Edinburgh the King proceeded to Glenquoich, on a visit to Lord and Lady Burton; and at the beginning of this week proceeded to Balmoral, where he will be in residence until the middle of October.



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THE PRIVY COUNCIL.—The Militant Chief Justice of New Zealand, Sir Robert Stout, is once more on the war-path against the Privy Council. That it no longer serves a high Imperial service may be granted. *Apropos* of this a good story is told of an Australian who was in London during the passage of the Commonwealth Bill through Parliament. It will be remembered that one clause was not respectful to the Privy Council, yet at a dinner he heard it extolled as "the one visible link of Empire." He was so impressed that he resolved to see it before he went to bed. "Drive me to the Privy Council, the glorious link of Empire," he said to a cabman, who drove to Leicester Square. A second try landed his fare at the Law Courts. But the Australian was determined, and on enquiry at the nearest police-station, he was told that "it might be in Downing Street." At one in the morning he appealed to the lonely night constable for the link of Empire. "There it is, sir," said the latter, pointing. "And what's that building opposite?" asked the Australian. "That's the Colonial Office—Mr. Chamberlain's," was the reply. The enquirer considered a moment. Then he said, "Joe's pretty cute. He keeps the big house for himself, and puts the link in an outbuilding." This is suggestive of the Colonial attitude on the Privy Council.

UNPOPULAR AUSTRALIA.—Mr. G. H. Reid, ex-Premier of Australia, has been telling a Sydney audience that the Commonwealth is the most unpopular country in the world. Indeed, he uses the fact as an argument for embracing the principle of universal service forthwith. This is pretty tall for a young country which is practically a Colony. But the truth of it is undeniable, or an Australian politician would never admit it in a public speech. Why it should be so is obvious. Australia is remote from the world, she has had no soul-stirring experiences, and the conditions of her development have been comparatively easy. She has, therefore, all the provincialism of the counties in England, with the boastfulness and irreverence of a new community. But time will alter all this, particularly as the Australian is a new type of the Anglo-Saxon. He is lean and long, gay and original, alert and quick-witted. When he has got over the youthful habit of teaching his grandmother to suck eggs he will be the most charming of good fellows in the Empire.

THE NEW HELLENISM.—Mr. Seddon's latest expression of the Imperial spirit would have delighted the late Professor Freeman, who could not forgive us for not founding Colonies on the Greek model. For the first time in our annals interest in a game is a State matter. For Mr. Seddon has given orders that the High Commissioner shall send out to the Government reports of the progress of the football team which has just arrived in England from New Zealand. His idea is that sport and games further the unity of the Empire, and, perhaps, he is right. It was certainly a bond of strength in the Greek world. But whether the taxpayer of Maoriland will like to pay for cablegrams at a shilling a word, informing him of the doings of a football team, however victorious it may be, is doubtful. He is not Hellenic enough for that. But originality is Mr. Seddon's strong point, and there is no end to it.

*Sarony.*

MISS MARIE DORO

Who is appearing with Mr. William Gillette in "Clarice" at the Duke of York's Theatre. Miss Doro is best remembered in London by her performance in "The Dictator," which had a successful run at the Comedy last spring.

THE CUSTOMS HOUSE.—The Customs House to-day is such a very business-like department that one hardly connects it with poetry and literature of the olden time. Yet one of the earliest customers, or collectors, in the English service was Chaucer, whose name is to be met with in many old documents connected with the Customs. There were many curious offices connected with the service in those days, among them the Aulnager, whose business it was to measure all cloths imported; the King's Butler, whose duties lay in examining cargoes of wine; and the Troneur, who is to-day known as the examining officer. Among dutiable articles in the Middle Ages were pipes, and hats and herrings were not allowed to be imported at all at one time. Handkerchiefs and cabbages were looked askance at, and labelled "superfluous," but sugar-candy and looking-glasses were held to be necessary articles. It was at Billingsgate that our earliest Customs House was established, in 979 A.D., Ethelred and his Witanagemote having decided that every small boat arriving at Billynggesgate should pay for toll or custom one halfpenny, a larger boat with sails one penny, a kell or hulk four pennies, and every boat with fish coming to the bridge one halfpenny or one penny, according to her size.

A WELL-KNOWN IRISH FAMILY.—One of the prettiest weddings celebrated in Dublin last week was that of Sir Philip Crampton Smyly, Chief Justice of Sierra Leone, and his cousin, daughter of Sir William Smyly, president of the College of Surgeons. The family is an old one, and has produced several brilliant members of the medical profession. The second baronet of the line was Sir John Crampton, who brought this country and the United States to the verge of war in 1856. It appears that he encouraged recruiting for the British Army, then fighting in the Crimea, and General Pierce, the President of the day, broke off diplomatic relations with him. So black did things look that Lord Palmerston reinforced the Fleet in Atlantic waters, but the gathering storm in the South and the good sense of the English people enabled the two Governments to settle the incident amicably. Sir John was afterwards Ambassador to St. Petersburg and Madrid. His second wife was a daughter of Balfe.



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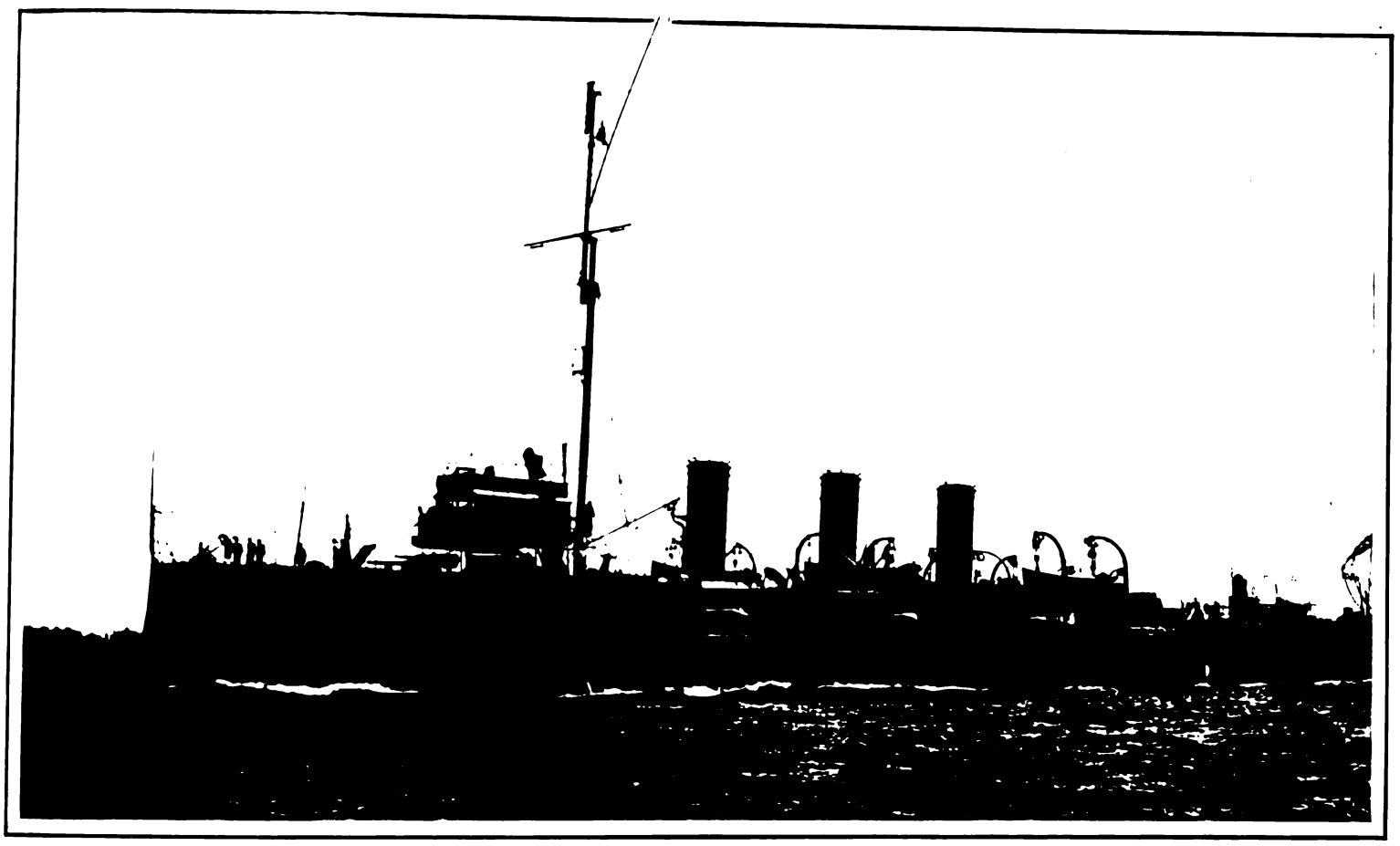
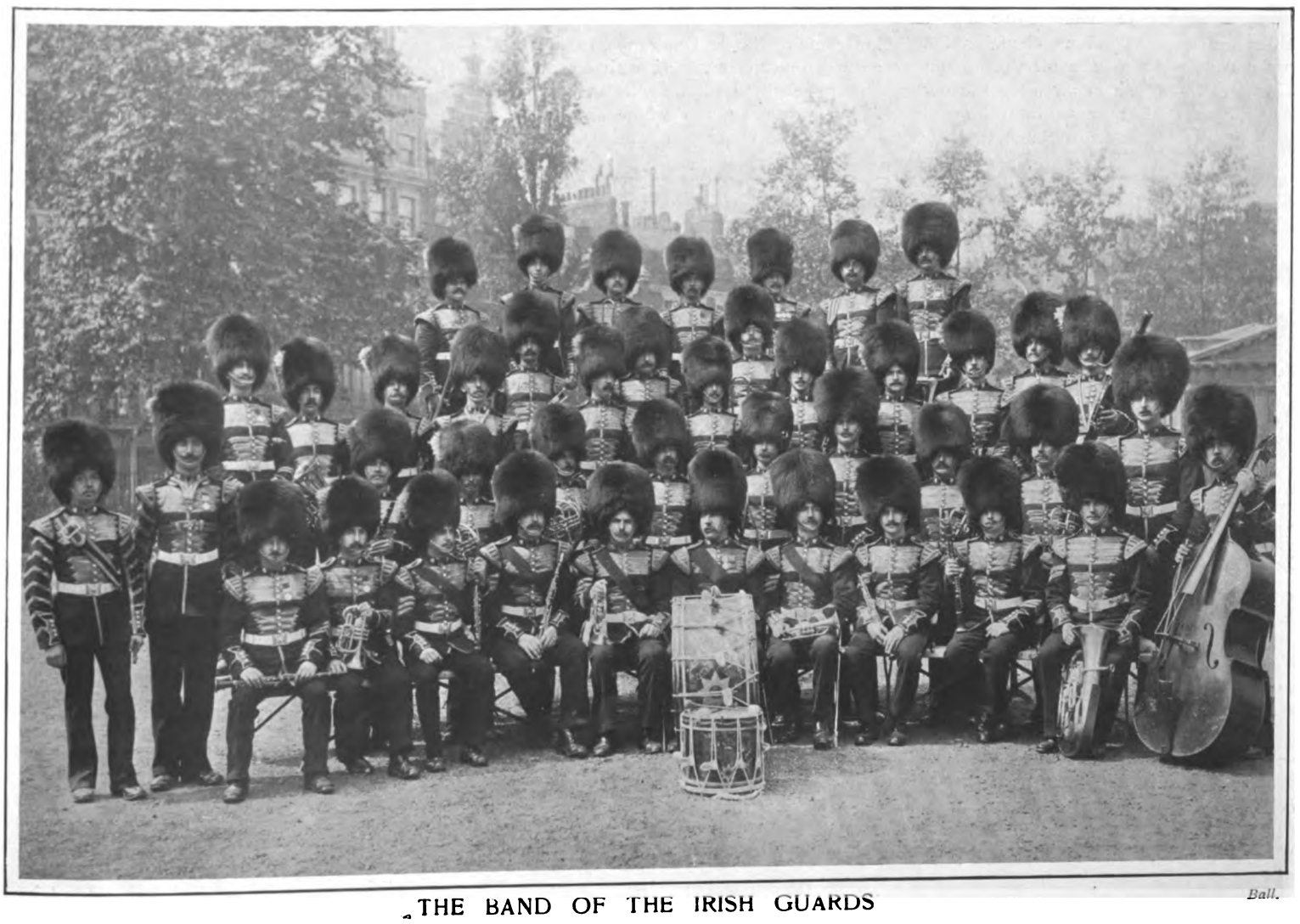
# THE SERVICES



THE NEW SCOUT "FORWARD." *West, Southsea*

A new type of vessel, eight of which are just entering on active service. The "Forward" was built by the Fairfield Shipbuilding and Engineering Company, and arrived at Portsmouth last week on completion by the contractors.



THE BAND OF THE IRISH GUARDS *Ball.*

With the bandmaster, Mr. C. H. Hassell. This famous regimental band is now touring in Canada.



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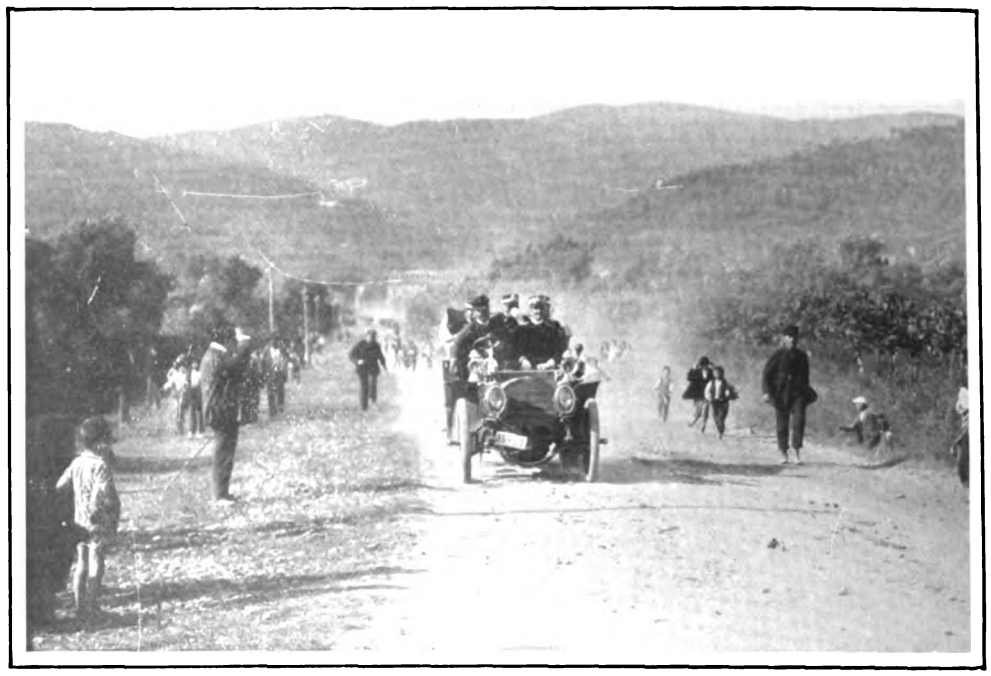
# The Motor: On Highway and Seaway.

IT is a matter of common knowledge that the amount of dust raised by different cars varies enormously, even when they are travelling at the same rate of speed, though the precise reasons that lead to this discrepancy are at present somewhat obscure. Particular interest, therefore, attaches to the experiments which are being conducted by the Automobile Club from time to time as opportunity occurs. The importance of the problem was first recognised in the Reliability Trials of 1903, when marks were awarded for "dustlessness." The competing cars were required to run at varying rates of speed over a track strewn to the depth of half an inch with mill sweepings, the personal observations of the judges being supplemented by the camera. Upwards of 500 photographs were taken on that occasion, and the results were said to be extremely satisfactory, as showing the density and shape of the dust clouds raised by the different cars. The conclusions arrived at by the judges were embodied in a paper which they read before the Automobile Club towards the end of that year. The paper attracted a great amount of attention at the time, but, I am afraid, has long since been forgotten by the majority of motorists. The action of tyres in raising dust was compared to a broom. Each particle of the tyre, as it is released from compression at the moment of leaving the ground, springs back to its normal position, and carries with it the lighter portions of the road surface. It was pointed out, however, that the dust thus raised would quickly settle were it not for the disturbing influence of the currents caused by the movement of the bulk of the car. These disturbing elements the authors considered were the air thrown out sideways and the inrush of air after the car has passed. In order to lessen the volume of these currents they were of opinion that the under side of a car should be smooth and rise towards the rear, and be removed as far as possible from the ground. They also condemned flaring mud-guards, especially if they extended close to the surface of the road, and low-placed silencers and tool boxes.

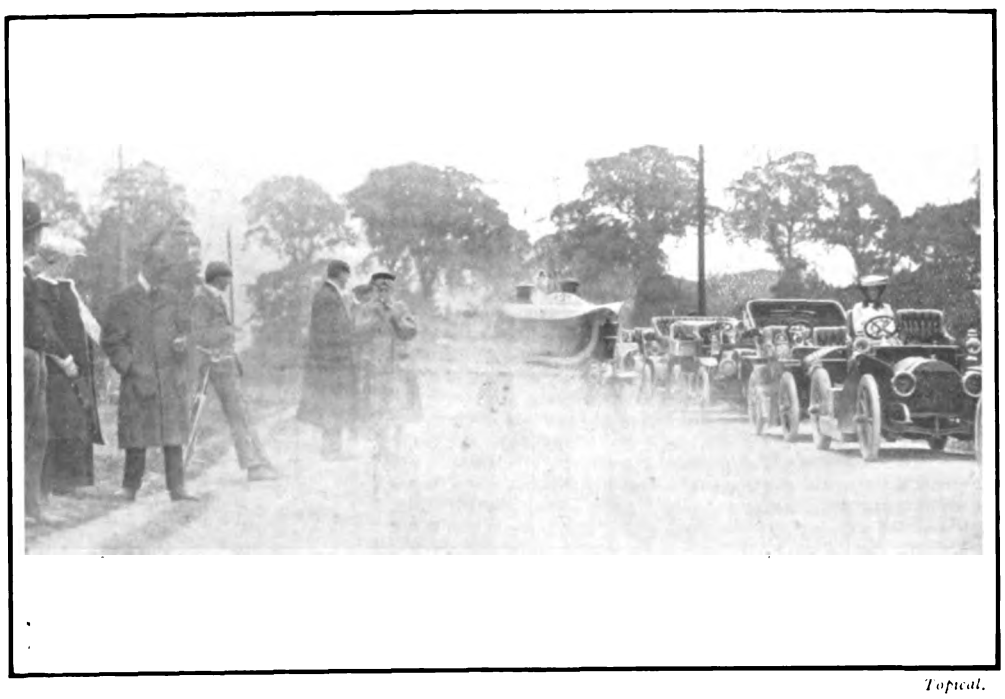
The judges expressly stated that they did not regard the results of the trials as conclusive, and recommended further experiments, which, as I have said, are still being carried out by the club; at any rate, no practical effect has ever been given to their suggestions for lessening the dust nuisance, except in the case of one maker, who, with commendable enterprise, fitted all his cars with an under shield extending the whole length of the chassis and sloping upwards to the rear. There is little doubt, however, that in the main their conclusions were correct. From personal observations extending over many years I have no hesitation in saying that low-hung cars raise more dust than high ones, and that the worst offenders are those which have their fuel tanks placed beneath the rear of the chassis so that they only clear the ground by a few inches. I believe that these and other projections do more than merely disturb the dust raised by the wheels. It seems only natural that any body passing at a high rate of speed in close proximity to the road must have a bad effect. Presumably the air is first deflected downwards and then rises to fill the partial vacuum caused by the retreating mud-guard or fuel tank, and carries with it the lighter particles of the surface.



*Topical*

THE EARTHQUAKE IN ITALY.

The King of Italy, on his Fiat car, entering Monteleone after the earthquake.



*Topical.*

THE AUTOMOBILE CLUB'S DUST TRIALS AT MAIDENHEAD.

The scene on the Bath road at the finish of a third run down by Mr. W. L. Rourke on his 9-h.p. Cadillac.

There was one point in connection with the Tourist Trophy Race which seems to have struck every visitor to the Isle of Man, and particularly those who, like myself, had not been present at either of the Eliminating Trials for the Gordon Bennett Cup. One could understand why the inhabitants of the big towns, and particularly Douglas, were favourably disposed towards the motor-car, because the Automobile Club and the competing firms must have spent very large sums of money in the island since it first became the recognised home of motor-racing on this side of the English Channel. On the other hand, it was reasonable to expect that the people in the remoter districts would look with different eyes upon the horde of motor-cars which periodically descends upon their principal roads, and practically monoplises them for a week or two before every big event without conferring upon the ordinary users any direct benefit in return. There would have been a special excuse for a protest by the farmers on the occasion of the Tourist Trophy Race, as the harvest was still in full swing, and the absolute closing of fifty-two miles of main road for the whole of a particularly fine day must have caused a considerable amount of inconvenience. One, therefore, rather anticipated tales of discontent and surly faces, or at the least indifference to a spectacle which must have long since lost its novelty. It was, therefore, a pleasant surprise to notice the genuine enthusiasm that prevailed, and the friendly



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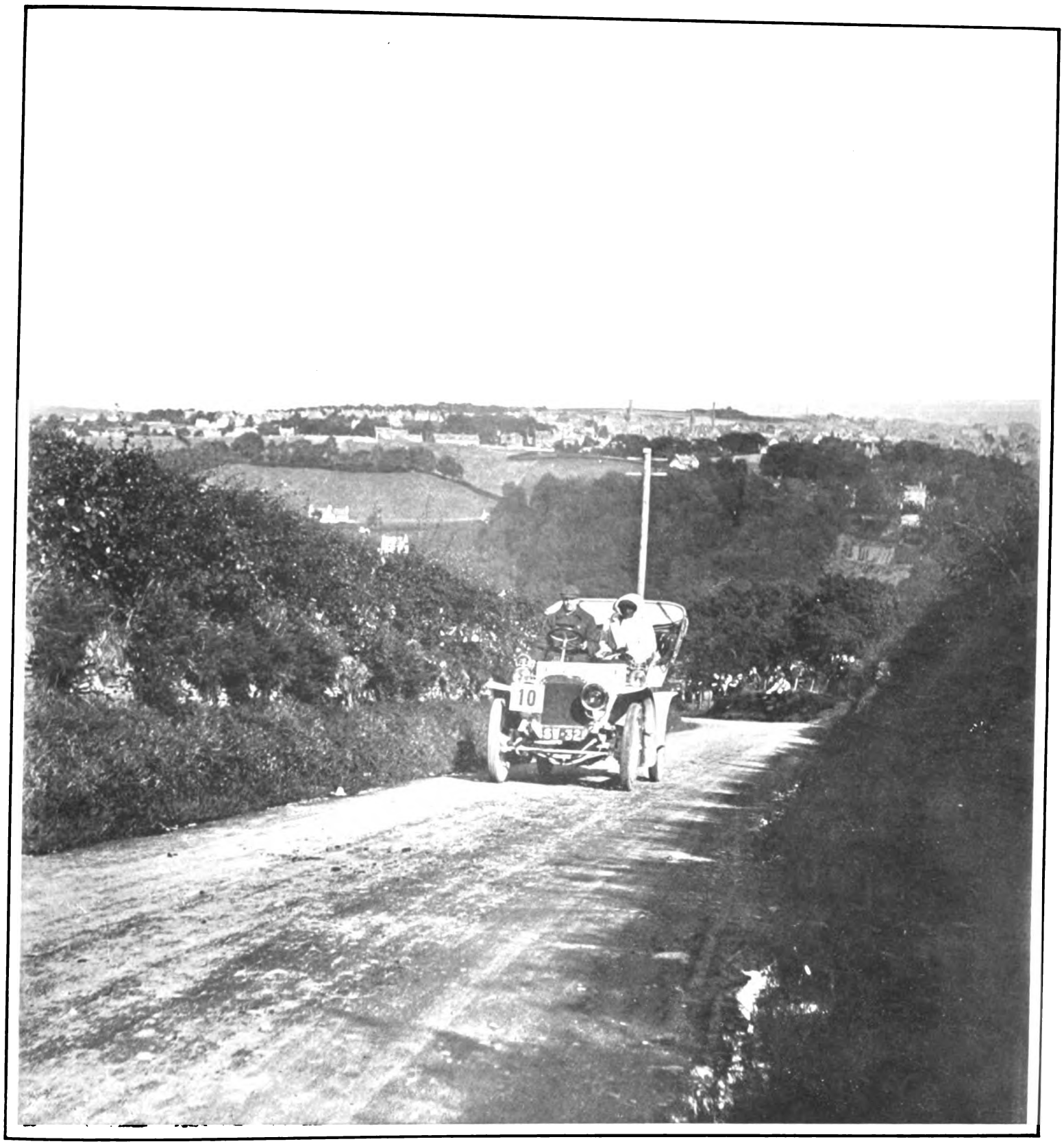
feeling that was everywhere displayed towards the motorist. On the day of the race the whole of the rural population seemed to be gathered round the course, and each car as it passed was cheered by the little groups of villagers who occupied every point of vantage. From early morning till late in the afternoon they stuck to their posts, and even when the official car went round with cans of petrol to help those competitors who were stranded from want of fuel, in many places the people were still waiting to give a final cheer to the belated ones. Civility and good nature seem to be characteristic qualities of the Manxmen, which impress themselves upon everyone who visits the island.

The beauties of the Isle of Man, and its advantages from the motorist's point of view, are hardly appreciated as they should be in the South of England. Taken as a whole the roads are very good, and the racing circuit by itself constitutes a pleasant half-day's run, which can be repeated a dozen times without weariness. There are straight level stretches where one can indulge in a burst of speed without danger, and winding tree-clad lanes where the surroundings invite a more leisurely pace. There are shady glens and wild moorland, varied by quaint old villages and modern towns. At places the road skirts the sea, and at others it plunges inland; but it is best of all when it climbs Snaefell, and offers views that embrace not only the whole of the island, but the distant coasts of England, Wales, Scotland, and even Ireland. There is a speed limit of sixteen miles in the country and a lower one in the towns, but no motorist who observes the courtesies of the road, and drives in a common-sense manner, has anything to fear from the authorities. There are many worse places than the Isle of Man in which to spend a quiet fortnight with a good car, and if one chooses the off season, when the trippers from the mainland have returned to their homes, the hotels will be found sufficiently comfortable to satisfy the most exacting.

RADIATOR.

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THE RECENT HILL-CLIMBING COMPETITION OF THE SCOTTISH AUTOMOBILE CLUB (WESTERN SECTION).

Mr. Alan J. Ferguson on his 16—20-h.p. Argyll halfway up the stiff hill at Kirkfield, near Lanark, where the average gradient is 1 in 9. The town of Lanark may be seen in the distance.



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# *On the Links.*

EDITED BY A. J. ROBERTSON.

ONE of the noteworthy meetings held in the early autumn in Scotland is the annual competition of the New Club at North Berwick. It is usually well attended, especially when the weather is fine; and this was the good fortune which fell to the lot of the players last week. Among the players who left the tee were the Prime Minister, Mr. Gerald Balfour, M.P., Colonel D. A. Kinloch, Lord Moncrieff, Sir W. Gardiner Baird, Mr. St. Clair Cunningham, Mr. T. Mansfield Hunter, Mr. Cecil Hutchison, Mr. J. E. Laidlay, Sir H. Meysey-Thompson, and the Hon. Evan Charteris. The club scratch medal was won by Mr. Cecil Hutchison with the fine score of 80. The next best scores were 83 by the Hon. Evan Charteris, and 85 by Mr. J. E. Laidlay and Mr. H. W. de Zoete. Mr. Charteris and Mr. Hutchison tied for the Dalrymple Handicap Cup, but by arrangement between the two players the trophy was taken by the first-named.

* * *

There is a large crowd of golfers playing at present over the two fine courses at Gullane, and here, too, several interesting competitions have taken place among the members of the club, as well as among the visitors. One of the recent competitions was an open foursome tournament, which was promoted by Mr. J. B. Stevenson. The final was played between Mr. A. W. Robertson-Durham and Mr. J. B. Stevenson against Mr. W. C. Sturrock and Mr. C. Taylor. The first-named players won the tournament by 3 and 2 to play. The open handicap tournament promoted among the ladies created a great deal of interest throughout the various rounds, and there were some close matches played.

* * *

The Scarborough Club held a very successful autumn meeting last week in fine weather. The Ladies' Challenge Bowl (thirty-six holes) was won by Miss Rosamund Taylor with a net score of 143, second place being secured by Miss Godfrey with one stroke more. The open competition of eighteen holes was won

*Ullyett.*

THE RECREATION OF A SAVANT.

Lord Avebury, better known to the public as Sir John Lubbock, is exceedingly fond of golf, and has a private course at his seat, High Elms, Farnborough.

by Miss C. Hanbury with a net score of 66, Miss Rosamund Taylor coming next with 69. Miss R. Taylor was the winner of the scratch prize with 91.

The Open Championship of the United States was played for last week at Hamilton, Mass. There was a good entry of British golfers, the professionals competing being almost wholly composed of players who had been trained on English and Scottish links. Mr. W. J. Travis was one of the competitors, and at the end of the first thirty-six holes he headed the list of the amateur players, though ninth on the scoring list among the professionals.

* * *

Private golf courses attached to large estates are one of the noteworthy features connected with the growing popularity of the game. Lord Rosebery is the latest landowner who has found it to be necessary to lay out a golf course on his fine estate on the shores of the Firth of Forth at Dalmeny. Nine holes have been laid out in the park adjoining Barnbougle Castle, and though the length of the holes is on the short side, it is certain that a great deal of enjoyment will be obtained by Lord Rosebery's guests at Dalmeny. It is to be hoped that the next development will be to induce Lord Rosebery himself to become as serious a student of the game as the Prime Minister himself.

* * *

Though the occurrence of a death on the golf links is by no means a rare event in these days of widespread popularity of the game, there is always a note of tragedy about the event which impresses the imagination of all those who either witness or read about it. The latest incident of this kind is the painfully sudden death of Mr. R. G. Henshall, manager of the Warrington branch of the Manchester and Liverpool District Bank, who died very suddenly on the links of the Appleton Golf Club, immediately after striking off his ball. Mr. Henry Roberts, a former Mayor of the borough, was Mr. Henshall's partner at the time.

*Tresca, Paris.*

GOLF AT DEAUVILLE.

Golf is now one of the fashionable amusements at this French watering-place. Baronne H. de Rothschild is playing off the tee, and the player with the club on the left is the Duc de Morny.



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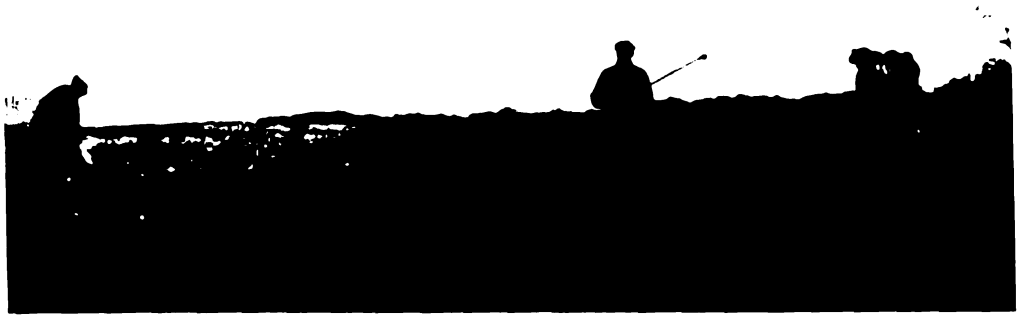
# *On the Links.*

## THE LINKS AT HUNTERCOMBE.

ESTABLISHED barely five years, Huntercombe can already claim to be about the finest inland course in Great Britain. The links are situated about six miles from Henley-on-Thames, and can be reached from London in an hour and a-half. Barely an hour in the train, and an excellent service of motor-cars complete the journey in half-an-hour, for the modest sum of 1s., the drive being through very picturesque country. The links are the property of Willie Park, who has laid them out most excellently and carefully. One of the features of the course is the amount of "head" play required, the wild hitter being invariably punished severely. The putting greens (which, taken as a whole, are about the largest I have seen anywhere) give a good putter a great advantage, besides rendering relief greens and auxiliary crosses, and similar abominations, quite unnecessary.

A beginning will soon be made to build the new club-house. Considerable difficulty has hitherto been met with in obtaining good pure water, which has now been obtained at a depth of 825-ft. The annual subscription to the club is £5 5s., and the entrance fee was raised last year from £3 3s. to £5 5s. Lord Howe is president of the club, and among the members of the committee are the Earl of Chesterfield, Lord Herbert Vane-Tempest, and Mr. A. J. Balfour, M.P.

The "Bogey" score is 80, but D. Stephenson, the local professional, holds the record with the low score of 72. The amateur record, held by Mr. H. C. Ellis and Mr. C. K. Hutchison, is 75—very sound golf, considering that the circuit of the course is 6,429-yds.



THE HUNTERCOMBE LINKS.

Mr. L. Palmer driving from the 14th tee, his sixteen year old dog Shot watching the ball—the dog has earned a reputation for finding lost balls; Mr. Breakspear and girl caddies on the right.

THE COURSE AT HUNTERCOMBE.

Mr. L. Palmer playing an approach putt at "Pandy," Mr. Breakspear on the right.

THE HUNTERCOMBE LINKS.

A view of the picturesque green at the 8th hole, with the quaint clump of old cottages in the background.

GOLF AT HUNTERCOMBE.

Captain Paulet in difficulties at the 9th hole; Mr. Cohen on the right.

The first tee is at the apex of an angle formed by two roads bordered by rows of gorse bushes, which form hazards for a pulled or sliced shot, with a bunker 100-yds. away in front. The green is guarded on the left by two bunkers, with gorse on the right and beyond. The second is a short hole guarded by two sand bunkers, but is very narrow, with gorse all the way on both sides. From the third tee it is best to play a little to the left to keep clear of a cottage garden. There is a little pond to catch a bad second, and the green is completely encircled by a chain of bunkers; a very accurate approach shot is therefore needed. The length of the hole is exactly the same as that of the first hole, 473-yds. The fourth hole, 220 yds., is a very good one-shot hole, with bunkers to the right and left of the green, and one in front to catch a topped ball. The fifth hole needs a good drive to clear the gorse on both sides, and a good second to cross the big bunker guarding the hole. The sixth hole, 143-yds., is an iron shot, with a bunker in front of the green and a hedge beyond. The seventh hole is one of the finest on the course. From the elevated position of the tee it is possible to see into seven different counties. The tee shot is played over some very rough ground, with a ploughed field on the left and a ridge on the right. Care is needed when approaching the green, which is rather sloping, with a steep bank and hedge beyond. The eighth is a very pretty hole, with a deep quarry to the left of the green beside the Oxford road; there is rough ground both beyond the green and also on the right. Two full shots are needed to reach the ninth green. There is a carry



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# On the Links.

over some gorse from the tee, and there are bunkers forming a semi-circle in front of the hole. A very straight course must be kept at the tenth hole, 456-yds. There are bushes on both sides, and a bunker in front of the green. The eleventh is the longest hole on the course, 560-yds., with gorse both right and left all the way to the green. The twelfth hole is 215-yds., just a good drive to the green, with no special feature. The thirteenth ("Pandy") is a difficult green to keep on. The hole is up on a plateau, with a bunker beyond, similar to "Pandy" at Musselburgh. The fifteenth hole is a short one, 190 yds., with gorse bushes beyond the green. The sixteenth is a very pretty hole, 372-yds. long, with gorse beyond the green and a very big bunker, like "Perfection" at North Berwick, in front. The seventeenth is a splendid hole, with a hedge on the right, and a dense mass of gorse all the way along the left. There are several pot bunkers, and a sand bunker guarding the green. The eighteenth hole is very similar to the seventeenth, with a hedge on the right and gorse on the left. The green is surrounded with bunkers, with gorse beyond. The last two holes are both 400-yds. long.

A. V. D. RINTOUL.

## Correspondence.

### THE PECKLE IN ITS RELATION TO OLD PHILP.

TO THE EDITOR OF "THE KING."

SIR,—You were good enough to publish recently an artless verse of mine in the honour and praise of the peckle, written in the golfing tongue. It is with bitter tears I find Mr. Croome mentioning in the *Evening Standard and St. James's Gazette* for the 2nd inst., in one of the excellent series he has led so many of us to look forward to, that neither he nor any of the Westward Ho! men have been able to construe my inoffensive lay. This points to a neglect of the golfing tongue, which is nothing short of deplorable, and may go far to explain our recent disaster at Deal, a very valley of Achor to the Scottish golfer. But it was, rather, with regard to the relation of the peckle to the wise, great, and good Old Philp that I first wrote you. It may be remembered that when Mr. Lamb ushered his quaint misconception of what a club ought to be on a shuddering world, the tortured ghost of the great artificer made mournful protest:

A HUNTERCOMBE FOURSOME.

Lieutenant C. K. Hutchison and J. H. Taylor, standing; Willie Park and Mr. F. W. Maude, sitting.

"Think of the heirlooms ripe with age,
In dear, dead hands the trusted, tried!
'Tis Lamb has cursed the heritage,
Has wrecked the trust and dashed the pride.

"'Mid geck, and gibe, and fleer, and flout,
'Mid croak of heir and fiend's guffaw,
The melancholy thought will out—
''Deed, Mr. Lamb, I'm weel awa'!'"

It is not the case that Old Philp had been denied the priceless gift of pregnant invective. Shortly after the invention of the gutta, and before the lesson had been learnt of hammering the new ball to make it fly straight, one of his customers, who had been experimenting with balls weighted with lead filings, brought back several sorely-damaged clubs (which were at least his own by purchase) to their inspired maker, and was received with the indignant query: "Whitna deevil's been hashin' *my* bonny clubs yon gate?"

One shudders to think of his possible words had he, at the time of writing, known of Mr. Lamb's further outrage in naming his weapon after a notorious rapparee, who, until betrayal by his master, acted as lieutenant to the still more infamous Freney of the one eye, whose name is still used by Irish nursemaids to gall their small charges when off their putting: "Mickie, alannah, yez are putting loike a Freney, the divil!" Freney, in fact, is still a common name throughout Ireland for a one-eyed man; and it is a melancholy reflection that many of them require quite a quantity of John Jameson to reduce them to the level of the ordinary putter by seeing double.

It may, perhaps, be admitted that golfers should be allowed a language of some kind or other for esoteric intercommunication when surrounded by heathen outsiders; and Mr. Croome's word, on explanation, does really seem harmless and inoffensive in comparison with the use of the thing itself. In its origin, no doubt, the word savours of the term "tackety-face," which is a term of affectionate admiration applied by the youth of Fife—the birthplace of "O. P.," which he took pleasure in illumining for so many blissful years with the sunshine of his presence—to their brethren who bear traces of having suffered from the small-pox, instead of the myriad fernietickles borne by those whom the sun has kissed—while caddying, no doubt.—I am, etc. W. DALRYMPLE.

## FIXTURES.

**September 29-30.—Acton, Autumn Meeting.**
**September 29-30.—Bushey Hall, Open Amateur Meeting and Challenge Cup.**
**September 29-30.—Hanger Hill, Autumn Meeting.**
**September 30.—Newhaven, Autumn Meeting.**
**September 30.—Royal Jersey, Autumn Meeting.**
**September 30.—Southport, Autumn Meeting.**
**September 30.—Matlock Bath, Autumn Meeting.**

GOLF AT HUNTERCOMBE.

A view of the 2nd green. Mr. George Riddell putting towards the hole; Mr. Edward Hudson waiting to play.



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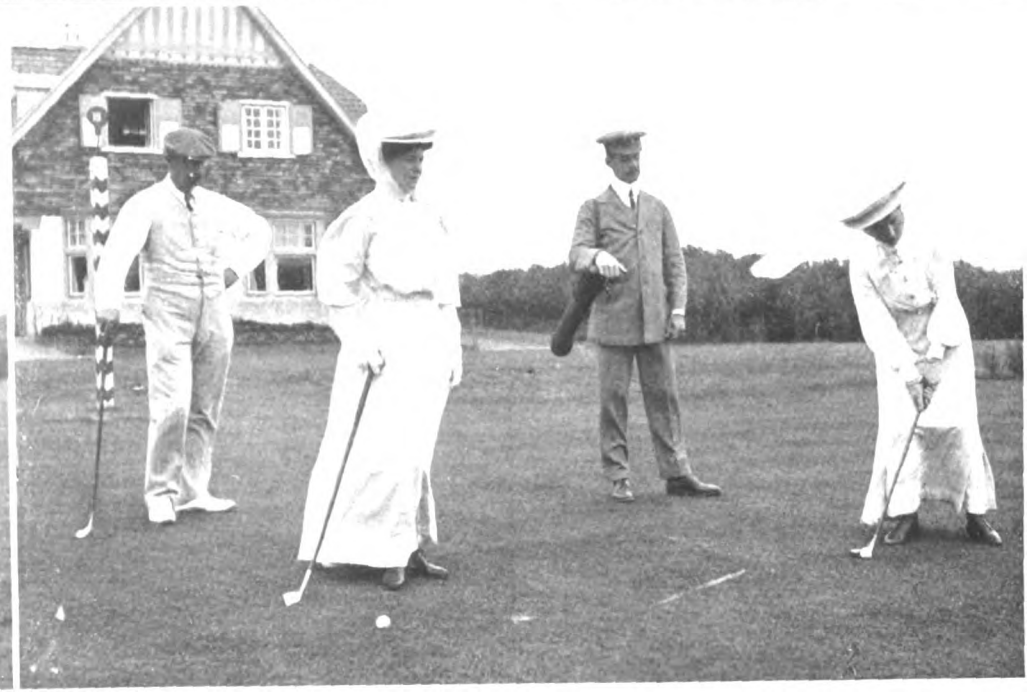
# *On the Links.*



## GOLF AT OSTEND.

(1) Mrs. Alfnoth Butcher driving, Mr. Butcher walking forward. (2) Baron Oscar Van Loo, a well-known Belgian sportsman. (3) M. Edmond Drugman, one of the organising committee of the club at Coq-sur-Mer. (4) Panoramic view of the Royal Golf Club of Belgium, showing secretary's house and the tiny station where the train stops; the new automobile route in the foreground. (5) The club-house at Coq-sur-Mer and some of the members. (6) M. Albert Feyerick, a well-known Belgian sportsman. (7) On the home green (left to right): Mr. Gerald Blunt, Miss Dumbell, Mr. Dumbell, and Miss Blunt.



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# *The Styles of Eminent Players.*

## XII.—The Hon. OSMUND SCOTT.

THE FINISH OF THE DRIVE.

THE FINISH OF THE BRASSIE SHOT.

THE FINISH OF THE CLEEK SHOT.

AMONGST all the various styles in golf Mr. Scott has one of the most taking, if not the most taking, I have seen. It is most graceful, powerful, and very effective, especially his long play. To see him hit a brassie shot out of a bad lie is one of the best things in golf. He will whip it out of anything, and away it goes, straight and low and far. Mr. Scott is essentially a wrist player; he has very graceful wrists, and knows thoroughly when to put them at work with the greatest success.

Mr. Scott is certainly a cosmopolitan golfer. He plays the game all over the British Isles; but I think his favourite course is Westward Ho! He is undefeatable there, and whenever they have medals or cups he generally manages to annex them, or, at least, to be very close. St. Andrews and Prestwick I know he likes. Prestwick he ought to like, for last May he all but took the highest honours. Abroad, too, his golf is well known. Biarritz is his rendezvous for the winter, and Pau also he knows well, both places where golf is the *pièce de résistance*. Wherever he goes he is welcomed, for a kinder partner or more courteous opponent it would be impossible to find.

Mr. Scott drives a beautiful ball, very far; he is one of the two or three who are the longest drivers in the world. His style is perfection; nothing can be easier, and the ball goes away so beautifully, very low at first and with a run on it at the end—exactly the style of ball the late Mr. Tait used to drive, though procured by totally different means. Notice in No. 1 how well through and high the hands finish, and how the right shoulder comes round. Mr. Scott is, I think, the only player of his class who plays in gloves. This, I fancy, is caused by using rubber grips, which undoubtedly cost him one or two strokes in the wet day of the final of the Amateur Championship. He has a very slow swing back, and an almost perceptible pause at the top of it.

In No. 2 we have a brassie shot. As I have said before, Mr. Scott excels with this club, playing the shot in the same manner as off the tee, and getting quite as far with it.

Nos. 3 and 4 are iron shots. Mr. Scott plays these entirely off his wrists. In No. 3, which was a full cleek shot, it will be noticed how straight the arms are, well out from the body, and not brought round at all.

In all Mr. Scott's strokes he has a curious habit of bending the left ankle; he does not move the foot in any way, simply turns sideways outwards on his ankle. It gives a peculiar appearance to several of his shots, and you think he has sometimes missed them. In his mashie shots Mr. Scott trusts more, I think, to knowledge of distance than to stop; for all his shots, however short they may be, seem to have a good deal of run on them, though, of course, he can play a stopping shot when necessary.

No. 5, putting. The only flaw I can find in Mr. Scott's game is his putting, and this of late years has almost become eradicated. He has taken to a most peculiar-looking "engine"—I forget who makes them—but what looks like a piece of bent gas-piping; the raised blade is so narrow that on grassy greens you cannot see it at all, and how the ball does not jump in the air and the putter go underneath it, has always been a mystery to me. Mr. Scott used to putt with a Mill's aluminium, and this I think he was wise to give up, as you require to strike the ball very true and hard with it, and this is just what Mr. Scott does not do. He hits very gently, and hardly comes through at all, anyway for short putts. Mr. Scott putts well enough, however, to beat most people, and this, after all, is what is required. Mr. Scott almost had the blue riband in his grasp this year, and I doubt not that in a year or two to come he will have seized it with a firm hand, with an intention to keep it. I can wish him no better luck than this. H. Ferrier-Kerr.

THE FINISH OF THE IRON SHOT.

THE PUTTING STANCE.

IN THE BUNKER.



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# Political Pen Pictures.

## *IN AND OUT OF PARLIAMENT.*

**No. LXIII.—Lieutenant-Colonel W. E. Brymer, Conservative M.P. for South Dorset.**

THERE are few more interesting constituencies in the West of England than that which includes within its boundaries not only a large number of prosperous villages, the population of which is almost entirely agricultural, but historic Dorchester, the scene of many a political battle *à outrance* between the Ashleys and the Bankeses, and beautiful Weymouth—the picturesque scene of next week's Church Congress—described in the House of Commons "Companion" of a century ago as "one borough with two names, sending four members to Parliament." From the reign of Queen Mary down to the latter end of that of Queen Victoria, men of more than ordinary note figure on the muster-roll of the representatives of Weymouth and Melcombe Regis at Westminster. Great artists, like Christopher Wren and James Thornhill, were amongst them, as well as astute courtiers like Bubb Doddington, keen politicians like Lord Robert Spencer, and millionaires like Sir James Pulteney. Admiral Domett once sat for Weymouth, and in 1806, and again in 1807, only a few votes on each occasion deprived Weymouth of the signal honour of sending Nelson's friend, Sir Thomas Masterman Hardy, to the Lower House. From 1874 until 1885, when the electoral privileges of Dorchester came to an end, William Ernest Brymer of Ilsington House, Puddletown, sat for the capital of his native shire. Since 1891 he has represented in Parliament the Southern Division of Dorset, in which he lives, and where he enjoys the rare distinction of being regarded as a prophet in his own country, for it is given to very few men indeed to be as universally popular with all classes as the large-hearted squire of Ilsington, who is never so happy as when promoting the well-being of his tenantry, helping his poorer neighbours, or relieving genuine cases of distress in accordance with the tenets of the great Masonic Brotherhood in which he holds very high rank indeed.

In the golden age of Bath, the Brymers of Crowe Hall were well and favourably known amongst the eminent bankers in the City of Fashion. Many years ago Mr. John Brymer purchased Ilsington House, the old Dorset home of the Earls of Orford, and hence Colonel Brymer's right to a place amidst Dorset worthies. Like the sitting member for South Dorset, Mr. John Brymer was a staunch Conservative, representing Bridgwater in Parliament for over a quarter of a century, and dying in harness as one of the Knights of the Shire for Bedfordshire. From "Drury's House" at Harrow, where he spent five years, Colonel Brymer went in 1858 to Trinity, and notwithstanding his prowess as an oarsman, a cricketer, and a tennis and racquet player, duly took his B.A. degree, and three years later proceeded to that of Master of Arts. He found time, moreover, to take part in the early development of the Cambridge Rifle Volunteers. Colonel Brymer since then has hunted, shot, and fished to good purpose in many lands, but the greater part of his life has been devoted to the conscientious performance of his public duties in Dorsetshire, and the care and improvement of his property at Puddletown. Ilsington House is one of those comfortable old-world two-storied white buildings, with shady verandahs, slated roofs, and tall stone chimneys familiar to all lovers of Western England. It is surrounded by level lawns, beds filled with the brightest flowers, gravelled paths bordered by thick high hedges of box and yew, clumps of beeches, yews, and cedars, and a park which affords at every turn some fresh vista of sylvan scenery. The "glass" at Ilsington is the object of Colonel Brymer's particular solicitude; but he is prouder still of the well-built and roomy cottages which bear his monogram and the date of their construction, and have replaced the hovels for which Puddletown was notorious before the *régime* of the Brymers replaced that of the Walpoles. The squire of Ilsington holds the rank of lieutenant-colonel and honorary colonel of the Dorset Imperial Yeomanry. With the Freemasons of Dorset his popularity is unbounded. He has been a Grand Warden of England, and in him the Earl of Shaftesbury finds a most efficient and energetic Deputy Provincial Grand Master. He rules also over the Dorset Mark Master and Knights Templar, and once in the year a meeting of Provincial Priory takes place at Ilsington, where he dispenses a lavish hospitality worthy of the best traditions of the owner.

Ilsington House abounds in trophies connected with the sporting and political achievements of two generations of the Brymers; but there is nothing its present possessor values more than the superb piece of plate and illuminated address presented to him nine years ago by the Conservatives of South Dorset after his unopposed return to the House of Commons. In Parliament Colonel Brymer has taken a deep interest in all questions relating to the condition of the poor. He has granted allotments at fair rents to all who want them, and returns the whole sum which accrues from their occupancy in prizes to the most industrious and the most successful. He is also a practical farmer, and has acquired a knowledge of land improvement which the most scientific estate agent might envy. During thirty years he has fought no less than six contested elections—two in Dorchester and four in South Dorset. In 1874 his majority was 120; in 1900 it was 365.

Mr. Balfour has no more staunch or loyal supporter than Colonel Brymer; his Conservatism is as downright as one might expect from his long and useful record, and the electors of South Dorset may feel assured that the man who has made Puddletown what it is to-day is not one who would assent to any legislative measures which would in any way imperil the conditions of the tillers of the soil and the great mass of the labouring classes.

*Smyth, Dorchester.*

ILSINGTON HOUSE, PUDDLETOWN, DORCHESTER
The residence of Colonel Brymer, M.P. for South Dorset.



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# Under the Burgee.

WITH the exception of a few matches here and there, chiefly of local importance, the season of 1905 has to be counted with the past. The 52-footers, as the only class of thorough-bred racers extant, naturally claim chief attention in the year's racing, although it must be frankly admitted that the class hardly sustained the interest that was expected of it. When early in the year it first became recognised that the racing in the class would be International in character, it was generally expected that the liveliest interest would thereby be excited; but it has produced far less than was created, for instance, some few years ago, when Niagara was brought across here by Mr. Gould, although, it must be borne in mind, in that instance the International element was more pronounced by the owner being an American.

In the present case the many mishaps that occurred to first one and then another of the boats in the earlier part of the season did much to deprive the racing of its interest; and when Moyana, the oldest boat of the quartette of which the class is composed, was seen to be creating the best record against two new vessels, as well as one by which she had been repeatedly defeated last year, it was felt that the boats could not be showing their true form, and interest waned. From a purely sporting point of view, however, the racing in the class has not been so interesting for some years past, owing to the fact that the season's prizes have been more evenly divided than is sometimes the case.

Mr. S. Butler's Fife-designed Maymon once more comes out top of the class, but her record does not equal that of last year; and Mr. Leuchar's Mylne-designed Moyana is a very close second. Perhaps the most remarkable feature of the racing has been Moyana's record. Until quite late in the season she was at the head of the list, and on the Clyde, during the "Fortnight," she won the special prize on points for the whole series of regattas in Northern waters.

Mr. W. P. Burton's new craft, Britomart, was somewhat disappointing in the earlier part of the season. She experienced some difficulty in getting her mast and gear to stand properly, and even when that was overcome her performances were far from satisfactory. In the Solent, however, she began to show an undoubted improvement in form. She had formerly made a poor show in turning to windward in any sort of a breeze; but from Ryde Week onward she gave a different account of herself, and somewhat unexpectedly developed a taste for hard weather, her best performances being in fresh winds. At the Royal Southern Regatta, when single reefed mainsails were the order of the day, she fairly beat Maymon, and also passed Sonya in the hard thrash to windward. Moyana on that day had obtained such a long lead at the start that she was practically sailing alone all day, and while the other three were paying close attention to each other, she was able to steadily increase her lead. At different periods of the race, however, Britomart unmistakably reduced the gap existing between them, and was really giving the best all-round display of any. The race, it will be remembered, was won by Maymon, after the others had retired—Moyana and Britomart as the result of accidents.

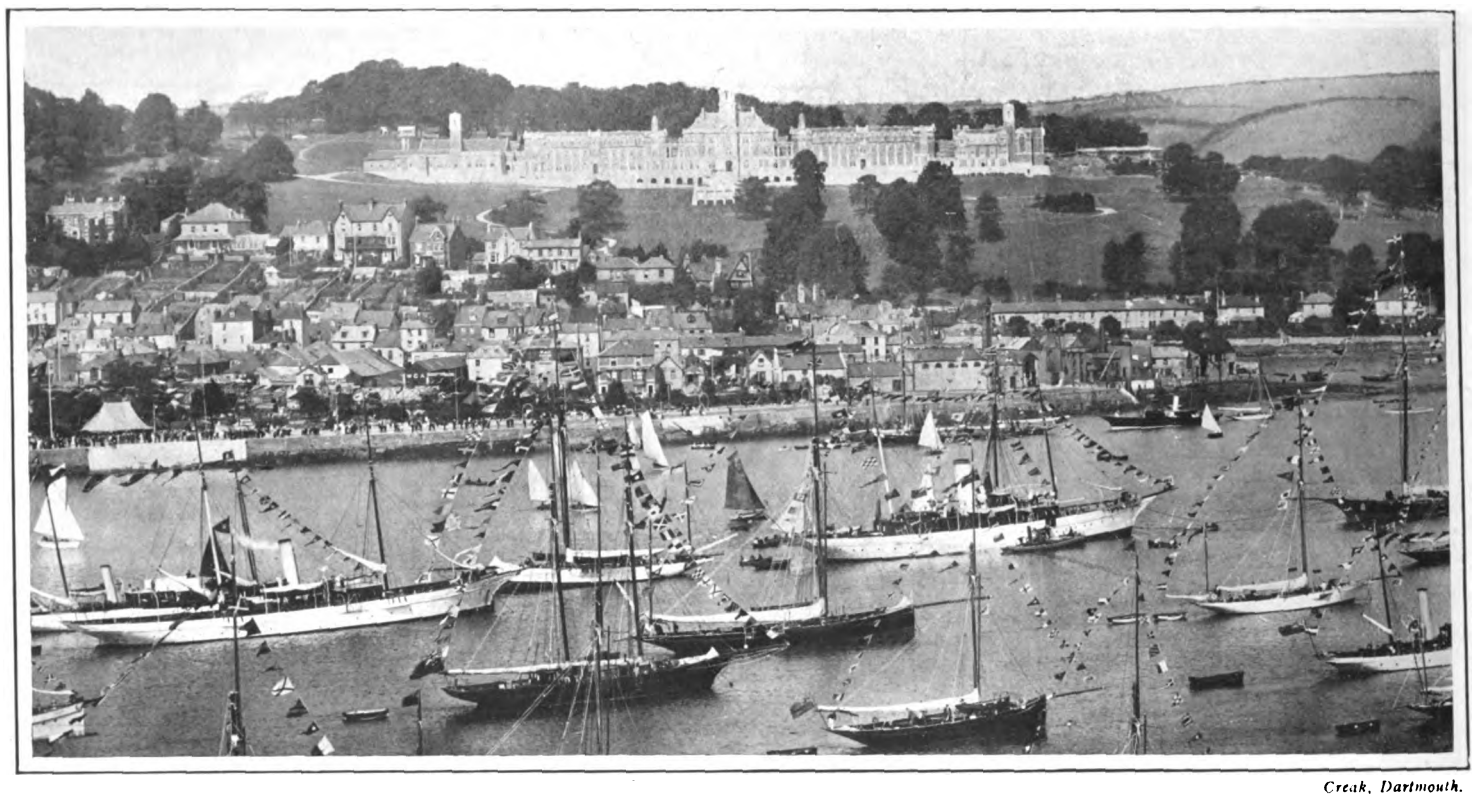
Mrs. Turner Farley's Sonya, the Herreshoff design, is at the bottom of the list on the season's performances, her total record being only six first prizes and five seconds. She lost one first prize by finishing on the wrong side of the mark-boat at Dover. On the other hand, one of her firsts was awarded on a protest. She has started fewer times than any of her competitors, and was particularly unfortunate with her masts in the earlier part of the year. She carried away her hollow mast before the racing season commenced, and took part in her first few matches with a solid stick. As soon as she had another hollow spar stepped she showed improved form, and won three matches. Her misfortune followed her on the Clyde, however, and ultimately another new mast was necessary for her to complete the season with. It is generally recognised that she is a better boat than is suggested by her somewhat meagre string of prize flags, and possibly she may give a different account of herself next year.

The records of a class for the whole of a season have always a most interesting bearing upon the prospects of the racing in that class for the following year. If any yacht should be hopelessly outclassed, and be considered not capable of improvement, there is but little inducement for her owner to bring her out again as a pure racer, and under those circumstances there is the possibility of a competitor being lost. This season's records are, however, such that there is every reason to believe that the whole quartette may be in commission again next year.

With a strong class now in existence, there is all the more likelihood of recruits being attracted to it, and already the names of two well-known yachtsmen have been mentioned as probable builders of 52-footers for next year. Although we may hope to see such a development, I feel that it would be premature at the moment to refer to the yachtsmen by name. Appended is a table of the records:

| | *Starts.* | *Wins.* | *Second Prizes.* | *Total Prizes.* |
|---|---|---|---|---|
| Maymon | 36 | 14 | 10 | 24 |
| Moyana | 34 | 12 | 8 | 20 |
| Britomart | 31 | 6 | 10 | 14 |
| Sonya | 27 | 6 | 5 | 11 |

CORINTHIAN.



*Creak, Dartmouth.*

DARTMOUTH HARBOUR.

The harbour during regatta times, viewed from any standpoint whatever, is most picturesque. As a rule there are several tiers of yachts moored on each side. The building in the background is the new Royal Naval College.



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# YACHTS OF THE YEAR.

CORNELL UNIVERSITY LIBRARY

Kirk, Cowes.

VENDETTA.

She was built for Admiral the Hon. Victor Montagu to race in the 40-rater class in 1893. She was designed by the late A. E. Payne, and was intended as a hard-weather boat, but the season in which she came out was remarkable for light airs. She has sailed this year in the cruiser handicap class under the flag of Mr. W. Abbott.



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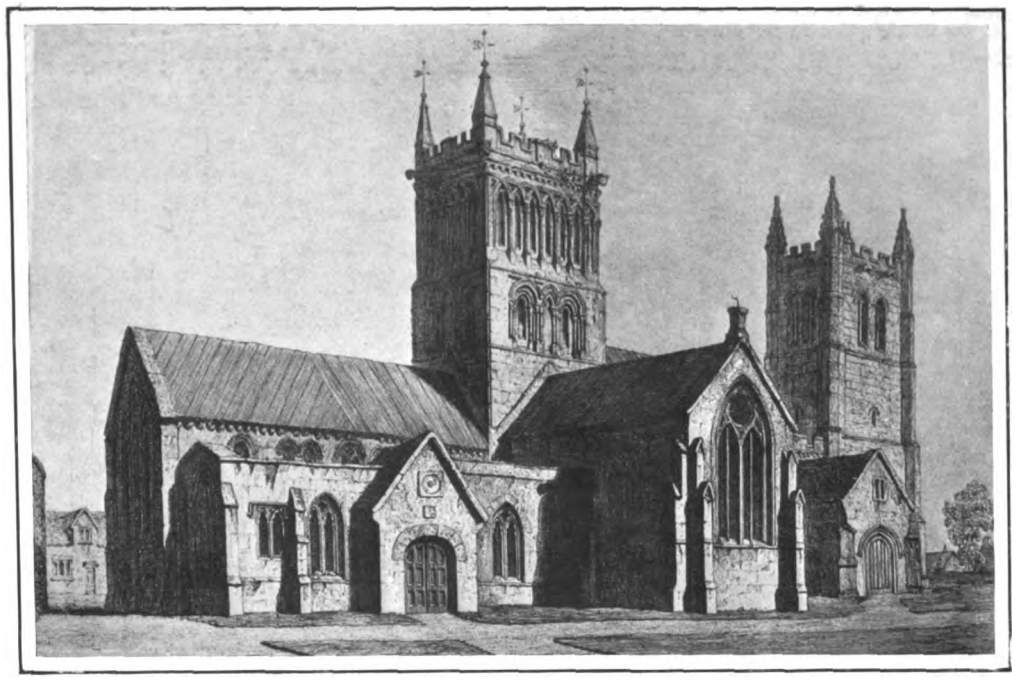
# The Church Congress at Weymouth.

## OCTOBER 3—7, 1905.

IT is eminently within the fitness of things ecclesiastical that the Diocese of Salisbury should at length receive a visit from the Church Congress, and that the county of Dorset in particular should have the opportunity of extending that hospitality which is so readily tendered on these interesting and instructive occasions.

For forty-five years in succession this autumnal meeting of representative Churchmen, both lay and clerical, has met in a different centre, and during that time it has flourished and grown in efficiency and comprehensiveness, so that now it more than realises the hopes and designs which the invitation to the first Congress, October 2, 1861, thus explains as its *raison d'être*:

"We are convinced that a zealous endeavour to stimulate the energies of the Church and to apply correctives to acknowledged defects of system from within are not less efficient measures of Church defence than the defeat of destructive attacks from without; and we believe that friendly discussion among Churchmen would greatly aid in devising remedies where needed, and in promoting unity of action."



WIMBORNE MINSTER, DORSETSHIRE.

In this remarkable old church, founded by Cuthburga, daughter of the King of Wessex, in 713, there are numerous interesting tombs, including that of King Ethelred, brother of Alfred the Great.

Such is the aim of the Church Congress, initiated by the zeal and foresight of the Venerable Archdeacon Emery, who still, after four decades and a-half, keeps his place at the helm with the post of Permanent Hon. Secretary. It carries on its work under the presidency and patronage of the Archbishops, Bishops, and a large number of the nobility and influential Churchmen, and has visited almost every English diocese, as well as Wales and Ireland.

In regard to historic associations and beauty of scenery, the locality of this year's Congress could scarcely have been more happily chosen. Weymouth is not only a well-built borough town, with 20,000 inhabitants, but is also a charming seaside resort, replete with all the attractions of a modern watering-place; whilst from an ecclesiological point of view Dorset, and especially the neighbourhood of Weymouth, is full of associations connected with the early history of the Church in Britain. The story of the visit of St. Joseph of Arimathæa to our shores may rest only upon tradition, but, nevertheless, the student of nomenclature may trace the legend of the Holy Thorn from Thorncombe Beacon on the coast near Bridport, to Thorncombe Thorn, in the parish where still the Yuletide blossoms may be plucked, and onward in a line to the Holythorn at Glastonbury, passing through Holythornes in Winsham, and Thorn Coffin, near Yeovil in Somerset, all these names dating from times immemorial.

But to pass from legend to history, Dorset had St. Aldhelm for its Bishop at Sherborne in A.D. 705, and his little chapel on St. Aldhelm's Head, near Swanage, is well worth a visit. Its vaulted roof is surmounted by a circular turret, which in ancient days held a brazier beacon-light to warn the ships off the cliffs in stormy weather, whilst the priest within the chapel prayed for the souls of the mariners—a practical example of the text, "Watch and pray." There was also another stone church built by St. Aldhelm in the neighbourhood of Wareham, where he had an estate, the walls of which were still standing in William of Malmesbury's day (1140), who tells us that no matter how fierce a storm raged without, there was always dry shelter within the roofless church, a fact vouched for by the shepherds who fed their flocks on the spot, and who had ceased to regard the occurrence as a miracle, so used had they become to it. St. Aldhelm occupies a chief place, therefore, in this year's Church Congress banner. St. Boniface, who went to Germany in 716 to evangelise the

THOMAS SPRAT, D.D., F.R.S.

Bishop of Rochester. Born at Beaminster, Dorset, 1635, died 1713.

EDWARD STILLINGFLEET, D.D.

Bishop of Worcester. Born at Cranborne, Dorset, 1635, died 1699.

ROBERT FRAMPTON, D.D.

Bishop of Gloucester. Born at Pimperne, Dorset, 1622, died 1708.



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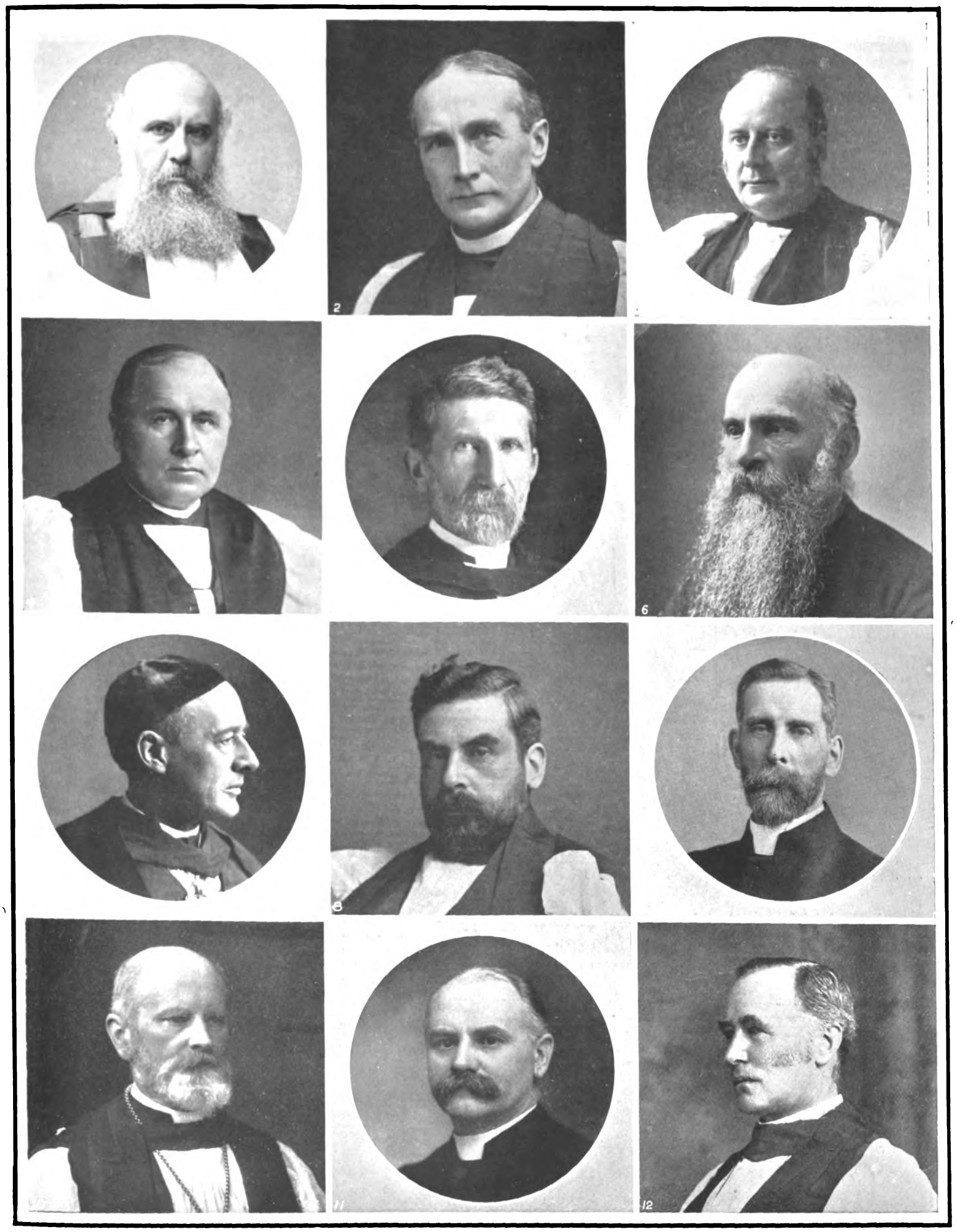
# THE CHURCH CONGRESS AT WEYMOUTH.



(1) Bishop Webb, Dean of Salisbury, who speaks on "The Church and her Daughter Churches." (2) The Bishop of London, who preaches at the opening service. (3) The Bishop of Manchester, speaker on Religious Teaching in Secondary Schools. (4) Bishop Taylor-Smith, who speaks concerning soldiers. (5) The Bishop of Croydon, who speaks on Temperance. (6) Bishop Ridley, who preaches and speaks at Dorchester. (7) Bishop Mylne speaks on "The Ideal of Christian Marriage." (8) The Bishop of Derby speaks at Dorchester on "Church Services." (9) The Ven. the Archdeacon of Dorset, formerly Dean of Hobart and now Vicar of Charminster. (10) Bishop Montgomery, who speaks at Weymouth on the proposed Pan-Anglican Congress. (11) Bishop Cassels, who speaks at Dorchester. (12) The Bishop of Bath and Wells speaking at the meetings at Dorchester and Blandford.

(*From photographs by Elliott and Fry and Maull and Fox.*)



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*Royal Central.*

THE REV. H. W. CARPENTER, M.A.
Precentor of Salisbury Cathedral. Hon. Secretary of the Weymouth Church Congress.

*Elliott and Fry.*

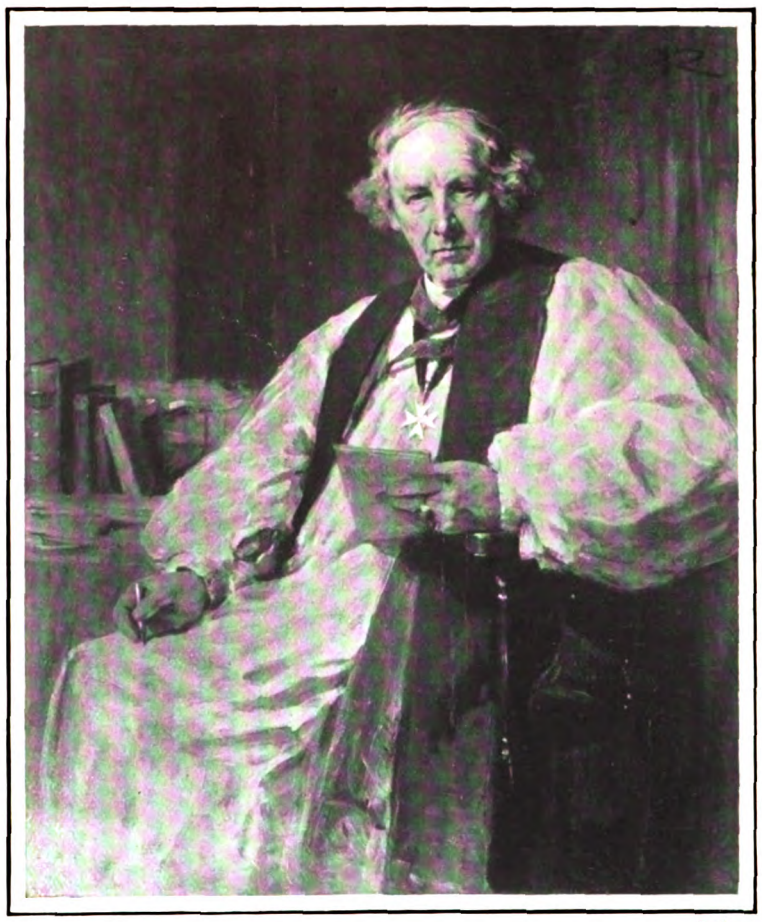
THE ARCHBISHOP OF CANTERBURY
Who will be present at the Weymouth Congress.

*Owen.*

THE REV. T. J. WOODALL
Vicar of Britford. Hon. Secretary of the Subjects Committee.

Frisians, was a Wessex man, and drew many of his followers from Dorset, one of whom, St. Wite, Bishop of Buraburg, was among the fifty-two who were martyred with St. Boniface on Whitsun Eve, June 5, A.D. 755, and it most probably is to him, and not to any female St. Candida, that the ancient shrine of Saint White at Whitechurch, near Bridport, was erected.

In mediæval times Dorset for its size stood almost unrivalled in the richness and number of its ecclesiastical foundations. Of the five great Abbeys whose Abbots attended Convocation, robed in cope and mitre, Sherborne claims the first place in point of seniority, dating back into the seventh century. St. Aldhelm found it flourishing when he became the first Bishop of Sherborne in A.D. 705. The Abbey churches of Sherborne and Milton Abbas are in excellent preservation, whilst Cerne Abbas, Abbotsbury, and Bindon, all within easy excursion distance from Weymouth, are now in ruins. Of the collegiate churches Wimborne Minster, with its chained library, should find a place in the itinerary of every Congress visitor who has not seen it.

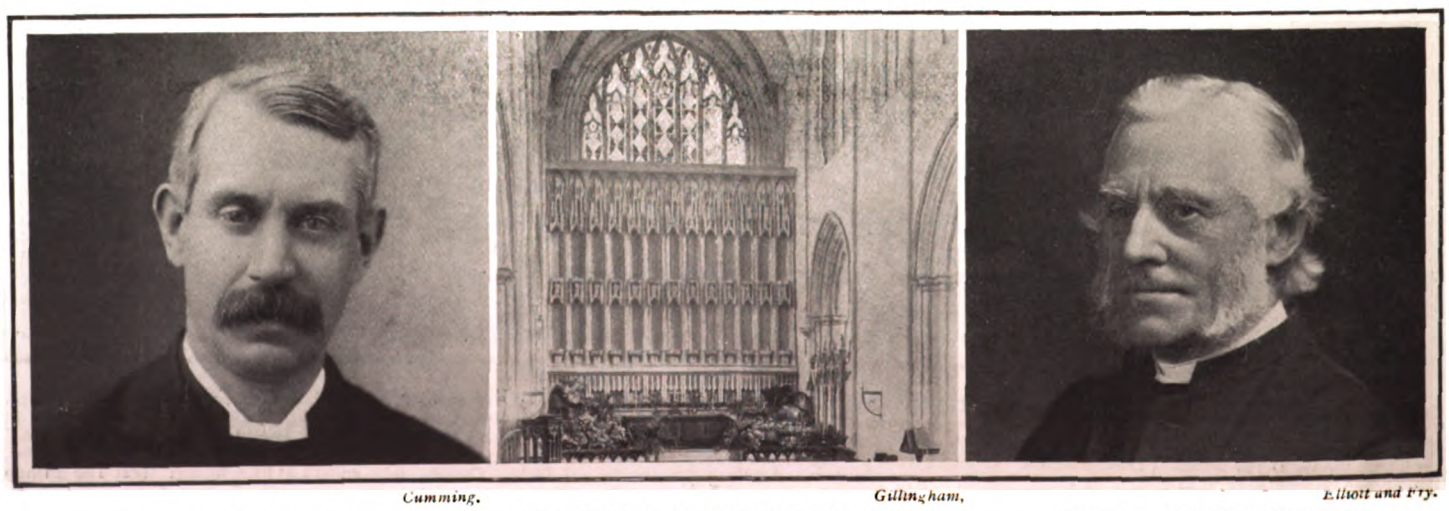


*Jenkins.*

THE RIGHT REV. JOHN WORDSWORTH, D.D.
Bishop of Salisbury, and President of the Church Congress. From the painting by Sir George Reid, F.S.A.

The four important nunneries of Dorset were at Shaftesbury, Came, Wimborne Minster, and Tarant Crawford, at the last of which places King John's daughter, the Queen of Scotland, and the famous Bishop Richard Poore, builder of Salisbury Cathedral, lie buried. There were also no less than twenty priories in the county, one of which was at Melcombe Regis, and to the Borough of Weymouth still belongs the famous "dying chair," still to be seen, along with one of the Armada treasure-chests, in the Town Hall, which was given by some Cardinal to that Dominican Priory, and which chair attained not only a great reputation, but also brought in a considerable income, from the superstition that to die while seated in it was a certain passport to eternal bliss. Of the eight mediæval hospitals and leper houses of the county, two were at Bridport and one at Dorchester, places at which some of the Church Congress meetings are to be held.

Passing to the notable ecclesiastics of Dorset, there have been seven Archbishops, including Cardinal Morton and William Wake; fifteen



*Cumming.*

THE REV. C. ASKWITH, M.A.
Rector of St. Mary Melcombe, the parish church of Weymouth.

*Gillingham,*

THE INTERIOR OF MILTON ABBEY, DORSET.
Specially photographed for THE KING.

*Elliott and Fry.*

THE VEN. ARCHDEACON EMERY
Founder and Hon. Permanent Secretary of the Church Congress.



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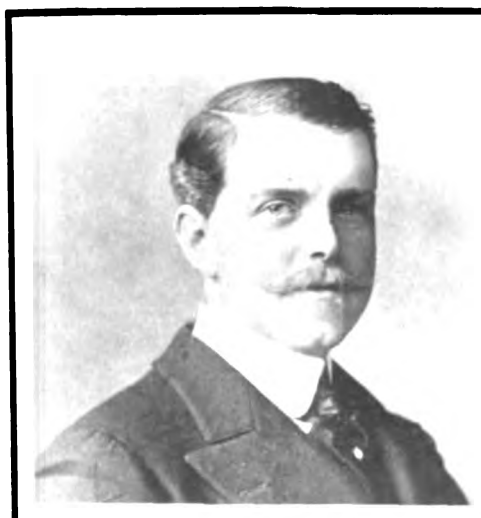
# THE CHURCH CONGRESS AT WEYMOUTH.



(1) The Earl of Shaftesbury, who speaks on Christian Marriage at the Weymouth Congress. (2) The Right Hon. the Earl of Pembroke, one of the Patrons of the Congress. (3) Lord Hugh Cecil, speaker on Lay Work. (4) Mr. R. Bosworth Smith speaks on Mahomedanism. (5) Mr. T. Batty, Diocesan Secretary C.E.T.S., who will speak on Temperance. (6) The Hon. F. W. D. Smith, M.P., speaks on the Use of Wealth. (7) Miss Hilda Maud Templeman, Mayoress of Weymouth, hostess at the reception given by her father to the members of the Congress. (8) Mr. H. A. Huxtable, ex-Mayor of Dorchester and Town Clerk of Weymouth. (9) Alderman T. J. Templeman, J.P., Mayor of Weymouth for the fourth time, is giving a reception to the members. (10) Mrs. Summer, who speaks at the Women's Meeting at Weymouth, October 2. (11) Mrs. Creighton speaking at the Women's Meeting at Bridport, October 2. (12) Miss Elizabeth Wordsworth, a speaker at the Weymouth Women's Meeting.

*(From photographs by Elliott and Fry, Wheeler, and Cumming.)*



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THE REV. A. S. METCALF
Rector of St. Peter's, Dorchester.

THE REV S. E. V. FILLEUL
Vicar of All Saints', Dorchester.

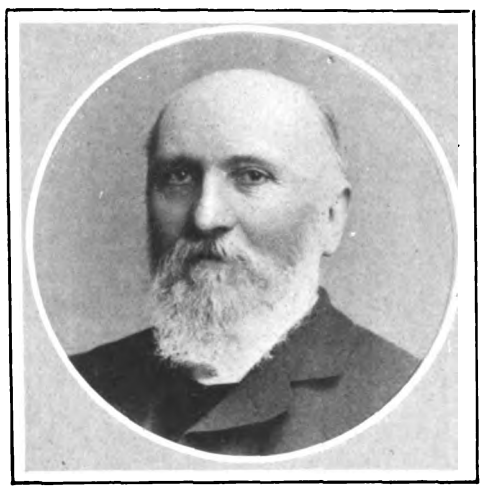
THE REV. CANON ROWLAND HILL
Rectory of Holy Trinity, Dorchester.

Bishops, including Robert Bingham and Giles de Bridport, both of Sarum, James Turberville of Exeter (died 1570), Walter Blandford of Worcester (died 1675), Robert Frampton of Gloucester (born 1622), Thomas Sprat of Rochester (born 1635), Edward Stillingfleet of Worcester (born 1635), Peter Mews of Winchester (born 1618); and in modern times, Bishop Handley Moule of Durham, and Bishop G. E. Moule of Mid-China.

Of other clergy of note Dorset can claim Thomas Fuller the historian, the writer of the "Worthies of England," who was chaplain extraordinary to Charles II. Poetry is well represented by the four priest-poets, Christopher Pitt of Pimperne, translator of the "Æneid"; George Crabbe, rector of Evershot and Frome, St. Quintin, whose poems "The Village" and "The Parish Register" are masterpieces of English verse; William Crowe, rector of Stoke Abbas, and public orator at Oxford, who has honoured this county in his matchless "Lewesdon Hill"; whilst last, but not least, William Barnes, rector of Came, has by his poems in the Dorset dialect endeared himself to all sons of Wessex.

It is hardly necessary to say that the Rev. John Wesley's ancestors for three generations were Dorset clergy, the first of whom, Bartholomew Wesley, lies buried at Lyme Regis, having been preacher at Charmouth in 1651, when he so nearly put the Roundheads successfully on the track of the fugitive Charles II. as the King *de jure* was attempting to escape to France after his defeat at Worcester.

Passing on, however, to Weymouth and its part in Church history, there is much of interest. It was from here in the fifteenth century that so many pilgrims set out on their way to the noted shrine of St. James of Compostella in Spain. The Pope had decided that a pilgrimage thither was for Englishmen of equal value to a journey to Jerusalem. Hence we find a licence was granted in 1413 to Richard Hill of Weymouth, to carry forty



Werner.

THE REV. CANON WELDON, D.D.
Vicar of Holy Trinity, Weymouth.

pilgrims in his ship the "St. Leonard." Two years later Richard Nicholls got leave to take eighty pilgrims in the "Leonard of Waymouth." In 1428, John Pilipp, master of the ship "Holigost of Waymouth," had the same permission to carry and bring back 120 pilgrims; whilst in 1455 the good ship "James of Waymouth," owned by Henry Russell, the great-grandfather of the first Earl of Bedford, had licence to carry no less a personage than "James Butler, Earl of Wilts, the King's cousin, to go to St. James of Gallicia in Spain with thirty persons in his retinue."

Coming to Church architecture, the visitor asks why it is that Weymouth—or, rather, the united towns of Weymouth and Melcombe Regis—is so notably deficient. The fact is, Melcombe was only a hamlet of Radipole, and Weymouth was an outlying tithing of Wyke Regis. The latter could not boast of a church other than its distant parish church, and so one Sunday morning in 1377, when some French ships sailed into the bay, they found the place an easy prey, for everyone had gone to Mass at Wyke! This appears to have decided the Weymouth people to pay for a priest and church of their own, which Coker in the seventeenth century thus describes:

"Weymouth is but litle, consisting chiefly of one street which for a good space lyeth open to the sea and on the back of it riseth an hill of such steepness that they are forced to clymbe upp to their cha. peli by eighty stepps of stone, from whence you have a fair prospect of the towne and haven lying under itt."

Leland in 1538 wrote:

"By this towne on a hill ys a Chapelle of Ease, the paroche Churche ys a mile of."

It was dedicated to St. Nicholas, as was so often the case with seaside churches, and has been entirely destroyed, the present Holy Trinity Church dating from 1836.

With regard to Melcombe Regis, it possessed a chapel in 1298 which was not consecrated at that date, and which could not have lasted till 1427, for in that year John Rogers and Hugh Deverel, Esquires, founded Melcombe Priory, and in their petition to Neville, the youthful

THE REV. H. R. W. FARRER
Rector of Bridport.

THE REV. FRANCIS E. CORYTON
Vicar of St. John's, Weymouth.

THE REV. HERBERT PENTIN, M.A.
Vicar of Milton Abbas, Dorset.



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Bishop of Salisbury, who was then aged twenty-three (though, by the way, the poetical licence of the Sherborne pageant describes him less than ten years after as "a particularly mild and gentle old man"), expressly state that "there is no place dedicated to God in Melcombe." At the Dissolution the Priory chapel became the parish chapel, and in 1605 it was enlarged into the parish church. It was dedicated to Our Blessed Saviour, and lasted up to 1815, when it entirely gave place to the modern St. Mary of Melcombe. Of the needless destruction of old churches in Dorset as a whole, of the complete snapping of the link with the past, and, where that has not been entirely effected, of the slippery and hideous glazed tiles which on floor and walls so often have replaced inscribed stones, armorial monuments, and matrices of ancient brasses, it may be truly said that neither the spoliation of the monasteries under Henry VIII, nor the iconoclastic zeal of the Roundheads, destroyed so many irreplaceable features of the Church architecture of Dorset as the so-called "Restorations" of the earlier part of the nineteenth century.

As to the Congress itself, great preparations have been made for its reception at Weymouth and neighbourhood. The Bishop of Salisbury, the Archdeacons of the Diocese, and an influential Executive Committee, both of clerics and laymen, have been working for months past. Precentor Carpenter, the Secretary, and the Rev. T. J. Woodall, the Secretary of the Subjects Committee, have issued a programme of great promise. First of all on Sunday, October 1, special preachers from all parts of the world will give addresses at Weymouth, Dorchester, Bridport, Blandford, and other churches of South Dorset in preparation for the week.

The next day, Monday, 2nd, the Congress assembles, and the Bishop of London addresses women's and men's meetings. Tuesday has a very full programme. There is the formal reception by the Mayor and Corporation, followed by the sermons of three Bishops in the opening services held in the three Weymouth churches. Then the President's address, followed by papers and discussions on the Old Testament, on Wealth, and on Temperance. Wednesday and Thursday, the 4th and 5th, are filled up with such interesting subjects as revivals, lay work, marriage, education, women's work, Army, Navy, and prison work, with a reception by the Mayor on Thursday evening. On the afternoon of the 5th, at 2.30 p.m., the Masonic members of the Congress will be welcomed at a meeting of "All Souls' Lodge" by the Master, Mr. Henry Cox, when a paper will be read by Mr. John A. Sherren, on "The Church's Debt to Freemasonry." Lord Shaftesbury, the Bishop of Barking, and other prominent "brethren" are expected to be present.

Friday's work will be principally of a devotional nature. The morning subjects are, "How to Deepen Conviction of Sin," "How to Combat Indifference," "How to Strengthen Individuality," "How to Enlighten Conscience," whilst the afternoon will be occupied with the consideration of Christian Science and Faith Healing, Town and Village Nursing, and the Visitation of the Sick.

Whilst these meetings are being held at Weymouth, the neighbouring towns of Dorchester, Blandford, and Bridport have a smaller programme of meetings of the same nature, with a promising list of representative speakers.

Amongst those assisting at the Weymouth Congress are the following eminent Divines, viz.: The Archbishops of Canterbury and York; the Bishops of London, Durham, Bath and Wells, Gloucester, Rochester, Worcester, Manchester, Truro, Derby, and Croydon; Bishops Mylne, Montgomery, Cassels, Ridley, Taylor-Smith, and Ingham; the Deans of Salisbury, St. Patrick's, Windsor, and Hobart; Archdeacons Dundas, Burrows, Cornish, Harris, and David; and Chancellors Worlledge and Bernard; the Warden of Keble; Canons Allen Edwards, Camber-Williams, Dugmore, Rowland Hill, Jelf, J. C. Wright, Sowter, and Weldon; Prebendaries Eardley-Wilmot and H. E. Fox; Professors Kirkpatrick and Sadler; and the Revs. Dr. Fry, Dr. Weitbrecht, H. S. J. Woollcombe, A. Daldy, T. Collins, J. G. Simpson, A. W. Robinson, J. Llewellyn Davies, J. F. Bethune Baker, J. N. Figgis, W. Crouch, Morley Stevenson, S. Bickersteth, H. R. W. Farrer, C. Askwith, S. Schor, A. P. Hill, C. E. L. Cowan, St. G. H. W. Caulfeild, W. Carlile, G. Harford, T. Boughton, E. F. Noel-Smith, W. S. Swayne, T. K. Allen, and D. G. Davis. Amongst ladies who are expected to speak are Lady Hammick, Mrs. Creighton, Mrs. Sumner, Miss Elizabeth Wordsworth, Miss Amy Hughes, Miss Strahan, Miss Alice Ravenhill, Miss Clifford, and Miss Yeatman. The following well-known laymen figure in the programme: The Earl of Shaftesbury, Lord Chelmsford, Lord Hugh Cecil, the Hon. F. W. D. Smith, M.P., Sir H. Bemrose, Bart., H. Syndercombe Bower, Bosworth Smith, C. R. Buxton, H. Philips, T. Batty, Dr. W. Collier, F. Fletcher, General Mackinnon, General Owen Hay, G. A. King, Captain Prior (C.A.), Colonel Walter Marriott-Smith, J. C. Medd, Vice-Admiral Swinton Holland, Eugéne Stock, Basil Thomson, H. Goldstone, P. P. Pennant, Paul Swain, and Colonel R. Williams, M.P.

An exceptionally interesting feature of the Congress is the "Ecclesiastical, Educational, and Art Exhibition." It will be opened by the Bishop on Saturday, September 30, at 3 o'clock, three days before the Congress begins. For its accommodation a temporary building, lighted by electricity, has been erected close to the Sidney Memorial Hall. In it will be seen an interesting collection of examples of the work of representative firms of ecclesiastical furnishers, organ-builders, stained-glass painters, and publishers. Various sisterhoods and schools of embroidery will display their handicraft, and Church societies of all kinds will supply an object-lesson of the activity and comprehensiveness of the Church. Close by in the Drill Hall will be housed quite the most interesting loan collection that has ever been brought together at any Congress. Amongst items of interest too numerous to mention, the several unique specimens of Dorset ancient Church plate will attract attention, whilst the service-books and chasuble lent by the Dean and Chapter of Salisbury cannot fail to claim the notice of students of the Sarum Use. Book-lovers will find a fine collection of rare editions of the Bible and Prayer-book. The Dorset Boroughs will lend their maces, chains, and other civic insignia. Earl Nelson is lending some of his Nelson relics, which, in view of the fact that it is the very month of Trafalgar, and within a few days of the exact date of the centenary of that famous battle, ought to appeal to the national sentiment of visitors to the Congress of the National Church. Dorset coast parishes recorded their relief at the removal of the great strain of threatened invasion by entries such as these in their churchwarden's accounts: "Paid ye ringers when News of ye Glorious Victory came"—"Paid ye ringers when Poor Nelson was buried." And last, but not least, the Bishop of Salisbury's portrait, painted by Sir George Reid, will be exhibited previous to being presented to his Lordship as the united gift of the diocese on the completion of the twentieth year of his episcopate.

Given fine weather, there can be little doubt that this year's Congress at Weymouth will leave a permanent mark for good, not only on the Church in Dorset and the Diocese of Salisbury, but also on the whole Church of England. "Unity is strength," and the aim of the Congress is for unity. No organisation properly worked could be more conducive to a broadening of the mind and a banishing of that parochial narrowness which sometimes seriously hampers the work of the Church at large. And so with the centenary of Trafalgar close at hand and Nelson's signal before us, it may be well to lay to heart the victories which have been achieved by individuality in unity, and to say that "England's Church expects that every man will do his duty." A. M. B.

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THE INTERIOR OF SHERBORNE ABBEY, DORSET.
From a rare water-colour drawing, *circa* 1825.



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# The Traveller.

## IN AND AROUND WEYMOUTH.

Photochrom.

THE PARADE AT WEYMOUTH.

The picture conveys a good idea of the handsome wide promenade at this popular watering-place, which is often referred to as the "English Naples," owing to its lovely situation.

UNUSUAL interest attaches to the pretty Dorset watering-place where the Church Congress meets next week. At this season of the year, when the cold, treacherous east winds are already beginning to make their presence felt, there are few more sunny or sheltered spots to be found anywhere around the English coast; while its accessibility from the metropolis—reached in about three hours by the expresses of the South Western and Great Western Companies—is a matter of some consideration for the health-seeker.

Although some thousands of holiday-makers annually pass through Weymouth on their way to and from the Channel Islands, but very few remain long enough to appreciate the several advantages it offers to those in search of health and sunshine. In common with the rest of the Wessex Coast, Weymouth enjoys an extremely low rainfall, and, what is perhaps of even greater importance, a sunshine record rivalling that of Jersey, which stands first in the British Isles. Apparently these claims have long been recognised by the medical profession, for we read that Weymouth was the spot chosen above all others as being best suited to George III. during the period of convalescence following his long and severe illness. Mention of the Royal visit recalls the following amusing passage from the diary of Mme. d'Arblay, at that time Mistress of the Robes to Queen Charlotte. The incident refers, of course, to George III.'s first sea bathe at Weymouth. "They have dressed out every street with labels 'God save the King.' The bathing-machines make it their motto over all their windows, and those bathers that belong to the Royal dippers wear it in bandeaus on their bonnets to go into the sea, and have it again in large letters round their waists to encounter the waves. Think of the surprise of his Majesty when, the first time of his bathing, he had no sooner popped his Royal head under the water than a band of music concealed in a neighbouring machine struck up 'God save great George our King.'"

The fashion set by Royalty a hundred odd years ago largely accounts for the present-day popularity of Weymouth among health-seekers and others. Of the old town but few traces remain. A new Weymouth has sprung up, to which the name of Melcombe Regis has been given, and which quite outstrips its predecessor in size and importance.

The situation of Melcombe Regis is unique in more ways than one. It is surrounded by water on three sides, the front, which faces

Photochrom.

A GENERAL VIEW OF THE PICTURESQUE TOWN OF WAREHAM

One of the oldest in Wessex. In St. Mary's Church, on the right of the picture, Edward the Martyr was buried, but his remains were afterwards removed to Shaftesbury. The church is also said to have been the burial-place of the early Saxon kings.



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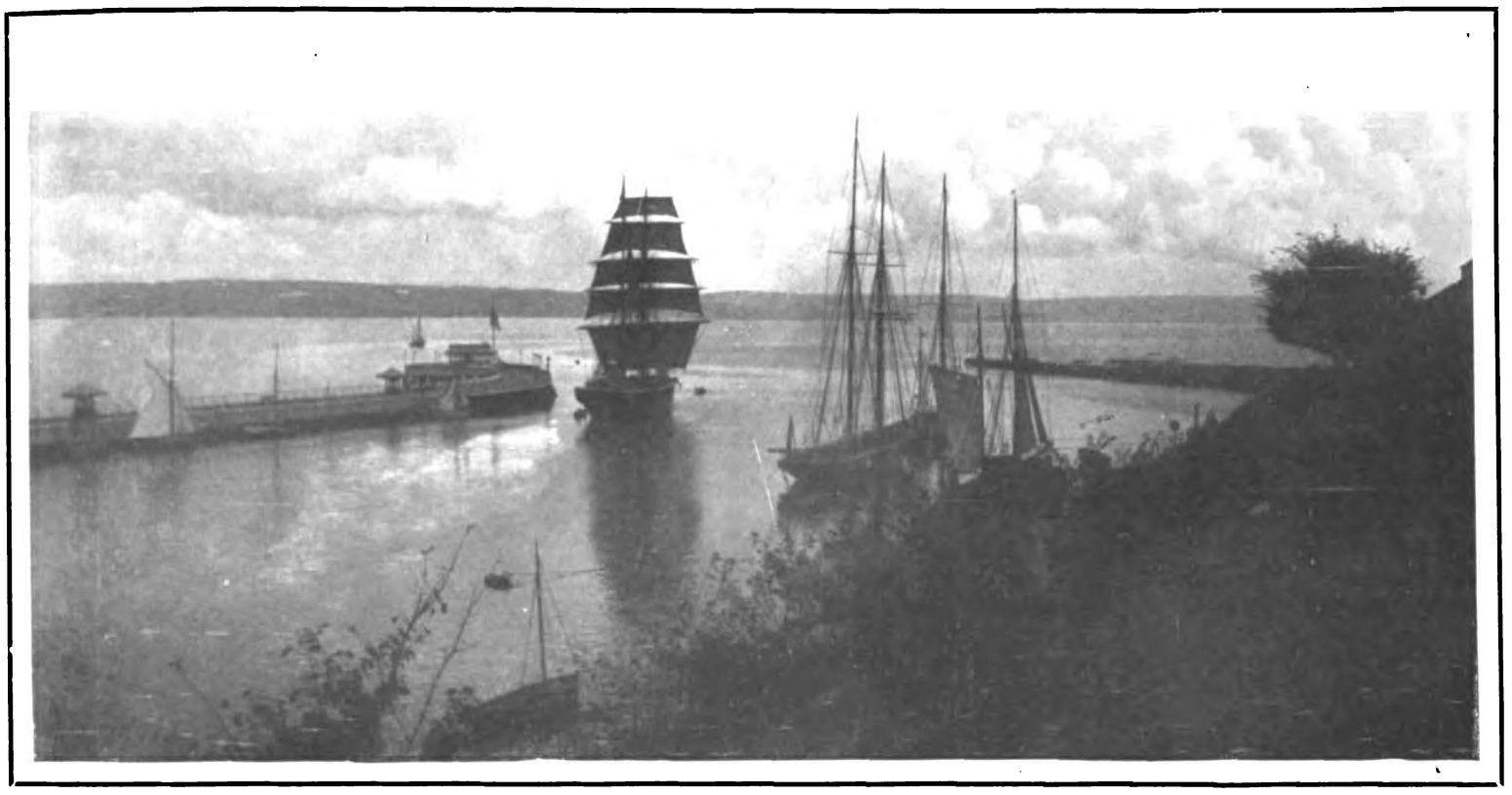

MOONLIGHT AT WEYMOUTH.

A beautiful night effect in the harbour, whence the fine mail steamers of the Great Western Railway leave daily for Jersey and Guernsey.

east, being built around a beautiful bay, nearly five miles wide, of which the inhabitants have cause to be proud. Weymouth Bay, with its safe anchorage for yachts, has often been likened to the famous Bay of Naples; certainly it is without a rival on the South Coast. But apart from its pure air and vast stores of sunshine, its fine sweep of promenade, and unequalled facilities for boating, bathing, and yachting, Weymouth offers yet additional charms to those who delight in the making of excursions by land and sea. The historic and literary associations have cast a romantic spell over the whole of Wessex, and this feeling has to a large extent been further intensified by the writings of Thomas Hardy. At least a day, or more if time permits, should be devoted to the grand old town of Dorchester, with its charming shady walks and interesting Roman remains. Here also one can view the workhouse, described by Hardy in his well-known novel "Far from the Madding Crowd," and Max Gate, near the old Toll House, the home of the famous novelist. The Napier Almshouses, built nearly three hundred years ago, are also of interest. Upwey and its picturesque Wishing Well may be included in the excursion to Dorchester. The island of Portland is also within easy distance of Weymouth by steamer, train, or road. Apart from the interest which naturally attaches to the convict establishment and church, there is some remarkably fine cliff scenery and curious fossils. The island of Portland possesses a special attraction for the American visitor, in Pennsylvania Castle, which was built by a descendant of the historic family early in the nineteenth century. Another favourite excursion is that to Lulworth Cove, to which steamers run two or three times a week. One can also go by rail as far as Wool, continuing the journey by bus. The Cove, which has been hollowed out by the ocean, is a delightful, picturesque little retreat, with every facility for safe bathing, boating, fishing, etc. Lulworth boasts some of the finest cliff scenery in Dorset. Close to Wool are situated the ruins of Burdon Abbey; there is also a fine old red-brick Jacobean manor house, now used as a farm, which was once the manor of the D'Urberville family, and which readers of "Tess" will recall. There are innumerable other places of equal interest which can be visited within a day's excursion, including Cerne Abbas, with its monster figure cut in the hillside, Sherborne, Lyme Regis, Bridport and West Bay, Abbotsbury, and Swanage.

DORCHESTER FROM THE RIVER FROME.

The county town of Dorchester is a favourite excursion for visitors staying at Weymouth. It contains some of the most interesting antiquities in the county. Thomas Hardy, the well-known novelist and a native of Dorset, resides at Max Gate, near the old Toll House



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# *The Parisians of Paris.*

## THE MERRY MIDINETTE.

IT is striking twelve. The Rue de la Paix, the Place Vendôme, are deserted; there is a sleepy air about the street that was so full of life an hour ago. A solitary cab crawls disconsolately to the nearest wine-shop. It is the luncheon hour, and there will be no more fares for the present. Suddenly there is a sound of laughter, a rippling merry sound, and in another moment the pavement is full of people, girls and women mostly, hurrying from the workshops of the big dressmaking and millinery establishments, rushing from one side to the other to shake hands with a "pal," and marching towards the Tuileries across the Rue de Rivoli, two, three, four, five abreast, arm in arm.

Happy, light-hearted midinette! Whatever may be her fate in the future, for the present she has no cares. She is poor, but she is young and healthy, and Paris is kind. A sunny day, a stone bench, a chum to talk to and share her admiration for the blue sky, the birds, the changing leaves, the sweetness of the air. She wants no more.

Two have darted through the crowd and disappear down the Rue des Petits Champs. They seem excited, they run. What can be the matter? A budding love affair? An appointment? You look sadly after the little figures, and embroider dark spots on the scene. next. And the story must be good and pure to suit these children, who cut out and paste together the chapters as they appear, and pass them on to friends, finger-marked and smudged with tears.

There are black sheep among this army of workers, unavoidably. And here lies the danger. Mothers whisper, "Beware of the men, my honeys." But it is not men whom they have to fear; they hear more of life and wickedness from a girl companion than ever a man would tell them. Inspectresses, however, watch over the flock, and will tell you that the girls are more interested in romance than reality, and love to picture the palaces and fêtes where the dainty laces and wondrous satins that they sew will grace the fairest of women. Sometimes the clients of the great houses are old and plain, but not for the midinette who works for them.

Midinette is a new word, a word invented by a Parisian writer for the produce of Parisian soil, the Paris work-girl. Neither in Lyons nor Bordeaux, nor any of the great work centres, will you find the same stamp of girl. She grows in the light of the city, and flourishes by the pleasures the city offers. Pleasures she can take on Sundays, the one day in the whole week she is free to wander in and out of museums, churches, picture galleries open to all. These, however, are for wet

*Géniaux.*

DURING THE LUNCHEON HOUR.
A party of midinettes, the work-girls of Paris.

When they reappear again, still laughing, with a mysterious package in one hand, you laugh too, as they pass you, for you know the grease and the scent of *deux sous de frite*, and the joy the crackling of those potato chips will give. They carry them to the sunniest corner of the old garden, draw a couple of chairs to the chosen seat below the terrace, and lay out their meal. There is a piece of sausage that can be cut into many fine slices with the little pocket-knife, a pear that will divide beautifully, a slice of bread and jam, the fried potatoes, and a pint of coffee in a wine bottle. What more can mortal desire!

They eat and drink, and shake the crumbs to the impudent sparrows watching from the bough, and then the real enjoyment begins. The halfpenny paper is unfolded, and the little heads are bent over the *feuilleton*, the story of children changed at their birth, of love and crime, of virtue rewarded, of the hundred and one incidents in hovels and palaces that the "serial" novelist crowds into the daily chapters that delight the romantic reader. Sometimes four or five girls meet to hear how "the count saved the maiden," and one reads, while the others sit, arm in arm, intently listening. Each buys the paper in turn, for halfpennies are not plentiful among the youngest members of the princely trade. They may one day become saleswomen, or principals, but for the present they are but little apprentices and work-girls, and a sou is a sou. The novelist knows his public, and how the last lines of the day's supply must make them eager for the days. When the sun shines, and it shines winter and summer, the midinette prefers to be in the open air; she can be seen in the Jardin des Plantes, in the Bois on her bicycle, on the penny steamers that run to Meudon and its shaded woods. Everywhere she is happy; it is in her nature to live in the present for the few years of her youth.

Her dress is plain, but there is something in the way she pins her hat upon her neatly-coiled hair that she has in common with all Parisians. She will hold her woollen skirt in her hand as she crosses a road, and show as graceful an outline, and as pretty a foot and ankle, as any of our mondaines. She will carry a hat-box and be followed by as many old beaux as can keep up with her; and she knows she is followed, and hastens the pace; and sometimes turns her head, but never stops. She delights in tiring them, these wicked old men who seem to have no other occupation than to follow a midinette. But she laughs and distances them. They are no match for nimble sixteen.

In a few years she will marry, some expert mechanic, as a rule, and will work by the day in private families, adding a few francs to the weekly expenses of her home. But she always remains the romantic girl, even at five-and-twenty, and will tell you how she made her husband grow a beard like Philip in the "Maître de Forges," the work-girl's ideal. She may rise socially, become an employer of labour, but she never gets beyond Georges Ohnet. But what matters as long as she is happy!

FRANCES KEYZER.



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# *The Parisians of Paris.*

LUNCH-TIME WITH THE MIDINETTES.

(1) At their favourite corner. (2) A mid-day meal. (3) In the Place Vendôme. (4) Lunch in the Tuileries Gardens. (5) Novelettes after lunch.



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# *From a Playgoer to a Friend in the Country.—II.*

MY DEAR DEMETRIUS,—Did you ever know a man who made a good will for himself without the trained aid of a lawyer? Did you ever hear of a man who designed a house fit to live in without the assistance of an architect? Is it not a by-word among doctors that the most paying class of patients are those misguided people who have tried to diagnose and remedy their own ailments?

To the first two questions your reply will, I am sure, be "No"; to the third "Yes." Very well, then, can you explain to me why on earth actors will insist on writing plays for themselves instead of calling in a professional dramatist? Professional dramatists are men whose business is writing, creating character, making fiction pass for real life. They are men who have spent their lives thinking, not acting. They are more or less skilled labourers in the business of exciting the emotions of the human heart.

Yet actors flatter themselves that they can do without the professional dramatist altogether. They think a knowledge of the tricks of the stage is sufficient equipment for a maker of plays. What a huge mistake they make! Even the box-office shows their folly. They are always complaining that people won't go to the theatre. Of course they won't, to see plays like "Clarice" and "Dick Hope"! No more would you eat your dinner if the cook determined to do without the butcher, and went out and murdered a sheep with her toasting-iron. A pretty mess she would make of it! But not a greater mess than actors make when they write their own plays.

Mr. Gillette is an actor who has the power, more than any actor I have seen, to play the part of a strong man. In "Secret Service" he made the air sizzle with reserved force. In "Sherlock Holmes" he convinced one that the detective was a man of brains and iron. Yet when he writes a play for himself he contrives that he shall play the part of an utterly backboneless creature, with no more solidity or common-sense about him than a *mannequin d'osier*. You could make a better man than Dr. Carrington out of tea-leaves.

Carrington, like all stage guardians, is in love with his ward. When the ward's aunt proposes that she shall marry someone else, instead of saying, as a man would, "Well, first of all, I am going to ask her to marry me," this waxwork guardian acquiesces tamely in the suggested arrangement. The ward is more sensible. She loves her guardian, and she says "No!" to the other man. But even then the guardian's imbecility causes any amount of trouble.

The other man, who is a doctor, too, accuses him (that is the only word for it) of being in a galloping consumption, which will carry him off within a year. Naturally one expects Carrington to tell him his diagnosis is nonsensical. He feels perfectly well. No symptoms of lung weakness have troubled him. Even an ordinary man, with no medical knowledge, would hesitate about accepting a verdict of this kind from his declared rival in love. Not so Dr. Carrington. He resigns himself to his fate without a murmur. In order to get his ward out of reach of infection, he says he hates the sight of her; that instead of helping him with his work, she hinders him; that she is a nuisance and the bane of his life. Not until he has driven her away by his maniacal reproaches does he begin to suspect his rival's duplicity.

What does he do then? Go to some other doctor for a second and more impartial opinion? Not a bit of it. He pretends to have poisoned himself, and by wriggling and groaning and spitting and making faces he frightens the other man into confessing the fraud. Then the girl, who at this moment has conveniently turned up again, walks into his arms, and the yawning audience is at last permitted to go home.

That is one actor's play. "Dick Hope" is another. Here the central figure is a tippling major, played by Mr. Kendal, who gives a life-like imitation of the Village Idiot. The major and the vicar of the parish both love a certain middle-aged Marjorie Lyall. Marjorie loves the vicar, but in a spirit of unthinkable self-sacrifice promises to marry Dick Hope if he will keep sober for a year. He only breaks out once during the year, and at the end of it she declares herself ready to keep her promise. It is revealed to the major, however, that she loves the other man and not him, and so he nobly gives her up, behaving at this juncture more like the Village Idiot than ever.

That is literally the whole plot of the play. The characters introduced for purposes of padding are a curate, who giggles and plays the concertina, a pair of preposterous children, and an old woman puppet in black bugles, who seems to have stepped straight out of some play of thirty years ago. There is no more life or reality in the piece than there is in a mechanical rabbit. Perhaps you say that a mechanical rabbit is an ingenious piece of mechanism, even though it cannot counterfeit Nature. Granted; but then one does not sit and watch a mechanical rabbit for three mortal hours on end, as I sat and watched "Dick Hope."

It is quite plain to me, my dear Demetrius, that we shall never get a drama worth twopence until it is clearly understood that, while it is the business of actors to act plays, it is the business of men of letters to write them. Publishers don't themselves write, or get clerks in their offices to write, the novels they publish. They know the novel-reading public have too much judgment to put up with that sort of thing. When playgoers are educated up to that level, we shall get better plays generally, but not before.

Meanwhile we must be thankful that there is one theatre to which a man can take his brains. I mean the Court Theatre, where they are playing "John Bull's Other Island." Don't miss that, my dear Demetrius, or if you do, don't put the blame on your faithful adviser, SEPTIMUS STARR.

*Play Pictorial.*

"THE WHITE CHRYSANTHEMUM" AT THE CRITERION.

Sin Chong (Mr. M. R. Morand) introduces the crew of the Admiral's gig to a few little Japanese girls.



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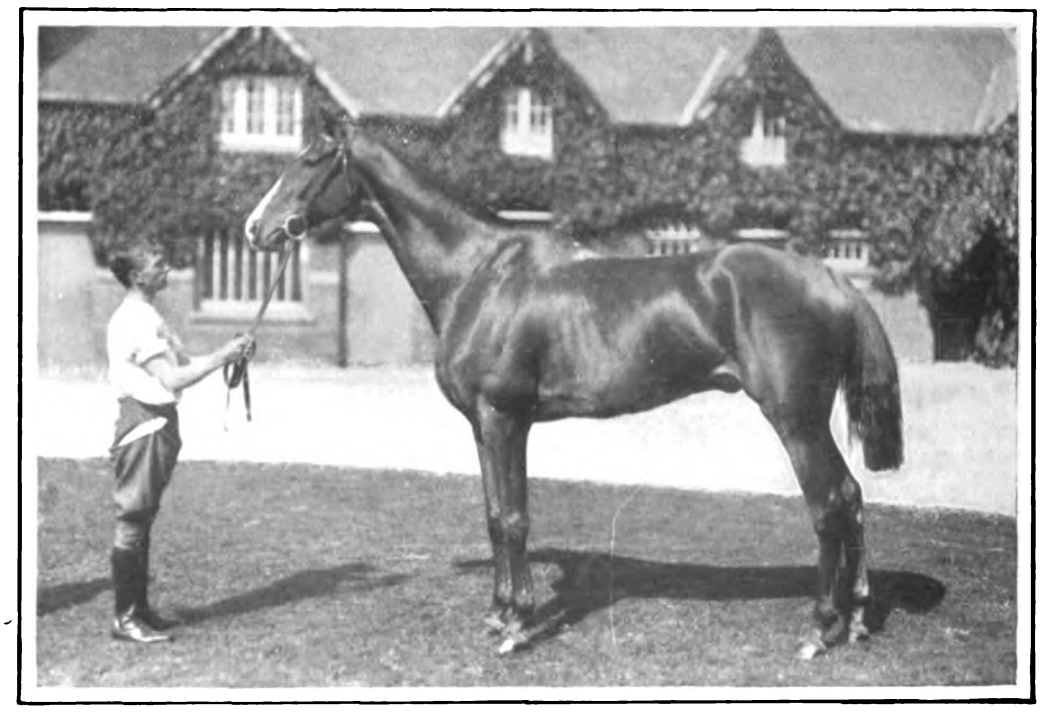
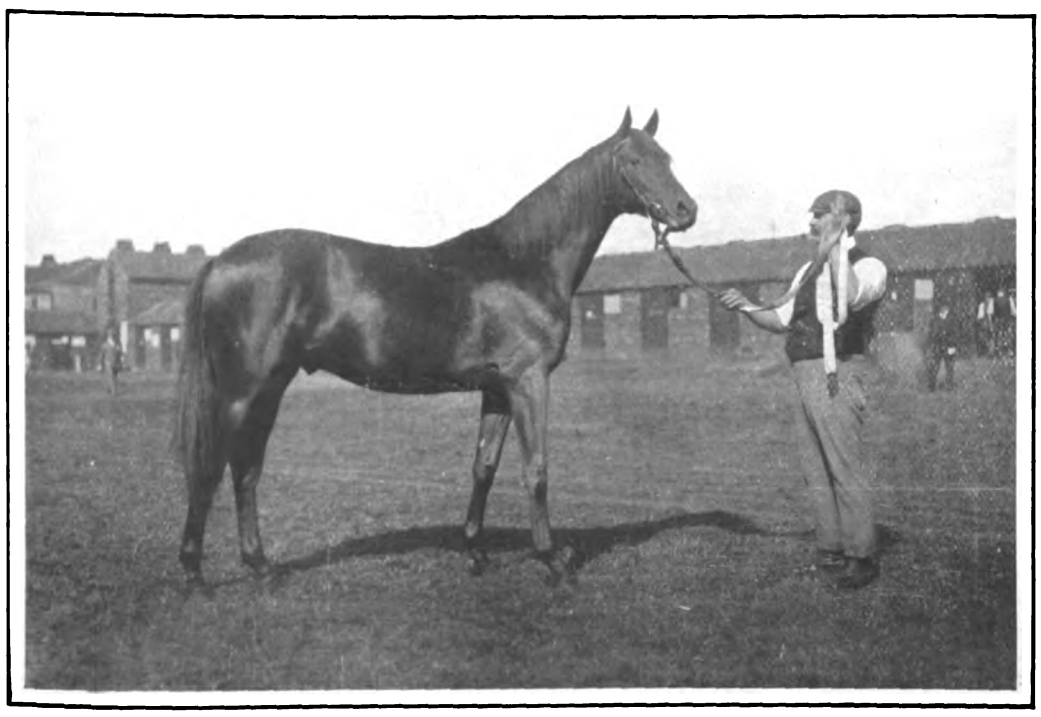
# THE RACING SEASON.

JUST about this period of the year some strange ferment of the blood sets in; it becomes impossible to settle down to work. Instinct compels one to hang about the gunmakers' shop windows, and a magnetic attraction draws one to where the makers of fishing-tackle dwell. The very air of London becomes irritating and offensive. If a gust of wind does by any chance meet one at the corner of a street, liteless and evil smelling though it be, from somewhere in one's memory comes the strong flavour of an ocean breeze. Back to one's hearing comes the surging swish of the water as the boat, held up to windward, curtsies till her lee rails are all awash, and the throbbing song of the helm tells one that the craft is a living sentient creature, and is doing her best in the teeth of the freshening breeze. Them be things of the past my masters, but never mind, "It is better to have loved and lost than never to have loved at all." I am not quite sure of the truth of the saying, but at all events it is well to have heard the challenge of an old cock grouse, and it is good to have seen him fall, clean killed as he winged his way at top speed over the butt. It is pleasant to remember the early morning plunge into the swirling pool, and the long, hard stalk that followed. No tame sport this—your wits and endurance pitted against the cunning, wariness, and instinct of the stately stag, with the feel of the smooth stock of the rifle against one's cheek, the steady even pressure of the trigger, and the feeling, half of triumph, half of sadness, as the splendid beast collapses in answer to the shot. Have you ever awakened just before the dawn and seen the white mists of the night unrobing the moors and the mountains to the glory of day? Have you ever heard the trumpet note of a highland bull proclaim that day has dawned? Does the screech of the reel when a clear run fish makes his first wild dash for the freedom that shall never more be his ever sound in your ear? *Et puis!* What on earth has all this got to do with racing? For the life of me I do not know, unless it be that the half empty enclosures at the various meetings remind one that others have gone, where we, too, fain would be. Thus, too, "things" are apt to become obtrusive. An old gun-case has a nasty knack of suggesting thoughts which it might just as well keep to itself. A long wooden rod-case that has not been opened for years tells you just now that inside it there is, amongst others, the rod with which you killed that last big fish. Well! What of it? It was fun; very good fun, too, while it lasted, and, after all, there is a music of its own in the beat of the flying hoof; the high indomitable courage of a thorough-bred race-horse as he fights his way inch by inch to the front compels one's admiration. There is plenty of interest to be found in watching the career of a two year old which one has perhaps known since his foalhood days, and if one can lay one's finger upon a weak spot in a handicap there is a pleasant feeling that life is not altogether an empty dream.



*W. A. Rouch.*

MR. W. M. G. SINGER'S PHYLLOXERA, BY TYRANT—BURGUNDY.
Winner of the September Handicap at the Windsor Meeting.



*W. A. Rouch.*

MR. SIMONS HARRISON'S BAY YEARLING COLT BY PERSIMMON—ELLA TWEED.
Bought at the Doncaster Bloodstock Sales by Sir R. Jardine.

There is a fairly general concensus of opinion that the results of the Doncaster sales of blood-stock afford a tolerably clear indication of the tone of the money market, and, therefore, of trade and business in general. If this view be correct then the country is in a fairly prosperous condition, for the total of 92,627 guineas realised by the 281 yearlings disposed of at the recent sales has not been equalled since 1895, when the result of the four days' sale amounted to 103,425 guineas. The average price of the animals sold is also not without interest, the mean figure this year being nearly 330 guineas, and it may serve to draw attention to the value of breeding as an industry, if it is realised that at the Doncaster sales alone no less than 908,492 guineas have been expended in the last ten years.

Dwellers in the Midlands love a bit of sport, and a crowd assembled on the far side of the course when the Warwick Meeting commenced. Average racing prevailed during the afternoon, but beyond noting that the Warwick Handicap was easily won by Mr. G. Cottrill's Rose Ronald, also by winning the Castle Plate on old Thunderbolt Maher brought the number of his winning rides to 86, and thus tied so far with Wheatley for premier honours among the jockeys, and the brilliant performance of Imperial II. under the crushing burden of 10-st. in the Members' Plate there is little to record. The Yarmouth Corporation must be pleased with the result of the recent meeting. With racing in full swing all over the country it is barely possible to refer to the smaller details of the week's sport, the best of which took place at the Western (Ayr) gathering. Mr. G. G. Tod may well feel proud of the enthusiastic reception accorded to himself, his trainer, and his jockey when G. M'Call squeezed Powder Puff first past the post in the Ayrshire Handicap of 1,000-sovs. The weights in the Free Handicap are very interesting as relating to the estimate held by the handicapper of the chances of several of the horses entered for the great back-end handicaps, and it will doubtless be noticed by readers of these notes that Transfer represents Val d'Or at 8-st. 2-lb. in the Cambridgeshire.

CAURIRE.



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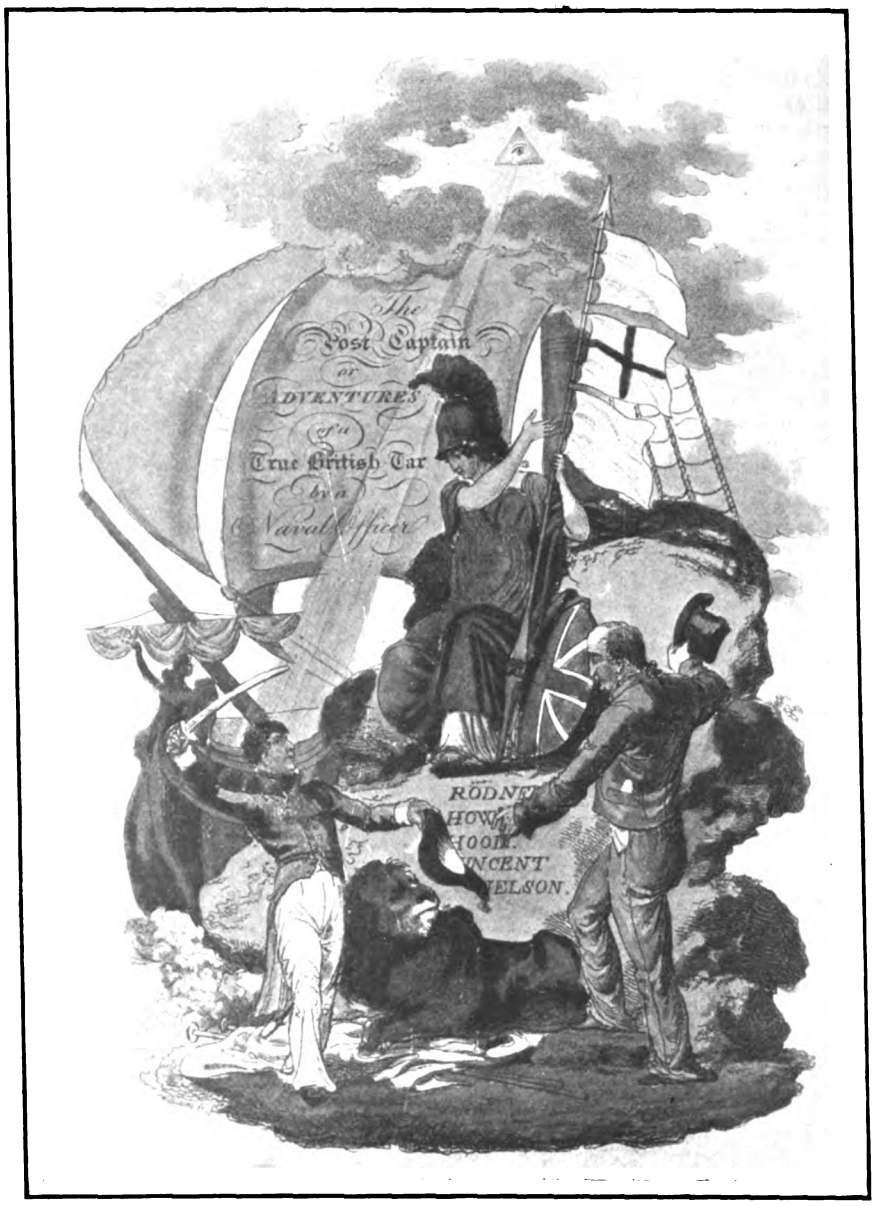
# *The Naval Colour-plate Books of Long Ago.*

JOHN BRAHAM and Samuel James Arnold, who were jointly responsible for "The Death of Nelson," came into the world in the same year, 1774, and both survived till the fifties of the last century. Men and women still alive have heard Braham sing the famous song, of which he was the first interpreter, and Arnold, who had seen Garrick as a boy, lived to witness the opening of the Great Exhibition of 1851. Charles Dibdin, Arnold, and Braham did much to fan the flame of Naval enthusiasm which followed the dearly-won victory of Trafalgar, and the later actions with the French, the second battle of Copenhagen, and, above all, the triumph of the "Shannon" over the "Chesapeake," helped materially to keep it aglow till Frederick Marryat came upon the scene, and in 1829 began the publication of his series of nautical novels with "The Naval Officer." In 1840 Jack was even more dearly loved by the British public than in 1805. The colour-plate books of this interesting period are gradually becoming rarer and rarer, and those dealing with the Navy now command at least three times the price they did only twenty years ago, while the advance in caricatures on the same subject and sailor-songs with colour-print headings (often admirably executed) is even more marked. Alfred Burton wrote his "Adventures of Johnny Newcome" in 1816. They were published ten years later by Messrs. Simpkin and Marshall, with fourteen plates by Rowlandson "from the author's designs." The illustrations will certainly survive any interest which Burton's "poem in four cantos," labelled with the motto "Dulce bellum in expertis," may have ever excited. Imitation is the sincerest form of flattery, and almost simultaneously a second "Johnny Newcome" made his appearance, once more in the guise of "a poem in four cantos," adorned with colour-plates. The author on this occasion is a sailor—"John Mitford, Esquire, R.N."—who discards the Latin line for the verse:

"A greenhorn, piping hot from shore,
Hark! Johnny Newcome is the roar;
Here's Johnny Newcome! Thrice three cheers.
Sounds through the Cockpit, Births (*sic*), and Tiers."

The artist is Williams, the author of so many nautical "skits," and his colour-plates in "Johnny Newcome" number nineteen. They are of very unequal merit. But John Mitford of Mitford Castle, Northumberland, Esquire, seems to have desired to "point a moral," for he dedicates his work, not with the boisterous effusion of Burton, but soberly and seriously, to "The Captains, Lieutenants, Warrant Officers, and Non-commissioned Officers of the British Navy" as "a tribute of affectionate regard to their valour and their virtues," and with a view "to promote a mitigation of their sufferings and compel power (*sic*) to do justice to their merit and worth." "The Post Captain," without date, is of the same period. The writer is "A Naval Officer," the illustrator Williams, and the publisher J. Johnson of Cheapside. The "poem" is divided into sixteen chapters. It is illustrated by twenty-four plates and a coloured title-page, in which Britannia, the British lion, and two sailors are very much mixed. Beneath it run the lines:




FRONTISPIECE TO "THE POST CAPTAIN"
Written by a Naval officer, and illustrated by Williams.

"When Bowsprit heard me first impart
Our great Commander's story,
With ardent zeal his youthful heart
Beat high for Naval glory."

Last, but not least, of these charming and characteristic books comes "Greenwich Hospital, a series of Naval Sketches, descriptive of the Life of a Man-of-War's Man, by an Old Sailor," with twelve illustrations by George Cruickshank. The son of the "Old Sailor," Mr. Barker, is still alive (although "Greenwich Hospital" appeared in 1826), and his grandson, the well-known autograph expert, Frederick Barker, died only the other day. Mr. Barker's life-long association with Cruickshank was a singularly happy one, and after his death the "Old Sailor's" son looked after Mrs. Cruickshank's interests, and disentangled a good many of the artist's financial complications. "Greenwich Hospital" is a handsome quarto; the other three colour-plate books are large octavos. Robins and Co. were the publishers of the joint production of Messrs. Barker and Cruickshank. When it was given to the public the artist was in the zenith of his power and popularity, and his illustrations are of a very high order. The subjects are "Billy Culmer and his Goose," "Jack's Trump of Defiance," "Flying Artillery," "Sailors Carousing," "The Point of Honour," "Battle of the Nile," "Davy Jenkins," "Paying Off," "Sailors on a Cruise," "A Witness," "Crossing the Line," and "Scud Hill.' The last two are possibly the best. The last-named deals with an incident in the career of Nelson.

Of the two versions of "Johnny Newcome," that for which Alfred Burton and Rowlandson are jointly responsible is the most readable. It was written in 1816, and advertised in 1817, but did not appear till the following year. The versification of Burton is also certainly superior to that of Mitford, while Rowlandson's plates, as regards drawing, vigour, and colour, are infinitely more artistic than those of Williams, whose best work will be found in an exceedingly rare little colour-plate book entitled "Little Hydrogen, or the Devil-on-two-sticks in London." In his "Johnny Newcome" sketches Williams shows frequent carelessness, and the peculiar fascination of Rowlandson is wholly lacking. The plot in both stories is of the thinnest, but John Mitford appears to have been a man with a grievance, who had to "point a moral" as well as "adorn a tale." He subordinates the adventures of his hero to a consistent desire to alleviate the condition of all classes of officers in the British Navy, to whom the volume is inscribed in a pompous dedication dated from Mitford Castle, Northumberland. A desire to "mitigate suffering" and "compel *p wer* (*sic*) to do justice to merit and worth," however laudable in itself, is not calculated to induce that boisterous merriment which the readers of the rival production will thoroughly enjoy and appreciate. Both books, however, throw a lurid light on the rough-and-tumble life of the British tar during the decades which immediately followed the death of Nelson at Trafalgar.



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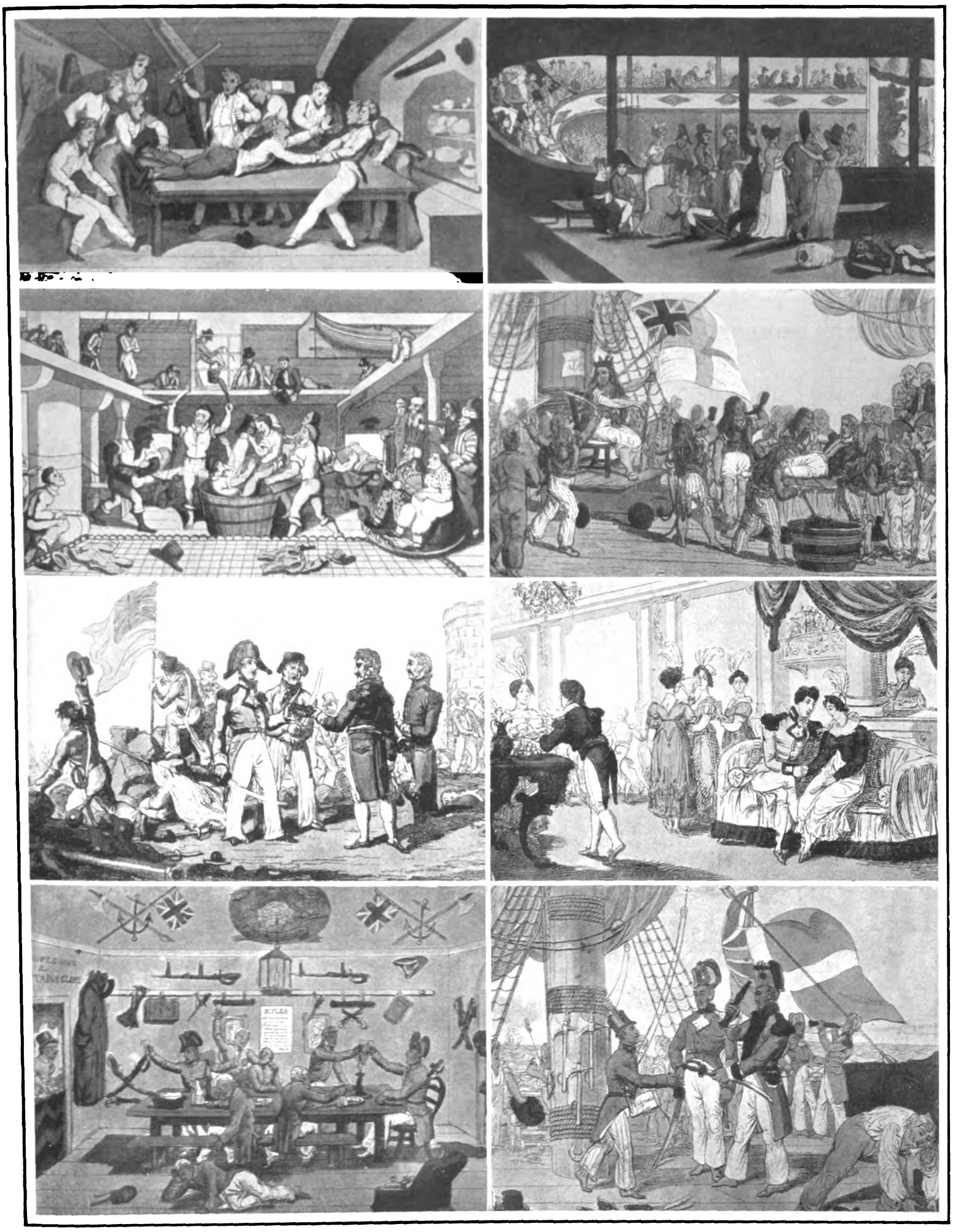
# *Johnny Newcome in the Navy.*



FROM COLOURED ILLUSTRATIONS BY ROWLANDSON AND WILLIAMS.

(1) Martial law in the gun-room. Cobbed for sleeping on his watch. (2) At the Plymouth Theatre. The junior officers' box. (3 and 4) Crossing the line. A Johnny Raw, after witnessing the treatment meted out to his messmate, goes through the same experience himself. (5) At the capture of an enemy's battery. The surrender of the garrison. (6) On shore. The captain relates his adventures. (7) The midshipmen's berth. The toast of the disappointed seniors. (8) The quarter-deck before battle. The signal midshipman brings the captain his sword.



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# *Lords in Council.*

IN the Committee Rooms of the Houses of Parliament the Members of the Legislature meet to discuss matters of moment in a non-spectacular manner, for their deliberations are conducted in private, without the presence of the reporter through whose agency the proceedings of Parliament are made the property of the nation at large. Of all the Committee Rooms—and there are several—the one which it is safe to say the public knows best by repute is the famous No. 13, in which the Members of the Irish Party used to meet, and there some of the most striking episodes in the history of our time took place when the late Charles Stewart Parnell was the leader of that section of the House, and was everywhere hailed as the uncrowned King of Ireland.

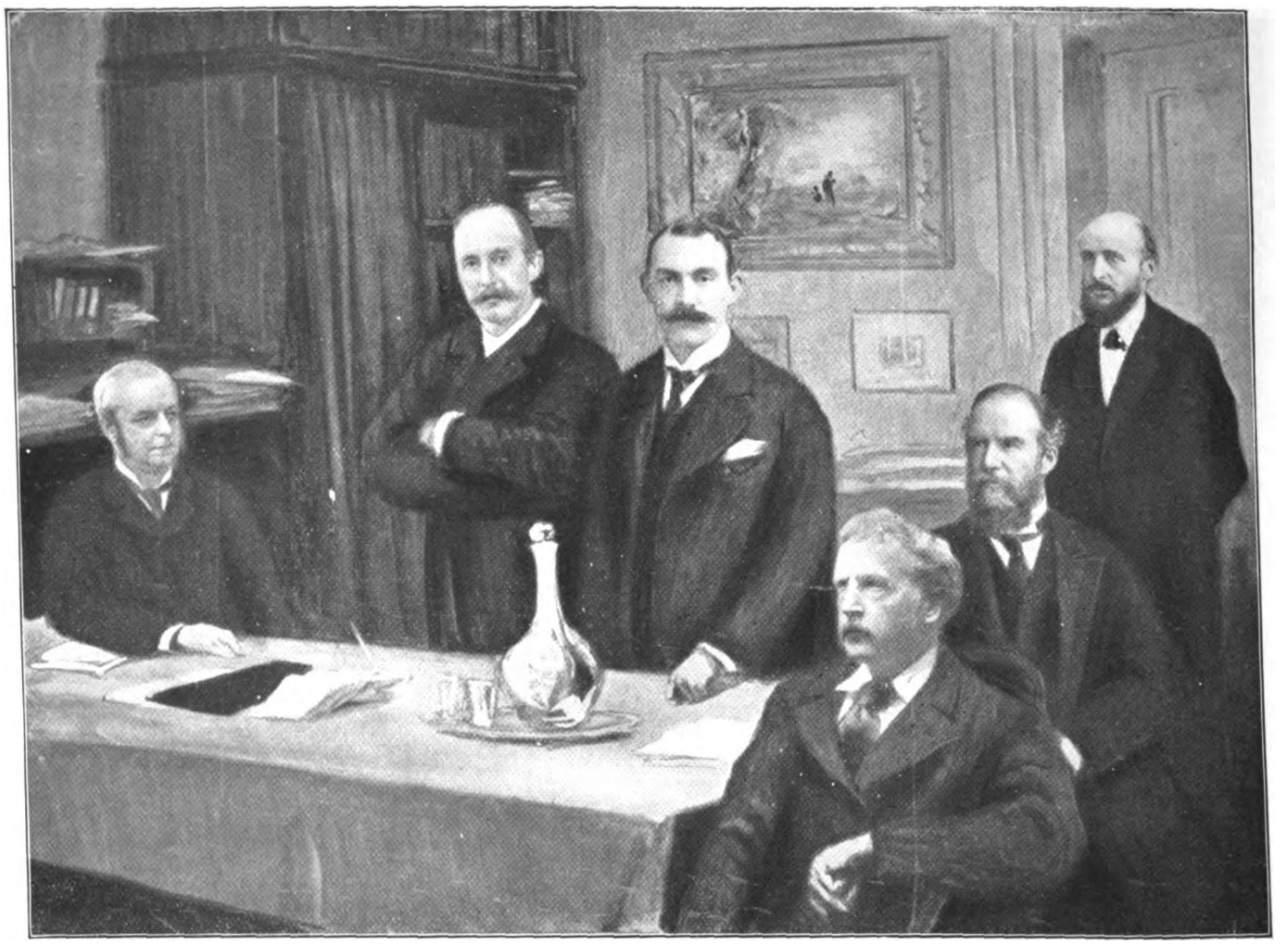
Plain, simple rooms are these Committee Rooms, like the one in the illustration, in which are gathered together several Members of the Upper House. Among the varied subjects which such men have to consider, and consider carefully, none is of more vital importance than those which concern the health of the nation, for though it is an axiom that you cannot make people moral by Act of Parliament, it is nevertheless a fact that you can make them healthy, if only by banishing the causes which tend towards disease. Examples of this will readily occur to everyone—the law which, until the conscientious objection clause was introduced, compelled people to have their children vaccinated under divers penalties, and the recent enactment to prevent expectoration in the streets, with a view to stopping the dissemination of the germs which produce consumption. In the war against consumption, which has during the last few years been a matter of world-wide concern, no regulation has been more beneficial than this, though it is but a single move in the right direction.

Much remains to be done, though among that "much" there are many things which legislation cannot effect, and they must therefore be left entirely to the individual to practise—both the individual who is, unfortunately, tainted with the disease and the individual who would save himself from infection, whether he lives among those who are already contaminated, or merely wishes to protect himself from the possibility of chance infection.

How, it will be asked, can this be done? Among many ways there is one which is very simple. The mouth of the consumptive necessarily harbours many germs of the disease, and though it seems scarcely credible, it is, nevertheless, a fact that few people breathe in a proper way, through the nostrils alone, but take in a considerable, if not the greater, part of the air they need through the mouth. In this way the germs of consumption and, for that matter, of other diseases which are always floating in the atmosphere get into the mouth, and finding there, in the interstices between the teeth and on the gums, tiny particles of food which have remained since the last meal, obtain the best possible conditions for increasing and multiplying in the extraordinarily rapid manner which is their characteristic, thus adding another possible mode of infection to the more ordinarily recognised ones.

It therefore follows "as the night the day" that, by keeping the mouth absolutely clean, in a chemical or physiological, not in the ordinary sense, the microbes are deprived of this feeding-ground, while if they can be killed off as they enter the mouth, the possibility of their doing any harm becomes nil.

Happily, every one of these conditions is to be obtained by the use of Odol, the famous dentifrice and mouth-wash, which each of the well-known noblemen whose picture appears in the illustration has endorsed in the most exceptional manner. The Duke of Argyll, to whom belongs priority of place by his rank, apart altogether from the fact that he is the King's brother-in-law, has caused his secretary to write that "Odol appears to him an excellent preparation," while the Earl of Carlisle writes: "I have tried Odol and find that it is a pleasant mouth-wash," and the Earl of Dartmouth, who, as the Hon. William Heneage Legge, was for many years a Member of the House of Commons, also states: "I have tried Odol and like it." Lord Burton, too, the head of the brewing firm of Bass, goes even farther than this, for he writes: "I am using Odol regularly and think highly of it," while Lord Avebury, whose name future generations of working men will keep alive as long as a single Bank Holiday is preserved to the nation, and who has made a distinct reputation for himself as a scientist by his observations on bees, ants, and other insects and animals, gives his opinion in the words: "I find Odol very pleasant."



LORDS IN COUNCIL WHO HAVE GIVEN THEIR VERDICT FOR ODOL.

Pleasant and agreeable it undoubtedly is, as everyone avers who has ever made the acquaintance of this delicately perfumed and delightfully refreshing preparation. It is, however, much more than this. It is an antiseptic of the most powerful character. Unlike other antiseptics, its peculiar constituents are produced when it comes into contact with the living tissues of the mouth and the chemicals Nature has placed there or caused to be secreted by the glands which open into the mouth. Becoming active in this way, Odol not only completely stops the decay of any food substances which may have lodged between the teeth, but it destroys all microbic germs of a more serious nature which may be in the oral cavity, so that it prevents the possibility of infection. For this reason, also, it is the ideal dentifrice, for by destroying the germs it prevents them attacking the enamel and sensitive parts of the teeth, and so causing decay.

J. JAMES.



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## A GIRL'S PROBLEM.

### FOOD THAT RESTORES AND MAKES HEALTH POSSIBLE.

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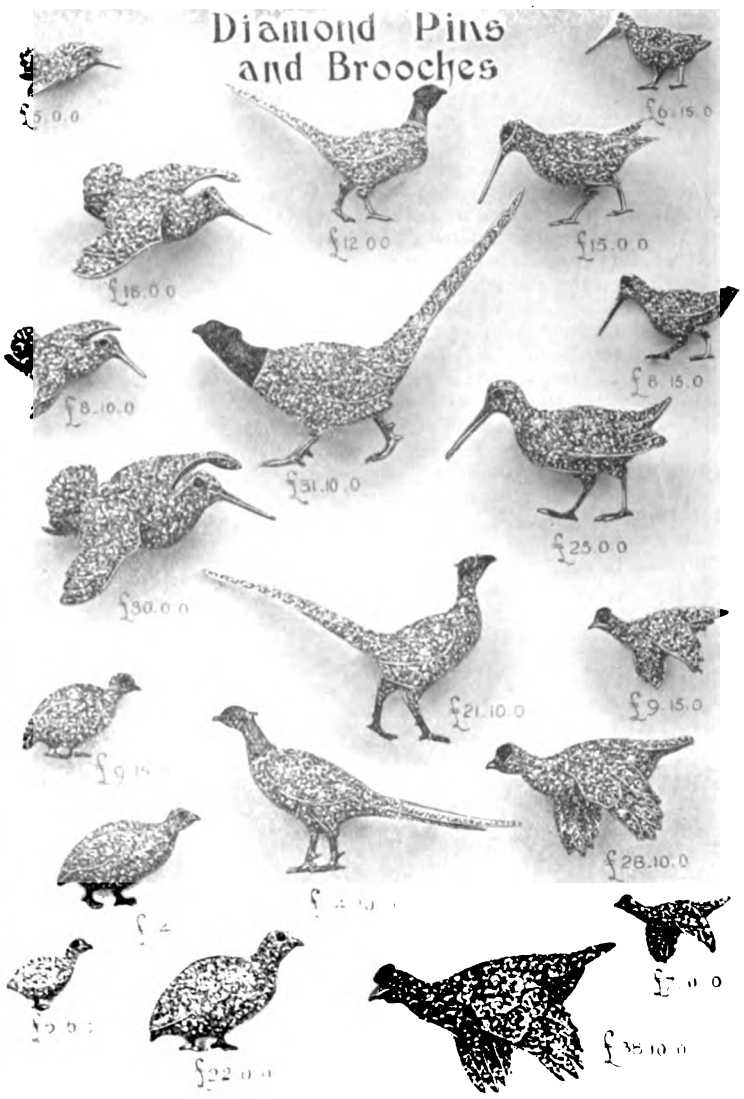
"After suffering for months I decided to go to a stomach specialist. He put me on Grape-Nuts and my health began to improve immediately. It was the key-note of a new life. I found that I had been eating too much starchy food which I did not digest. I soon proved that it is not the quantity of food that one eats, but the quality

"In a few weeks I was able to go back to my old business of doing clerical work I have continued to eat Grape-Nuts for both the morning and evening meal. I wake in the morning with a clear mind and feel rested. I regained my lost weight in a short time. I am well and happy again and owe it to Grape-Nuts." Name given by Grape-Nuts Co., 66, Shoe Lane, London, E.C.

# Grape-Nuts

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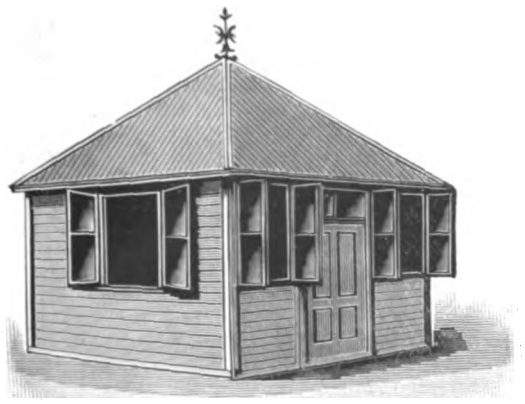

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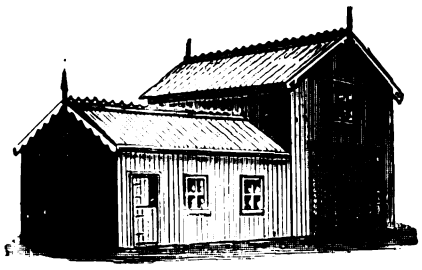

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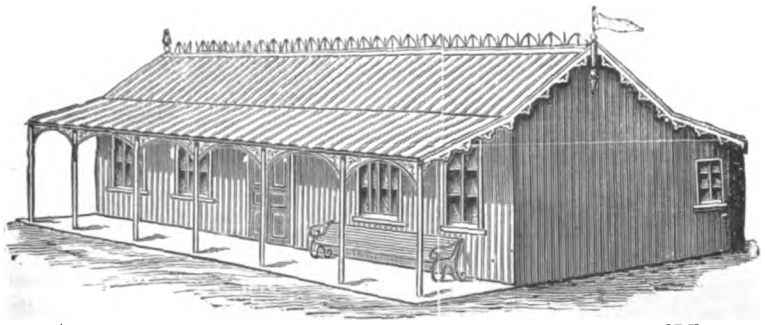

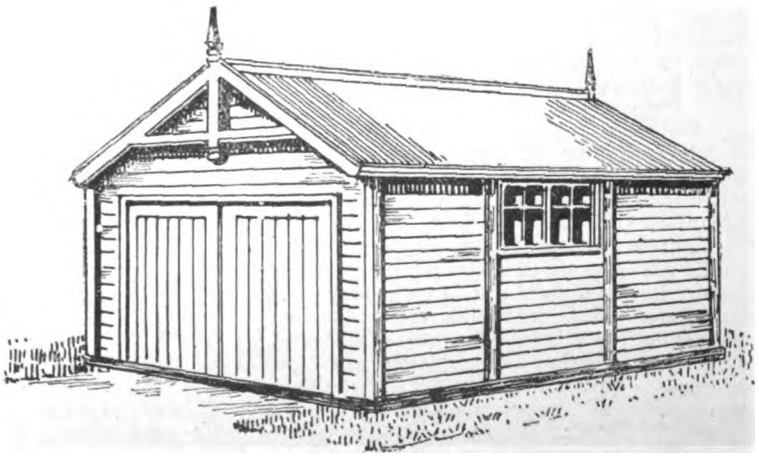

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| 26ft. by 12ft. | ... | ,, | 22 15 0 | ... | ,, | 29 0 0 |



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# LITERARY NOTES.

WE are very fond of making fun of French mistakes, in the spelling and use of English names, for instance, and one of our literary journals not long ago devoted two paragraphs to pointing out the errors in the introduction to a French translation of an English work. But sometimes the laugh is on the French side. Not long ago there was sold in London the official despatch from Lord Collingwood, of October 24, 1805, announcing the death of Nelson and the victory of Trafalgar. One sentence in the despatch was to the effect that as soon as the weather improved Lord Collingwood would send "the Pickle" to England.

**A "Howler."**

Now a cocksure scribe on a certain morning paper in London, in recording the tale, felt it incumbent on him to explain what that phrase, "the Pickle," meant, and having no knowledge of the facts himself, and perhaps no time to ask anyone who did know, informed his readers that "the Pickle" meant the spirits in which Nelson's body was preserved. Perhaps it was a sense of delicacy that made Lord Collingwood mention "the Pickle" when what, if our scribe was right, he really meant was its contents. The fact that this amazing explanation contained the characteristic words "of course" is our excuse for calling the writer of it cocksure. We let the incident pass unnoticed at the time, partly in the hope that no one else would notice it, and be the means of bringing ridicule on our Press. But, alas! the French, who do know something of these matters, have got hold of the story, and are making all the fun of it that it deserves. If anyone laughs at their mistakes in future they will only have to say "Pickle!" Let us hope that they will spare us, and not try the *entente cordiale* too severely by their use of a perfect weapon.

* * *

A NEW volume of the English Men of Letters is always welcome. We awaited Mr. Birrell's book on Andrew Marvell (Macmillan) with some anxiety, because his "Hazlitt" was a work that deeply disappointed all the admirers of that sterling essayist and critic. In "Andrew Marvell" he has retrieved his failure. There are flashes of characteristic "birrelling," as it is called—a sort of sprightly, gossipy humour that, sparingly used, is delightful; but the book as a whole is a sober and able study of an interesting man. Marvell will never be a widely-read poet. There are three things that are enough for most readers, and all three in the invaluable "Golden Treasury." One is the "Horatian Ode upon Cromwell's Return from Ireland," a difficult and rather crabbed work, which, pretending to glorify Cromwell, makes Charles the central figure for admiration, and contains the well-known lines:

**Andrew Marvell.**

"He nothing common did or mean
Upon that memorable scene;
But with his keener eye
The axe's edge did try;

Nor called the gods, with vulgar spite,
To vindicate his helpless right;
But bowed his comely head
Down, as upon a bed."

* * *

THEN there is the "Thoughts in a Garden," also famous for a few first-class lines:

"Annihilating all that's made
To a green thought in a green shade."

**Eden without Eve.**

and the epigrammatic, if not very polite sentiment:

"Such was that happy garden-state
While man there walk'd without a mate . . .
Two paradises 'twere in one,
To live in Paradise alone."

And the third is the all-beautiful "Song of the Emigrants in Bermuda."

* * *

THE two first-mentioned are particularly interesting. Mr. Birrell has readjusted, to a great extent, the traditional view of Marvell's politics. He is commonly held to have been, after Charles's fall, a Republican and a Dissenter; Mr. Birrell proves him to have been neither, but a Constitutionalist, if one may so call him, a man who stood for the Constitution—King, Parliament, and Established Church. With regard to the second, the "Thoughts in a Garden," we should like to believe, and (speaking without book) do believe, that it was written about Marvell's own garden at Highgate. His house there has been pulled down; but the evidence for his having lived on the spot (it is on the right-hand side of the hill that runs down from St. Joseph's Church, past the Waterlow Park towards the hospital) warrants the existence of the brass plate erected in the wall to commemorate the fact. Nearly opposite, in the beautiful old house known as Cromwell House (are we right in believing it to be now a girls' school?), lived Ireton with his wife, Cromwell's daughter Bridget.

**His Politics and His Garden.**

* * *

THE other poet in our illustration is Abraham Cowley, of whose poems a complete edition has just been published in the Cambridge English Classics (Cambridge University Press), edited by Mr. A. R. Waller. Cowley, who was born in 1618, was the son of a Fleet Street grocer. He had a good education, and published a book of poems as early as his fifteenth year. He, too, was much concerned in the politics and troubles of his day, for while he was secretary to Lord Jermyn, afterward Earl of St. Albans, he was employed to cypher and decypher the correspondence between the King and Queen. He followed Henrietta Maria to Paris, and it is possible that his loyalty to the King's cause abated a little; at any rate, he returned to England and lived there more or less unmolested until the Restoration brought him some reward, though not all he had hoped, for his services. Cowley is a "metaphysical" poet, as Dr. Johnson called that school. His wit, according to that stern critic, consisted mainly in "the discovery of occult resemblances in things apparently unlike." He is as full of "conceits" as an egg is full of meat. But he wrote one beautiful lyric, "Awake, awake, my lyre!" which is as sweet and melodious as anything in our language.

**Abraham Cowley.**

* * *

MR. STANLEY WEYMAN has written a very interesting novel in "Starvecrow Farm" (Hutchinson). The book falls somewhere between a romance, pure and simple, and a study of character. The hero is anything but a romantic hero, being a middle-aged martinet of a retired naval captain. But the heroine, Henrietta, is delightful. The period is that of Peterloo and the Manchester Riots, a troubled time, when the country was full of desperate men who hung on to the fringe of the honest party of reformers, represented by Burdett and Wilberforce, and took advantage of the national uneasiness to work their own dastardly schemes. It is into the hands of such men as these that Henrietta falls, and her adventures (which will be read with breathless interest by Mr. Weyman's many admirers) are long before they are happily ended. In "The Man" (Heinemann), Mr. Bram Stoker takes hundreds of pages to tell a story that might well have taken but half the number. There is no little profundity in Mr. Bram Stoker's reading of character, and if his heroine, Stephen Norman, is too rich, too beautiful, and too clever for common human clay, the reader can discount her excellence for himself as he goes along. What comes of rich young ladies disregarding convention and proposing to young gentlemen is the theme of Mr. Stoker's book, which patient persons with no pressing business on hand may succeed in reading through.

**Some Novels.**

* * *

MRS. KATE DOUGLAS WIGGIN has written in "Rose o' the River" (Constable) a very pretty sentimental story, so slight as to be hardly more than a breath, as if from some garden on a summer day. Rose is a pretty girl, Stephen Waterman an honest young farmer, Claude Merrill a dapper little man who sells gloves in a shop in Boston (for the scene of the book lies, of course, in America). It was natural, perhaps, that Rose should be attracted by the dapper little man, and natural that honest, deep-hearted Stephen should take her apparent fickleness very much to heart; but we were sure all along that things would turn out right in the end. The end is the prettiest thing in a pretty story, and slight as the whole tale is, it is well worth reading through. There is some fairly humorous humour introduced in the person of Rose's grandfather, a lazy old man, who has done nothing but talk all his life, but does that with remarkable persistency and vigour.

**Rose o' the River.**

TWO SEVENTEENTH CENTURY POETS.

The portrait of Andrew Marvell (on the left) is from a very rare engraving by Engleheart after J. Thurston. Abraham Cowley (on the right) is taken from the old *Universal Magazine*.

## *BOOKS TO READ.*

A Wanderer in Holland, by E. V. Lucas. (Methuen.)
Starvecrow Farm, by Stanley Weyman. (Hutchinson.)
Rose o' the River, by Kate Douglas Wiggin. (Constable.)
The Improbable Idyl, by Dorothea Gerard. (Methuen.)
Brendle, by Marmaduke Pickthall. (Methuen.)
The Hundred Days, by Max Pemberton. (Cassell.)
Stars of Destiny, by L. Parry Truscott. (Unwin.)
The Yarn of Old Harbour Town, by W. Clark Russell. (Unwin.)
Michel de Montaigne, by Edward Dowden. (Lippincott.)
Andrew Marvell, by Augustine Birrell. (Macmillan.)
The Life of Charles Lamb, by E. V. Lucas. (Methuen.)
Sir Joshua Reynolds, by W. B. Boulton. (Methuen.)
Dante the Wayfarer, by Christopher Hare. (Harpers.)
With Togo, by H. C. Seppings Wright. (Hurst and Blackett.)



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# Leaves from a Collector's Note-book.

No. LX.—*ECCLESIASTICAL ENGRAVED PORTRAITS. SOME FAMOUS DORSET DIVINES.*

HUMPHREY HENCHMAN, D.D.

Bishop of Salisbury, who assisted the escape of Charles II., 1651. Sometime a Dorset incumbent.

CARDINAL REGINALD POLE (1500—1558)

The scion of an ancient Dorset family.

WILLIAM WAKE, D.D. (1657—1737)

Archbishop of Canterbury. Born at Blandford, Dorset.

THE art and practice of portraiture in England commenced in the monastic houses, and, as might be expected, the earliest known attempts at serious likenesses, or "counterfeit presentments," are those of kings and ecclesiastics. Little reliance can be placed on those "heads" which are older than the early years of the sixteenth century. The last four centuries have given us about 15,000 well-known and clearly-identified portraits of those classified somewhat enigmatically by the early Victorian toastmaster as "the bishops and clergy, and ministers of all other denominations." The last-named division can alone claim at least 5,000 portraits of "ministers" for their share, leaving about twice that number, roughly speaking, to the Establishment. There are several large collections of ecclesiastical portraits in existence outside our museums and art galleries. Methodist collectors, both in England and America, are particularly enthusiastic on the subject, and one of them has got together and catalogued over 3,000 specimens. One of the most beautiful early authentic portraits is that of Archbishop Laud. It is to be found in the Antwerp edition of the "Englisches Memorial," which bears the date 1648. The author was Arnt Pieters. Little Dorset has probably given the Empire more divines than any other county of its size, and it is to be hoped that a series of their portraits, made as complete as possible, will be placed in the Loan Collection at Weymouth, to which Lord Nelson has, it is understood, promised to send many hitherto unseen relics of his heroic great-uncle, whose centenary will be celebrated a fortnight after the Congress closes.

It may be taken for granted that portraits of St. Aldhelm, John Morton, Archbishop and Cardinal, Bishops Bingham, Giles de Bridport, and other Dorset "worthies," are more or less imaginary; but a reproduction is now given of an apparently reliable one of Cardinal Pole, who expired at Lambeth on the same day as Queen Mary died. The portrait of William Wake of Blandford, Primate of all England, is interesting; and visitors to Weymouth will remember that loyal Humphrey Henchman, one of Bishop Wordsworth's predecessors, who rendered important help to Charles II. while on his journey from Trent House to Shoreham (October, 1651), was once a parish priest at Portland. Thomas Fuller, the able author of the "Worthies of England," deserves a very high place on the muster-roll of Dorset divines. He held the benefice of Broadwindsor contemporaneously with Henchman's tenure of a cure of souls in Portland. John Wesley the elder of Charmouth, Winterbourne, Whitchurch, and finally of Melcombe Regis, was a very remarkable man. He had a famous "disputation" with Gilbert Ironside, Bishop of Bristol and Hereford (also a native of Dorset), of whom no engraved portrait exists. His son, Samuel Wesley, was a Dorset man, both by birth and education. He was born in the parsonage house of Winterbourne, and educated at Dorchester Grammar School, where, in all probability, Dr. Handley Moule, the living representative of Dorset on the bench of bishops, received a portion of his education. Dorset's second archbishop is Thomas Lindesay of Armagh. The total number of Dorset bishops is fourteen. The county, moreover, can boast with legitimate pride of its four priest-poets—Christopher Pitt, George Crabbe, William Crowe, and William Barnes.

B.

SAMUEL WESLEY, M.A.

Rector of Epworth. Born at Winterbourne, Whitchurch, Dorset, 1661. Father of John Wesley, the founder of Methodism.

THOMAS FULLER, B.D.

The learned author of the "Worthies of England." Rector of Breadwindsor, Dorset, during the Civil Wars.

JOHN WESLEY

The elder son of Bartholomew Wesley of Charmouth, Dorset. Ejected from his benefice 1662, and died at Melcombe Regis.



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# Motoring Notes.

GENERAL satisfaction has been expressed at the success that attended the first Tourist Trophy Race, and the makers are already entering vehicles for next year's event. Much interest has been excited in connection with the Arrol-Johnston cars, which showed such remarkable speed and fuel economy in the Isle of Man, and succeeded in taking first and fourth places out of forty-two starters in the race. Their victory was not unexpected by those who were aware of the excellent form they had shown in practice spins; but to the general motoring public, which associates the name of the firm with a high and short vehicle running on solid-tyred wheels of large diameter, the result came as a great surprise.

* * *

A few particulars of the winning cars may therefore be of interest as showing how greatly the new Arrol-Johnstons vary from their predecessors. The motor, which is the same in principle as that fitted to the well-known "dog-carts" which have made the firm famous, is placed transversely in front of the frame, instead of, as heretofore, high up in the body of the car with the axis of the cylinders arranged longitudinally. The two horizontal cylinders have a bore and stroke of 4¾-in. and 6½-in. respectively. Instead of the explosion taking place in the cylinder head, there are two pistons, which work in opposite directions, the charge being compressed and ignited between the two. The crank shaft lies beneath the cylinders, and receives the thrust of the pistons through the medium of connecting rods and rocking levers. The inlet valves are of the atmospheric type, and placed immediately above the exhaust valves.

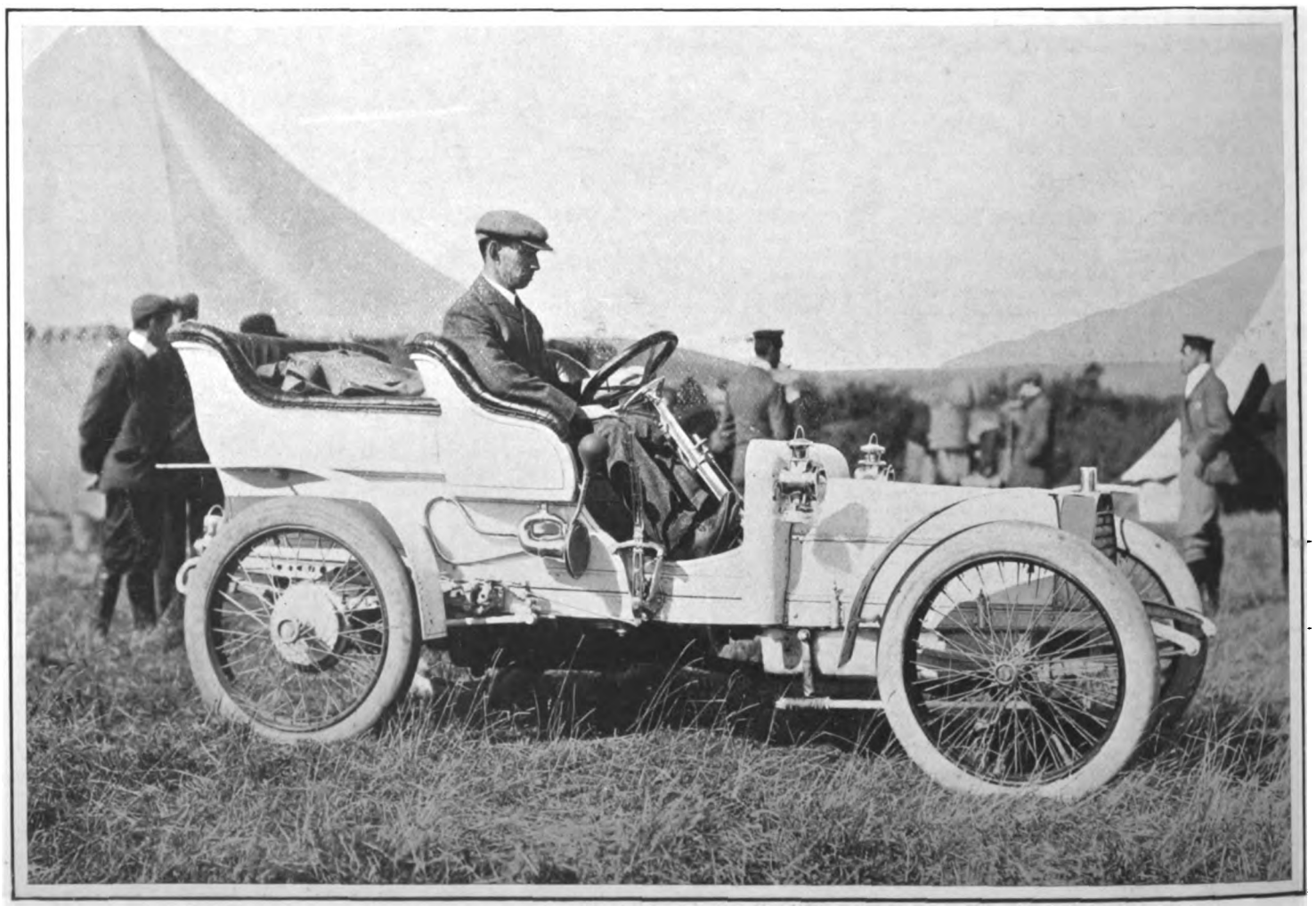
It is in connection with their governing mechanism that the Arrol-Johnstons have aroused most criticism. Mr. Napier, the designer, has reverted to the old "hit and miss" governor on the exhaust, which many motorists will remember as forming a feature of the old Phœnix Panhard engines and other motors of that date. In this system the exhaust valve is prevented from opening when the engine exceeds its normal number of revolutions, with the result that no fresh charge is drawn into the cylinders until the speed is reduced. In the Arrol-Johnston, however, the governor can be set by hand to "cut out" at any desired speed, so that the flexibility of the motor is not materially impaired. There is also a hand throttle, which acts on the carburettor. The transmission mechanism consists of a metallic clutch of the multiple-disc type and a change-speed gear, which gives a direct drive to the live rear axle on the top speed, which is geared to forty-five miles an hour. In order to give smooth running and lessen the strain on the transmission gear a spring drive is incorporated in the propeller shaft.

* * *

The scheme inaugurated by the Automobile Club for granting certificates to paid drivers for skill in driving and for mechanical proficiency, is meeting with a considerable amount of support from private owners and firms in the trade. Examinations will be held by the club during October in the following districts: 16th, Coventry; 17th, Birmingham; 18th, Manchester and Liverpool; 19th, Sheffield, Huddersfield, and Leeds; 20th, Leicester, Nottingham, and Derby; 24th, Oxford, Reading, and Swindon; 25th, Bristol, Bath, Gloucester, Cheltenham, and Taunton; 26th, Exeter and North Devon; 27th, Plymouth, South Devon, and Cornwall. Candidates can obtain full particulars from the secretary to the Board of Examiners, 119, Piccadilly.

* * *

The forces of prejudice and vested interest have been defeated in a signal manner at Llandrindod Wells. The proprietors of the Lake Hotel, Llangammarch Wells, recently purchased a motor-waggonette, capable of carrying seventeen passengers, for the purpose of making the surrounding country, and their own district in particular, better known to the visitors staying in the neighbourhood. Application was made to the Llandrindod Wells Urban District Council for the necessary licence to ply for hire within their boundaries. The licence was refused, with the poor excuse that sufficient vehicles had already been licensed. As a matter of fact, there are no public motor-cars in the neighbourhood, and few, if any, of the livery-stable proprietors would care to run the trip between the two places, on account of the number of hills that have to be overcome, one ascent having a gradient of 1 in 6. Moreover, we can state from personal knowledge that the road is remarkably free from traffic, and eminently suitable for a powerful motor-car. Nothing daunted, the proprietors determined to run the service, notwithstanding the obstruction of the District Council. They have accordingly invited all the visitors staying at the hotels in Llandrindod Wells to take a free trip to Llangammarch Wells, whence they can return by train or, at their option, by the car at the cost of 3s. The distance of the double journey is about thirty-four miles.



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# *Fashions of To-day & To-morrow.*

THE autumn modes are showing a decided tendency towards the strictly tailor-made gowns. Some of them that I have seen are most delightfully cut, and the line is perfect. What is, after all, more charming to look upon than a well-formed woman in a perfectly-cut gown? The time has gone by when an Englishwoman's figure was supposed to be correct; when she was straight up and down and no curves. Now she is as amply developed as our foreign sisters. What Nature does not provide her with, art steps in and supplies, but so artistically that it defies detection. Look into a hairdresser's saloon for a few minutes, and see what wonders art works there, and what great possibilities there are. But to return to our tailor-made gowns. There seem to be boleros in many styles, some fitting the figure like a glove, others fitting at the back and with a shaped stitched band of the same material outlining the waist, whilst the upper portion stands somewhat away from the figure. These are mostly made with narrow embroidered vests, some in white cloth, with coloured conventional designs running down each side; others have flat pleats, with coloured velvet vests and cuffs and collars. The skirts are very varied. They fit the figure perfectly and plainly three parts down, and then flare out very wide at the feet. They are worn very much strapped in self material, some in waved designs, others quite plain, but all so planned as to give height to the wearer. Pastel shades seem to be the favourites in plain Melton cloths, although the russet and mouse brown tweeds are almost as much worn. Of course, the plain cloths are always more dressy and look better form, although for hard wear the tweeds will find no rivals. All the leading firms are still very chary of showing their newest Paris goods, and are waiting until "Quality" returns to town, and only then shall we really definitely know what are the recognised Paris modes.

*A GIRL'S EVENING DRESS AND CLOAK OF WHITE MOUSSELINE DE SOIE.*
(Messrs. Charles Lee and Son, Wigmore Street, W.)

I saw a very charming opera coat at Messrs. Charles Lee and Son's of Wigmore Street the other day, of very heavy cream guipure lace in a most handsome design. It had long full open sleeves, and was lined with white satin and chiffon. There were also some elegant Irish lace coffee jackets which greatly took my fancy. In hats and veils Messrs. Lee have always a choice selection.

A charming evening gown, perfectly simple, yet with an indescribable grace about the *tout ensemble*, is here illustrated; and for a young girl what can be prettier. It is of white mousseline de soie, over Oriental satin, and has two full ruches at the bottom of the skirt. The bodice is a full bébé style, with short sleeves of lace and a pretty tucker. Small blush roses in a narrow trail ornament this, and an Oriental satin waist-band finishes the graceful whole. A very dainty and original evening wrap is worn with this. It is in the form of a little loose-pleated bolero in ivory panne, from beneath which fall long, full flowing ends of accordion-pleated crêpe de chine, with prettily-designed double ruches. The sleeves have likewise very full hanging wings. This is an ideal *débutante's* dress, I think—it is so innocent-looking and so unpretentious. The Directoire still leads, so far, but I cannot help thinking it will not be a lasting mode, for it does not suit many people; but for those who can wear this, it is a style that is quite apart.

I am told that wings are to be much better worn than feathers, and these wings are being made in the most lovely tints. Velvet hats and toques are very much trimmed with these new wings, which are assuming very novel shapes.

As regards lingerie, everything is in the form of combinations now. Those princess night-dresses that I described to you some weeks back have become general favourites; likewise the cache-corset and knicker combination in fine nainsook and laces. There is yet another garment in combination form which has a still more intimate relation, and that for health's sake all women should wear, and I am glad to see it becoming so general now. One firm have done an enormous business in this one article alone, and in it they excel more than any firm I know. This is gradually doing away with the unsightly and bulky bicycling knickers or divided skirts, for we cannot afford any unnecessary fulness under our tailor garments, which must cling closely to the form.

Fruit Luncheons at Messrs. B. Shearn and Son's.—This is the age of enterprise and novelty indeed, and Messrs. B. Shearn and Son of Tottenham Court Road deserve a gold medal for their welcome innovation of fruit luncheons. In their new and beautifully-arranged premises, fragrant with flowers and the appetising aroma of every kind of seasonable fruits, you sit surrounded by palms as in a winter garden. The fare placed before you consists of a dainty dish of every variety of fruit for the modest sum of 6d., and this is of such excellent quality that you feel like "Oliver," and want more, which leads you into the extravagance of a 1s. dish. I found it so satisfactory that I should like to institute fruit breakfasts also. R. D.

*(From a photograph taken at the Dover Street Studios.)*



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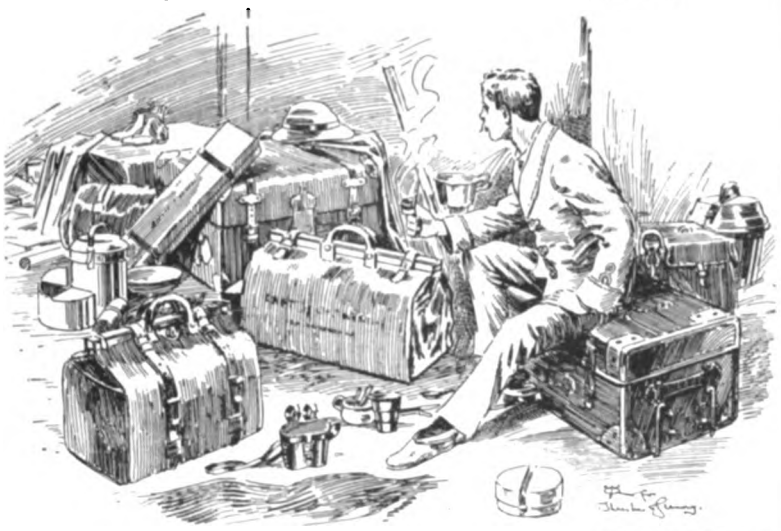

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# THE KING'S MENU.

THE Saturday menu is generally rather difficult of selection for the housewife. She does not want fresh joints, and there are generally so many little odds and ends over from the days before that can be used up advantageously that I am giving you an example of how an appetising little dinner can be arranged at very little cost and avoiding all waste.

## A SATURDAY DINNER.

POTAGE CREME DE SANTE.

FILETS DE MERLUCHE A LA LANE.

AUBERGINES FARCIES.

BŒUF EN ROULADE.

FLAN AUX POMMES.

BEIGNETS D'ANANAS.

### POTAGE CREME DE SANTE.

Boil some potatoes in any stock you may have in your stock-pot. Add some celery (any outside sticks can be used as well), onions—two or three large-sized ones—carrots, a little leek, and chervil. Cut all these into fairly small pieces, add plenty of pepper — coralline if available—and salt, and let this all cook gently, taking care that it does not catch, which can be avoided by an occasional stirring. When thoroughly cooked, which will take quite two hours, rub the whole through a wire or hair sieve. Replace in the saucepan, and keep hot until ready to serve up. Then let it all come to the boil, remove from the fire, and stir about half a pint of single cream into it. Should cream not be handy, milk will answer likewise.

### FILETS DE MERLUCHE A LA LANE.

Take an average-sized fresh haddock and make half-a-dozen small filets of it. Boil until tender. Do not neglect to put plenty of salt in the water you boil it in, also a small button onion, and a dash of vinegar. These give a flavour to the fish and make it firm and flaky. Keep hot over a steamer while you prepare your sauce. For this you require the yolks of four eggs and the juice of two or three lemons, according to the quantity of juice they yield. Beat the yolks thoroughly in a bowl, and add the lemon juice with a generous touch of salt and pepper; then take a cupful of the fish stock and stir into the bowl which contains the eggs and lemon; then add another cup of stock, according to the quantity of sauce required. Pour into a small enamel saucepan, or, better still, an earthenware casserole, and heat it to almost boiling point, stirring it all the while. Do not let it boil, or it will curdle; but directly it thickens to the consistency of a boiled custard, which it should do in ten minutes, pour it over your fish filets which you have ready in a hot dish over the steamer, and serve at once. This will be found to be an extremely palatable sauce, and can be used with any white fish. It is especially good with blanquette de veau, and equally nice with boiled fowl.

### AUBERGINES FARCIES.

Split your aubergines, scoop out half their contents, which you chop finely, and then take a little butter and mix with it by means of a wooden spoon, two or three chopped mushrooms (preserved ones will answer the purpose equally well), two or three shallots, a little fat bacon, parsley, salt, and pepper; fill the aubergines that you have previously sprinkled with salt and drained off all moisture, cover with bread-crumbs, and bake in a pie dish. At this season of the year the cost of a fair-sized aubergine is about 3d., and this mode of cooking will be found very palatable to most people who are fond of vegetables.

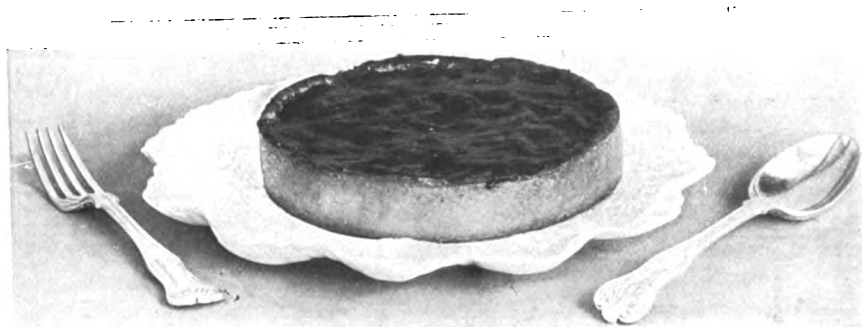
### AUBERGINES A LA PROVENCALE

are also prepared in the same manner, with the addition of oil and a little garlic.

### BŒUF EN ROULADE.

Take some lean beef—if you have had a piece of topside of beef the day before, cut two or three thin slices off this joint and cover between two plates until the following day—cut into neat pieces about four or five inches square. Beat them well, the same as a steak. Make a mixture of the following ingredients in a small bowl: Two or three anchovies, parsley, a little sweet basil, and chop these all finely. Add plenty of salt and pepper and a little grated nutmeg. Divide this mixture so that each piece of beef has an equal quantity, to which add a nice piece of fat bacon. Then roll each piece of meat with its contents neatly, and wind some coarse white thread around each roulade so that they keep the shape. Next you melt some butter in a casserole, and brown each roll of meat, turning them so as to brown thoroughly. Then remove them, and add to the sauce a good tablespoonful of flour, pepper and salt to taste, and a little stock. If no stock is to hand, add a little boiling water. Replace the roulades after removing the threads, and let them cook very gradually on the stove with the lid well down. The sauce should be thick and brown. Dish them up neatly, pour the sauce over them, and garnish with a little lemon and watercress.

This dish can be made with meats that have already been cooked, but will not then be so nourishing. A little Lemco must in this case be added, and do not remove the binding threads until serving up. Veal can be treated also in this way, and will be found a very piquant dish.



FLAN AUX POMMES.

*(Specially prepared and photographed for this paper.)*

### FLAN AUX POMMES.

This is prepared with a short crust, very simply made, which is a capital crust for almost any kind of sweet pies or tarts. You dry your flour well and put it into a basin with a pinch of salt, two tablespoonfuls of castor sugar, and half a pound of clarified lard or dripping. Knead these all up together with the hands. The best way is to rub them through until all ingredients are reduced, then add only sufficient water to form a dough ball. Roll it out once only, and line your tin or pie dish. The fruit should be scalded when soft fruit is used, and partially cooked when apples are chosen. The addition of a few currants is an improvement. A syrup is then poured over the fruit just before dishing up. This is the recipe asked for last week by "Elsa."

### BEIGNETS D'ANANAS.

Make an ordinary batter of milk, flour, and one egg, to which add a pinch of salt. Take the remainder of a tinned pineapple cut in thin slices, which again quarter. Have ready your frying-pan, with plenty of boiling lard or clarified dripping; then fry over a clear fire your quarter pieces of pine, immersed in the batter mixture. Drain on blotting paper. Keep hot, sift some Glebe castor sugar over each beignet, and serve up immediately.

## ANSWERS TO CORRESPONDENTS.

SIMPLE AND QUICKLY-MADE CAKES (Eva).—You ask me to tell you of one or two inexpensive and quickly-made cakes. I think you will find the following answer your purpose:

COCOANUT CAKES.—Into half a pound of flour mix a quarter of a pound of ground rice. Rub into this three ounces each of butter and lard. Add six ounces of castor sugar, one teacupful of desiccated cocoanut, and a dessertspoonful of baking powder. Whip the whites of two eggs to a froth, and add to the rest of the ingredients. If not sufficiently moist add a little milk. Bake in a moderate oven, on a well-greased baking slab, dropping the mixture on to it, not too closely together. Do not open the oven door often. With a properly-regulated oven ten to fifteen minutes should suffice to bake them a golden brown.

CHOCOLATE CAKES.—These little cakes have always proved very successful, and are so simple that any child can make them. Take a piece of butter the size of an egg and cream it, adding gradually one cupful of castor sugar, one cupful of milk, a well-beaten egg, two cupfuls of flour, two teaspoonfuls of Borwick's baking powder, and one cupful or a little more of grated chocolate. Stir well together until all the ingredients are thoroughly well mixed, then drop with a spoon in small quantities on to a well-greased baking tin, and bake in a rather quick oven. Ten minutes ought to be sufficient time to allow for these.

MUSHROOMS AND EGGS (Country Cousin).—Yes, mushrooms and eggs you will find mix capitally. I have always found the following one of the best modes of preparing them: Stew half a pound of mushrooms in milk, and thicken with the yolk of a raw egg and bread-crumbs. Line a pie-dish with this mixture, and break into it as many raw eggs as you wish to use; cover these with the remainder of the mixture, and cook in the oven for ten minutes. This is a very favourite breakfast dish in the country, where both mushrooms and eggs are abundant. You also want to know of a way of cooking eggs (fried) so as to ensure their coming hot to table. I generally cook them like this: I use the empty collop shells for this purpose, which look appetising, and retain the heat admirably. I put a tiny piece of butter into each shell and place it on the closed top of the kitchener or gas stove; into these I break one or two eggs respectively, according to the size of the former, I then sprinkle each with salt and pepper, and when fairly set, which takes about three to four minutes, serve in the shells on a heated dish, garnished with parsley, lettuce, or watercress.

SCALLOPED POTATOES (Potato Maid).—You will find this an excellent recipe for utilising cold potatoes: Put a layer of cold sliced potatoes in a suitable dish and season with salt, pepper, butter, and a little onion chopped very finely; dredge a little flour over this, then add another layer of potatoes and seasoning. Continue this until you have used up your stock of potatoes. Heat enough milk to cover this, and pour over the whole before putting in the oven; cover with a dish or plate, and bake for half-an-hour or three-quarters, according to oven heat, then remove your cover and brown. A little grated cheese—Parmesan for preference—is a great improvement, but is not absolutely necessary. This is the American mode of scalloping potatoes.

KARA.



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# Here, There, and Everywhere.

Another device of the Canadian Government for bringing before the British public the enormous resources of the Dominion of Canada and for the purpose of attracting emigrants to the colony, is the issue of a series of picture post-cards. They are beautifully coloured, giving representations of townships, farmsteads, wheat growing, cattle raising, threshing corn, flour mills, and various incidents connected with farm life, and they depict in a vivid manner the possibilities placed before the emigrant by the Canadian Government. A series will be forwarded to anyone on application to Mr. W. T. R. Preston, the Canadian Commissioner of Emigration, 11-12, Charing Cross, London, S.W.

Mr. Wentworth Croke, by arrangement with Mr. Tom B. Davis, produces at the Apollo Theatre this week "The Gay Lord Vergy." It is frankly an opera bouffe, and this is the description attached to the title by the management and the authors. The scene is laid in France during the time of the Crusades, and the costumes may, therefore, be expected to be quaint and fresh to the eye of London. The plot follows the adventures of Le Sire de Vergy, his wife Gabrielle, and his dearest friend Le Sire de Coucy. The music is, for the greater part, by M. Claude Terrasse, but a number of musical interpolations have been penned by Mr. Theo Wendt, to the lyrics of Mr. Arthur Sturgess. Mr. Sydney Ellison, by permission of Mr. George Edwardes, is producing the opera.

A pretty little photograph mount for the table or sideboard is the Kodak Louis XV. folding-screen, a three-fold mount with red silk ribbon hinges, the colour being an unobtrusive shade of art green with a lithographed design in grey around the border. The photographs slip in at the sides or bottom, and are thus easily removable when a change is desired. These attractive mounts are supplied for quarter-plate and 3A Folding Pocket Kodak or post-card pictures at 6d. each, and are well worth the figure asked.

Trafalgar Day this year will be marked at Earl's Court by the distribution of all the receipts to Naval charities. A specially attractive programme has been prepared for that day.

Miss Grace Chalmers, who is touring in "The Christian," was specially selected by Mr. Hall Caine to play the *rôle* of Glory.

*Ash, Blackpool.*

MISS GRACE CHALMERS

As Glory in "The Christian" on tour.

Although this young actress possesses wonderful histrionic abilities, she was not educated for the stage, neither does she come of a theatrical family. "That actresses are born, not made," was never better illustrated than in this instance. Miss Chalmers has received numerous offers to appear in London.

Miss Ida Conquest, whose portrait we reproduce on this page, is one of the best-known leading ladies in America. She was for a long time with Mr. John Drew, and afterwards with Mr. William Gillette, and her appearance in England as leading lady for Mr. William Collier, which has been arranged

MISS IDA CONQUEST

A well-known American actress, who is appearing in this country as leading lady for Mr. William Collier.

by Mr. Charles Frohman, will give the English public an opportunity for the first time of seeing an American leading lady who has created during the last six years as many as twenty different parts.

The Lyceum, which has been closed for some weeks in preparation for the ballet "Excelsior," reopened last week. The programme, which should prove a very acceptable one, includes many popular turns. Wrestling again promises to become an important feature in music hall entertainments, and this week Hackenschmidt is reappearing at the Oxford.

Mr. George Dance's Company with "The Duchess of Dantzig" proved an enormous attraction at the New Theatre, Ealing, last week, and such an excellent rendering of this popular comic opera was given that the large audiences are not to be wondered at. Miss May Glenn takes the part of the Duchess, and sings and acts well, being ably supported by Mr. Leonard Griffiths as François Lefebvre.

The annual general meeting of Carreras, Limited, will be held this week, for the purpose of considering the directors' report and statement. A further dividend of 7½ per cent. (making 10 per cent. for the year) will be recommended. The year's profit, after writing off all advertising, and providing for depreciation, bad debts, etc., is £23,607 17s.

"Le Matin" of September 15 announces that Redfern has been awarded the Grand Prix in the Liege Exhibition for the best collection of dresses. It will be remembered that this firm obtained the Grand Prize in the recent St. Louis Exhibition in competition in the French section with all the French dressmakers.

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**Wyndham's Theatre.**
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Preceded by Mr. Chas. Bertram at 8.20.
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**Haymarket Theatre.**
Lessee and Manager: Mr. Frederick Harrison.
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Matinees Wednesday and Saturday at 2.30.

**Duke of York's Theatre.**
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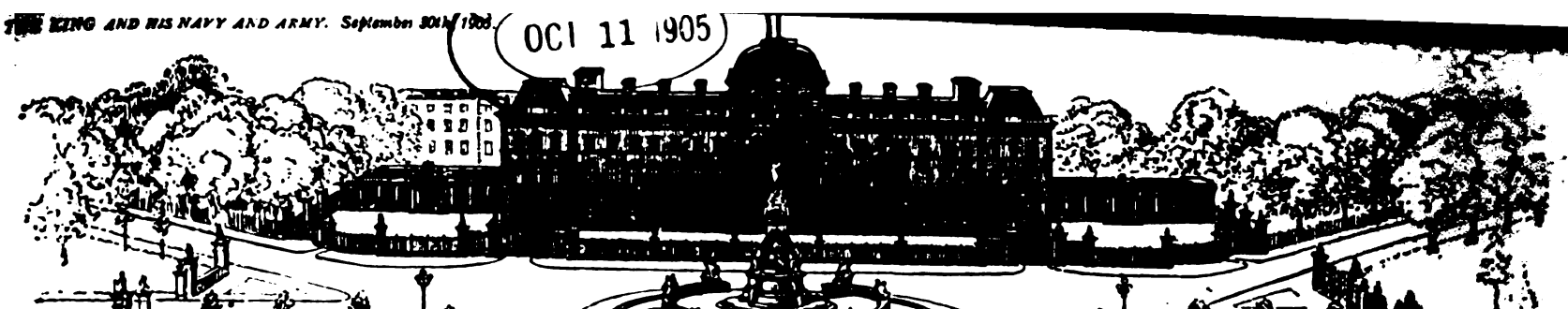

# THE KING

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SATURDAY, SEPTEMBER 30th, 1905.

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No woman is beautiful if she has not a delicately-tinted complexion, free from spot or blemish, and a luxuriant growth of beautiful hair. It is not pretended that "Antexema Soap" will alter either form or features, but it is merely a statement of fact to say that "Antexema Soap" will prevent blackheads, pimples, and red, rough, oily skin, and render it clear, pure, fresh, and healthy, and make the hair silky and glossy.

If you treat your skin with proper consideration you will find your reward not only in improved looks, but in better health. Realise for a moment that on the surface of your skin there are no fewer than seven million pores, and every one of these seven millions has its proper work to do, and if the pores fail to do their work you can neither be healthy or look healthy. Imagine, then, how the health must inevitably suffer if hundreds of thousands of these pores are stopped up or clogged with impurity of any kind, and then you will see how exceedingly important it is to use "Antexema Soap," and so keep the pores open as Nature intended, and enable them to perform their functions thoroughly.

Once more we ask the question "What soap do you use?" because so many people seem satisfied with a soap that merely takes off the surface dirt, and leaves it still stopping up the pores. You must use soap, then why not use a soap possessing such great virtues as "Antexema Soap," the soap that beautifies, and which, by cleansing the pores as well as the surface, maintains skin health and beauty? It is a charming soap to use, possessing as it does the fragrance, refreshing, healing, and antiseptic virtues of the pine forest.

For washing the head you need to be very careful about the soap you use. A coarse soap with excessive alkali makes the hair dry and brittle, whilst a soap containing free fat will make the skin greasy and so attract dirt. "Antexema Soap," on the contrary, completely cleanses the scalp, makes the hair grow in a healthy fashion, and any tendency to baldness is counteracted by its use. "Antexema Soap" lathers beautifully, and makes hard water soft, so that is an ideal soap for a shampoo.

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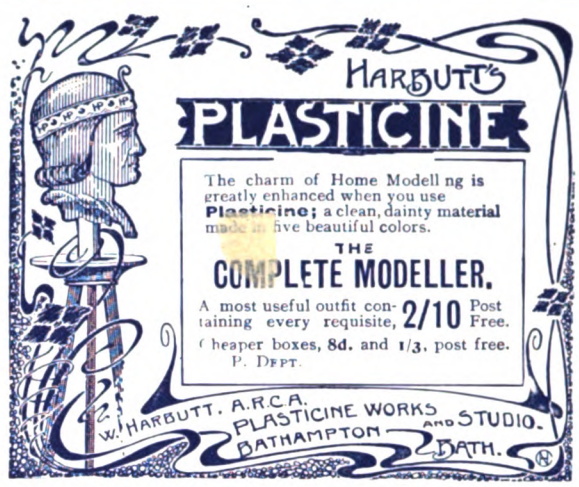
"Antexema Soap" is supplied by Chemists and Stores at 6d per tablet; or three tablets in a box for 1s. 6d. Or if you send a sixpenny postal order for a sixpenny tablet of "Antexema Soap," it will be forwarded enclosed in a handsome tortoise-shell soap case decorated in gold, which will be an ornament to your dressing table and most convenient for packing in your dressing case. Write immediately, mention THE KING, and address your letter to The Antexema Company, 83, Castle Road, London, N.W. There is no time like the present.

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**POLITICAL PEN PICTURES** is an established feature of THE KING, consisting of a descriptive article of Members, or prospective Members, of the House of Commons. A full-page frontispiece of the subject invariably accompanies these articles. Since the inauguration of this department the following gentlemen have formed the subject of article and frontispiece.—

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| Mr. A. W. H. PONSONBY | September 3, 1904. |
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| Mr. J. J. HAYE | October 22, 1904. |
| Mr. J. E. SEARS | October 29, 1904. |
| Alderman W. H. DAVIES | November 5, 1904. |
| Mr. A. E. DUNN | November 12, 1904. |
| Mr. T. J. LENNARD | November 19, 1904. |
| Mr. A. W. WILLS, | November 26, 1904. |
| Mr. W. H. DICKINSON | December 3, 1904. |
| Mr. R. W. PERKS | December 10, 1904. |
| Mr. F. T. LEYLAND SCARISBRICK | December 24, 1904. |
| Alderman A. WAKERLEY | December 31, 1904. |
| Alderman L. L. MORSE | January 7, 1905. |
| Mr. DONALD MACLEAN | January 21, 1905. |
| Mr. STEPHEN COLLINS | January 28, 1905. |
| Mr. J. MEIR ASTBURY | February 4, 1905. |
| Mr. R. LAIDLAW | February 18, 1905. |
| Mr. R. A. GERMAINE | March 4, 1905. |
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